



This factsheet gives key statistics for young car drivers (aged between 17 and 24) involved in police reported road collisions involving personal injury in Great Britain up to 2016 from STATS19 data. Young car drivers are a notable set of road users because they have been statistically over-represented in reported road collisions in comparison with car drivers of all ages. The factsheet examines the main trends on reported road collisions involving at least one young car driver and the casualties involved in these collisions.

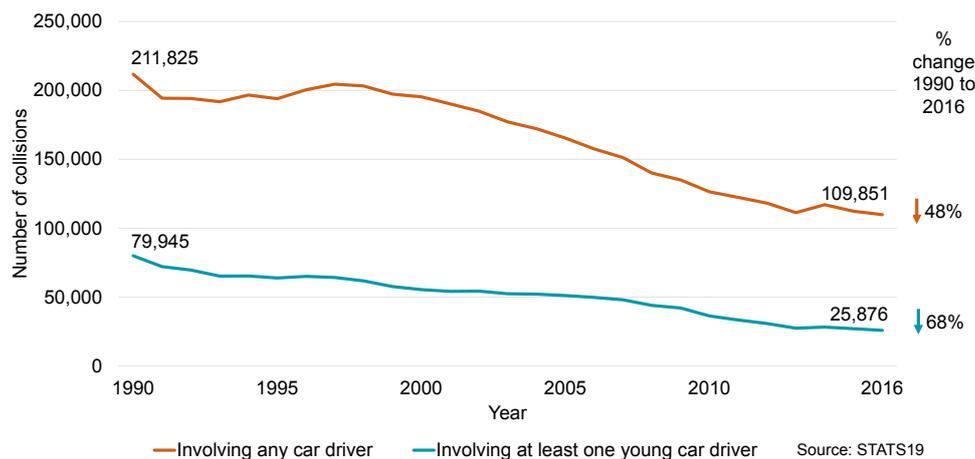
Definition of young car drivers

Within this factsheet, young people and young car drivers are defined as those aged between 17 and 24 years old.

Key findings

- **Young car drivers have a higher casualty rate given distance travelled compared to all car drivers.** In 2016, the rate for young car drivers was more than three times higher in England than all car drivers. **(Chart 13)**
- **Reported road collisions involving personal injury which involved at least one young car driver in Great Britain, and total casualties from these road collisions, decreased by 68 per cent and 66 per cent respectively between 1990 and 2016.** Over the same period, for all car drivers the number of collisions decreased by 48 per cent and casualties by 47 per cent. **(Chart 1 and Chart 8)**

Chart 1: Personal injury collisions involving at least one young car driver and total personal injury collisions involving any car driver, Great Britain: 1990 to 2016



- Males account for 80 per cent of young driver fatalities compared to 76 per cent of fatalities for all car drivers in 2016. However, young male car drivers are more closely matched (55 per cent) to female car drivers for total casualties, broadly in line with distance driven by young people by gender. This suggests that **young female drivers are just as likely to be injured in a collision as young male drivers, but young male drivers are more likely to be killed.** **(Chart 12)**
- In 2016 **more than four out of five fatal casualties for young car drivers occurred on rural roads** (82 per cent); this proportion is slightly higher than for all car drivers (77 per cent). **(Chart 16)**
- **The riskiest times for collisions involving young car drivers compared to distance travelled are during the late evening through to the early morning especially at the weekend.** **(Table 5)**
- Young and all car drivers share the same top 5 contributory factors. Compared to all car drivers, **a larger proportion of young car drivers are allocated factors relating to 'driver careless, reckless or in a hurry', 'loss of control', 'learner or inexperienced driver' and those 'relating to speed'.** **(Table 7)**

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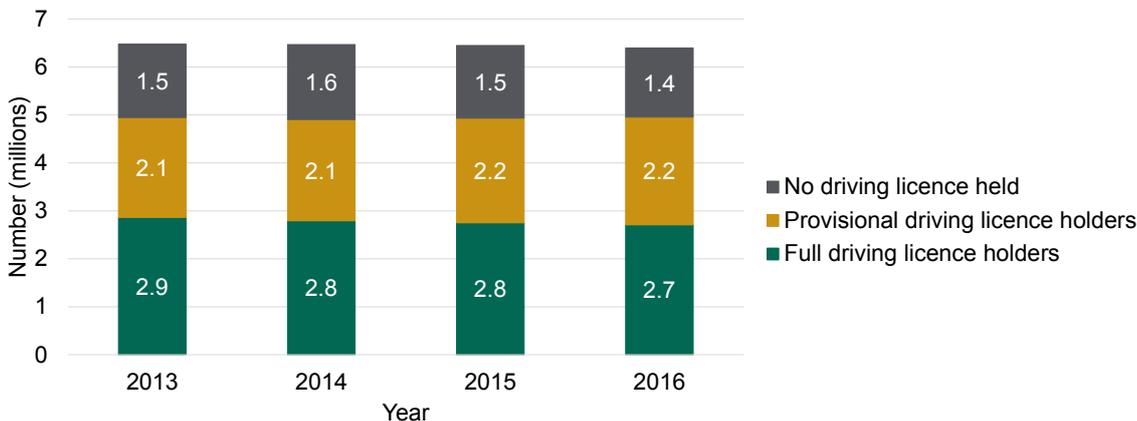
Young car drivers on the roads

Young driver numbers

In 2016 young people accounted for around 7 per cent of all full car driving licence holders in Great Britain. This is 2.7 million people or approximately 42 per cent of all young people in Great Britain. An additional 2.2 million of provisional driving licence holders are young people.

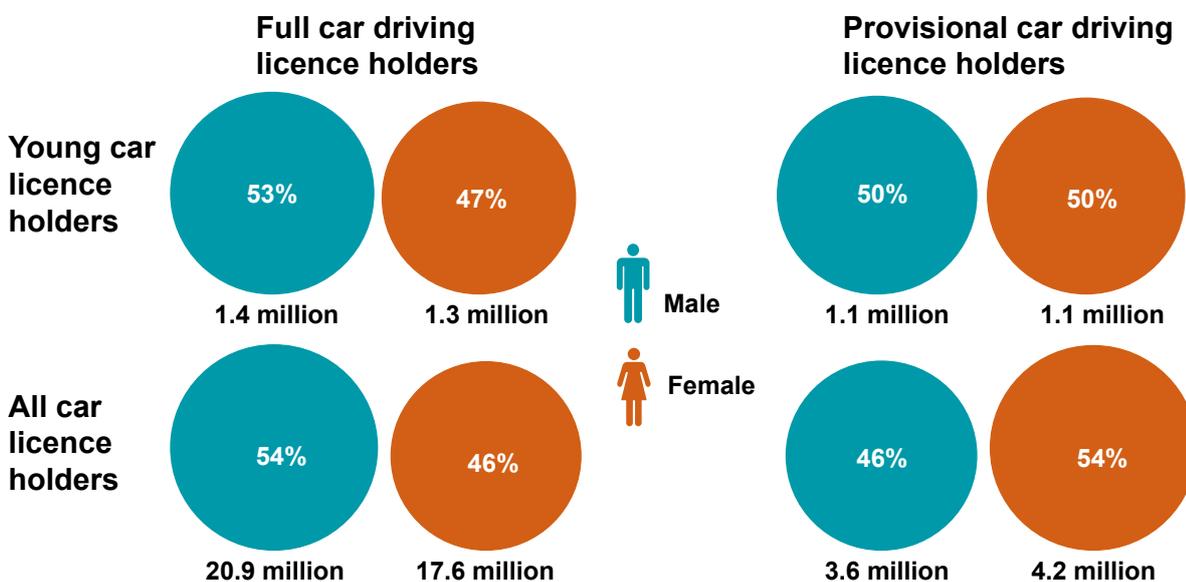
The number of young people holding full driving licences has been decreasing in recent years. Between 2013 and 2016 the number of young people holding full driving licences fell by 5 per cent from 2.9 to 2.7 million, whilst the population for this age group decreased by 1 per cent from 6.5 to 6.4 million.

Chart 2: Number of young people (millions) with a full, provisional or no driving licence, Great Britain: 2013 to 2016



Source: DVLA driver licence data and ONS population estimates

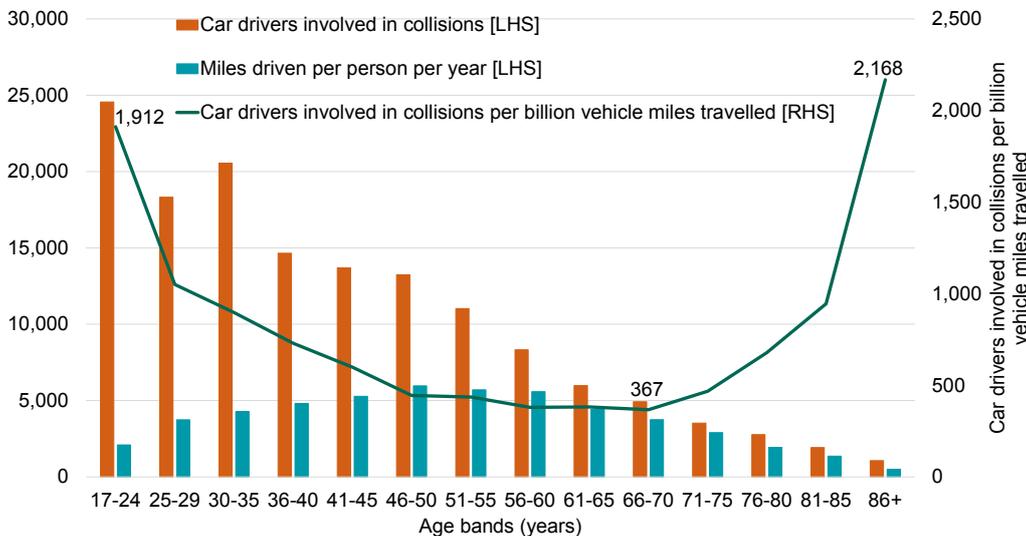
Chart 3: Full and provisional car driving licence holders for young car drivers and all car drivers by gender, Great Britain: 2016



Source: DVLA driver licence data

Car drivers involved in collisions

Chart 4: Number of car drivers involved in collisions, by age, miles driven per person and the rate of car drivers involved in collisions per billion vehicle miles travelled, England: 2016



Source: STATS19, National Travel Survey, and the National Road Traffic Census

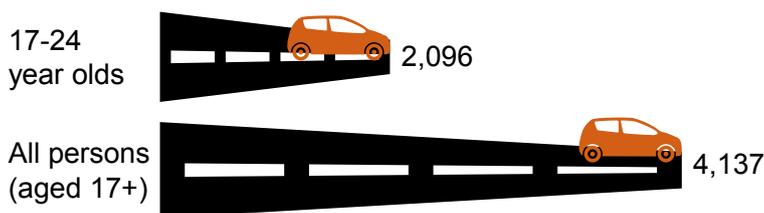
Calculation of rate

'Car drivers involved in collisions' **divided by** 'estimated distance travelled by car drivers' within each age band. The estimated distance travelled by age band is calculated using the total distance travelled by cars recorded in the National Road Traffic Census apportioned by the breakdown of total car mileage driven for persons in each age group as recorded in the National Travel Survey.

In 2016 in England there were 1,912 car drivers aged between 17 and 24 involved in reported road collisions per billion vehicle miles travelled. This rate is more than 5 times greater than for the age group with the lowest rate, 66 to 70 year old car drivers, for which there were 367 car drivers in reported road collisions per billion vehicle miles travelled in 2016.

Distance travelled

Chart 5: Miles driven per person, England: 2016



Source: National Travel Survey (NTS)

The NTS estimates that young people in England drive fewer miles than the average. In 2016, on average, a young person drove 2,096 miles per year in comparison with 4,137 miles for all persons.

The NTS estimates that on average young male car drivers tend to travel slightly further than young female car drivers. In 2016 young males drove 54 per cent of relative car distance travelled compared to females who drove 46 per cent (**Chart 12**).

Definition of journeys made

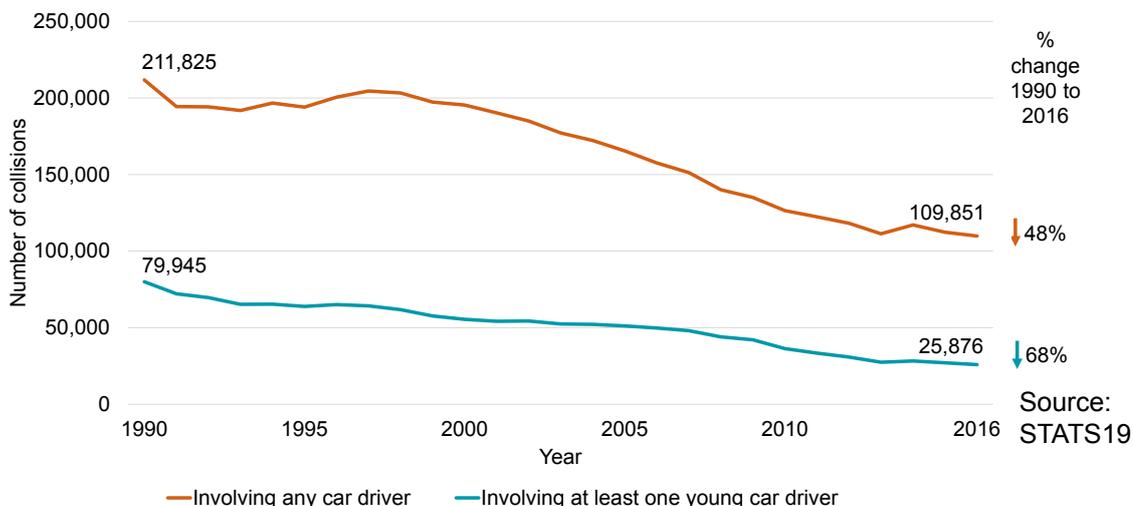
The National Travel Survey collects information about personal travel within Great Britain, by residents of private households in England, along the public highway. Travel off-road, or for commercial purposes (to deliver goods or passengers) is not included.

These figures relate to miles travelled where the mode of travel was "car/van driver". Miles per person per year are based on all the relevant people in the sample (i.e. all individuals aged 17-24), whether or not they reported driving somewhere.

Collisions involving at least one young car driver

All collisions

Chart 6: Personal injury collisions involving at least one young car driver and total personal injury collisions involving any car driver, Great Britain: 1990 to 2016



Recording of personal injury road collisions in STATS19

STATS19 is the set of data which has to be collected by a Police Officer when an injury road collision is reported to them.

All road collisions involving human death or personal injury occurring on the highway and notified to the police within 30 days of occurrence, and in which one or more vehicles are involved, are to be reported.

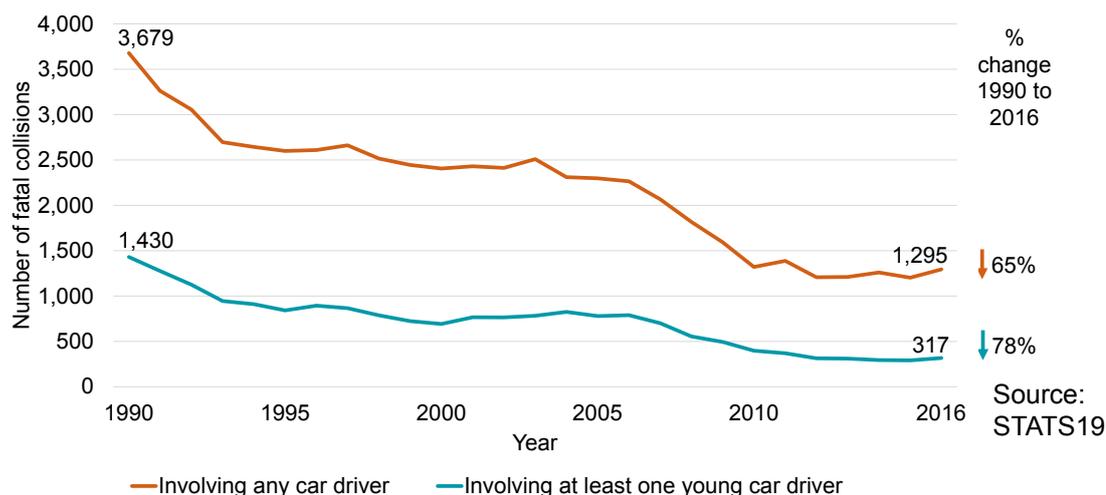
Collisions involving no injury or damage-only collisions are not reported in STATS19.

Within this factsheet, the totals for any car driver exclude about 1 per cent of collisions and casualties where the age is missing or unknown.

The total number of reported road injury collisions involving at least one young car driver in Great Britain has fallen substantially (68 per cent) since the 1990s, from a high of 79,945 injury collisions in 1990 to 25,876 collisions in 2016. The total number of collisions involving any car driver has fallen by 48 per cent, from 211,825 collisions in 1990 to 109,851 collisions in 2016. The number of injury collisions involving at least one young car driver represented 24 per cent of all injury collisions involving any car driver in 2016. This proportion was 38 per cent in 1990.

Fatal collisions

Chart 7: Fatal collisions involving at least one young car driver and total fatal collisions involving any car driver, Great Britain: 1990 to 2016

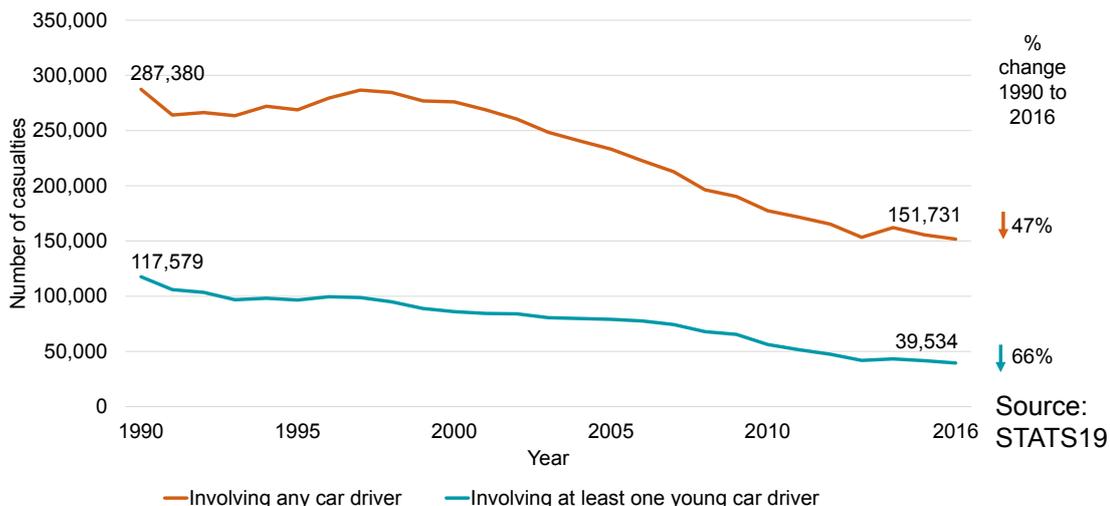


The number of fatal collisions involving at least one young car driver in Great Britain has fallen substantially since the 1990s, from a high of 1,430 fatal collisions in 1990 to 317 fatal collisions in 2016, down 78 per cent. Over the same period, the number of fatal collisions involving any car driver has fallen by 65 per cent, from 3,679 to 1,295 fatal collisions. The number of fatal collisions involving at least one young car driver represented 24 per cent of all fatal collisions involving any car driver in 2016. This proportion was 39 per cent in 1990.

Casualties from collisions involving at least one young car driver

All casualties

Chart 8: All casualties from collisions involving at least one young car driver and total casualties from collisions involving any car driver, Great Britain: 1990 to 2016



Personal injury road casualties

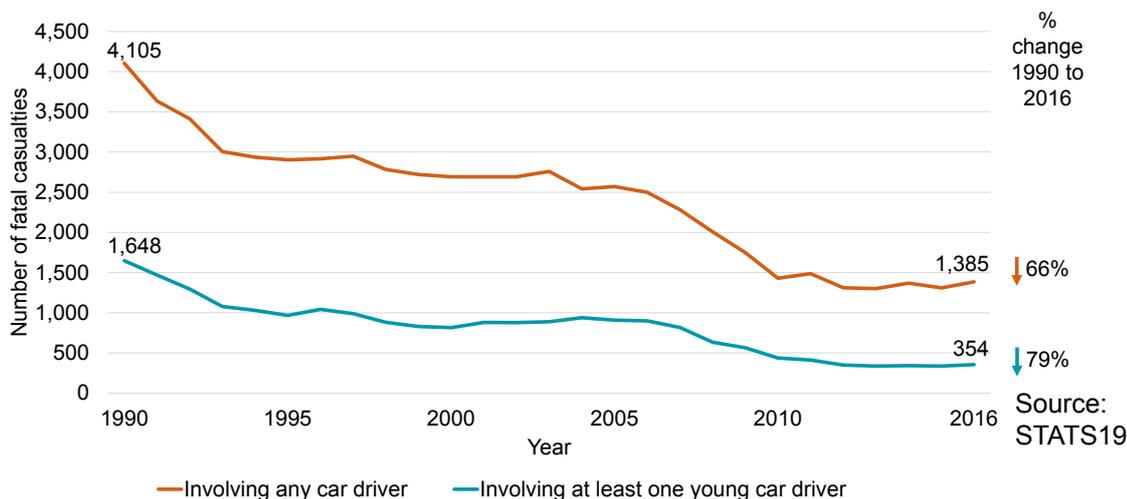
A person killed or injured in a collision. Casualties are subdivided into killed, seriously injured and slightly injured.

A full list of the definitions used in this release can be found [here](#).

The number of casualties from reported road collisions involving at least one young car driver in Great Britain has fallen from a high of 117,579 in 1990 to 39,534 in 2016, down 66 per cent. Casualties involving any car driver decreased by 47 per cent from 287,380 to 151,731 casualties during the same period. In 2016, the number of casualties involving at least one young car driver represented 26 per cent of casualties involving any car driver, which has fallen from 41 per cent in 1990.

Fatal casualties

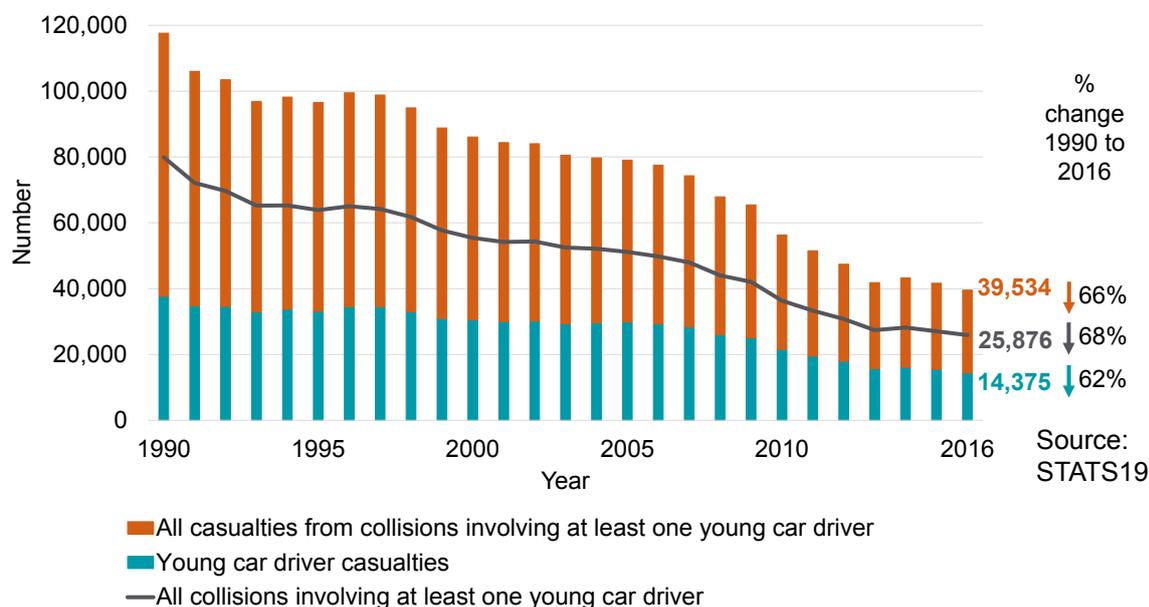
Chart 9: Fatal casualties from collisions involving at least one young car driver and total fatal casualties from collisions involving any car driver, Great Britain: 1990 to 2016



The number of fatal casualties from reported road collisions involving at least one young car driver in Great Britain decreased from 1,648 in 1990 to 354 in 2016, down 79 per cent. The number of fatal casualties involving any car driver also fell during this period, by 66 per cent from 4,105 to 1,385 fatal casualties in 2016. The number of fatal casualties in 2016 involving at least one young car driver represented 26 per cent of fatal casualties involving any car driver, which is a decrease from 40 per cent in 1990.

All collisions and casualties

Chart 10: Total injury collisions involving a young car driver, casualties from these collisions and young car driver casualties, Great Britain: 1990 to 2016



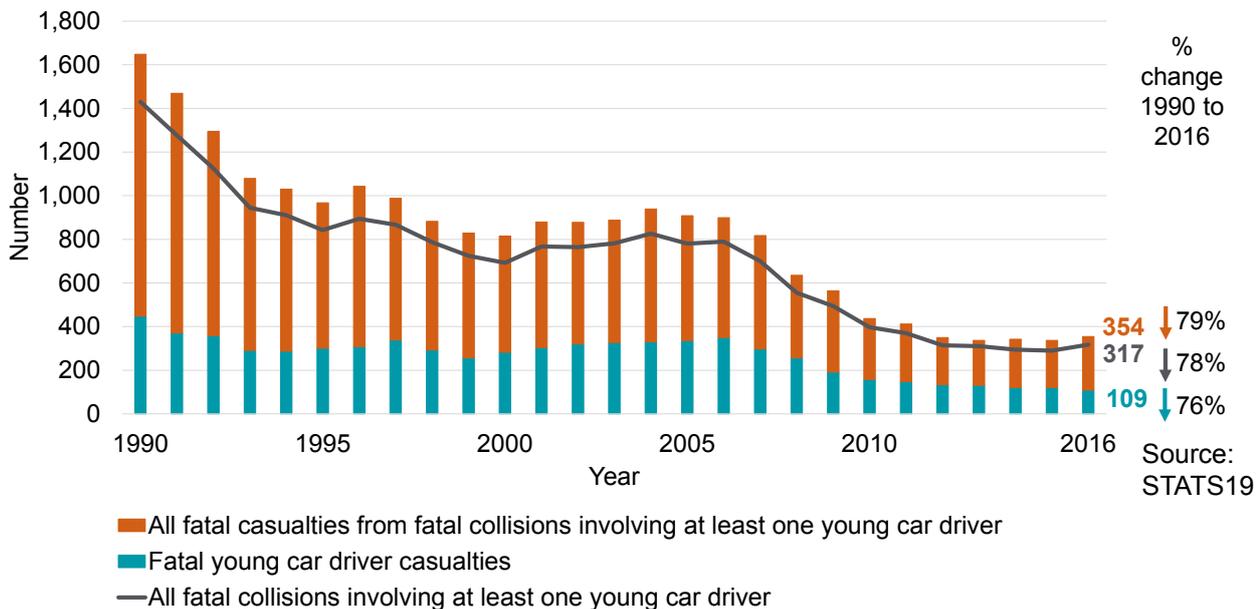
The number of young car driver casualties in Great Britain decreased by 62 per cent from 37,686 casualties in 1990 to 14,375 casualties in 2016. These casualties represented 36 per cent of all casualties for collisions involving a young car driver in 2016, higher than the proportion in 1990 which was 32 per cent.

For injury collisions involving at least one young car driver, the proportion of casualties per collision has increased very slightly to a ratio of 1.53 casualties per collision in 2016 from 1.47 in 1990. Nevertheless, the number of collisions involving at least one young car driver has fallen over the years, and these and the number of all casualties arising are at the lowest level over the period.

For the period 1990 to 2016, young car driver casualties as a share of all car driver casualties in Great Britain has reduced substantially from 34 per cent to 19 per cent.

Fatal collisions and casualties

Chart 11: Fatal injury collisions involving a young car driver, fatal casualties from these collisions and fatal young car driver casualties, Great Britain: 1990 to 2016



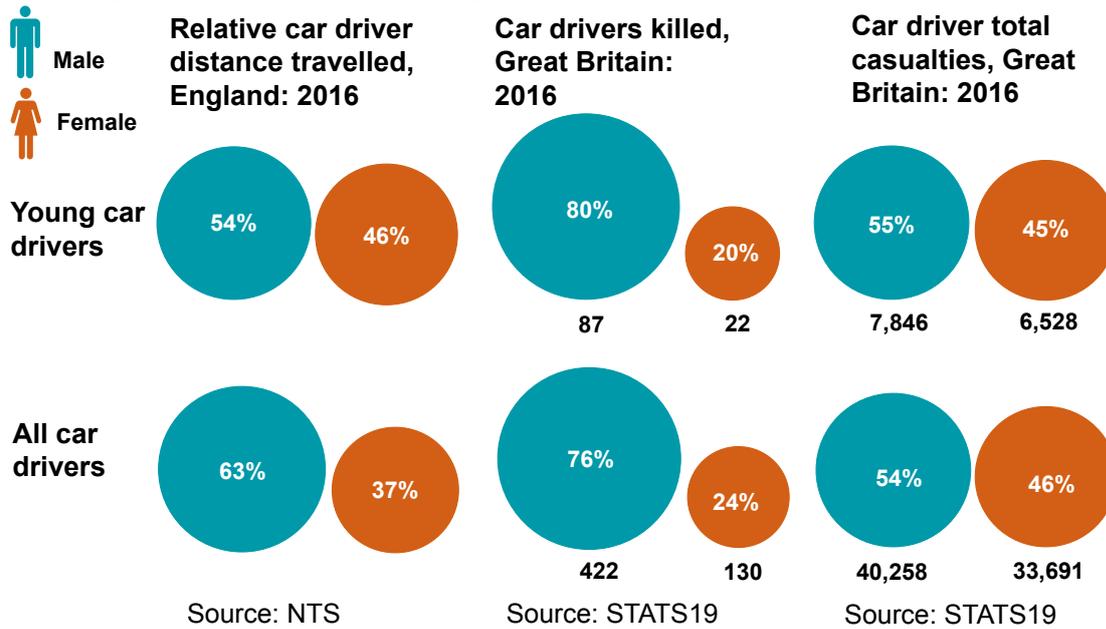
The trend in the number of fatal casualties from collisions involving a young car driver has been flat in the last five years having declined substantially since 1990. There are slightly less fatal casualties per collision, for collisions involving at least one young car driver with a ratio of 1.12 fatal casualties per fatal collision in 2016, compared to 1.15 in 1990. The percentage change in 2016 compared to 1990 in the number of fatal collisions involving at least one young car driver has fallen slightly less (by 78 per cent from 1,430 to 317) than the number of fatal casualties from these fatal collisions (fallen by 79 per cent from 1,648 to 354).

For fatal injury collisions involving a young car driver, the number of young car driver fatal casualties have fallen by 76 per cent from 448 in 1990 to 109 in 2016. The number of young car driver fatal casualties represents 31 per cent of fatal casualties involving a young car driver in 2016, up from 27 per cent in 1990.

The number of car driver fatal casualties for all car drivers in Great Britain has fallen since the 1990s, from a high of 1,426 in 1990 to 552 in 2016, down 61 per cent. Young car driver fatal casualties have reduced to 20 per cent of all car driver fatal casualties in 2016, down from 31 per cent in 1990.

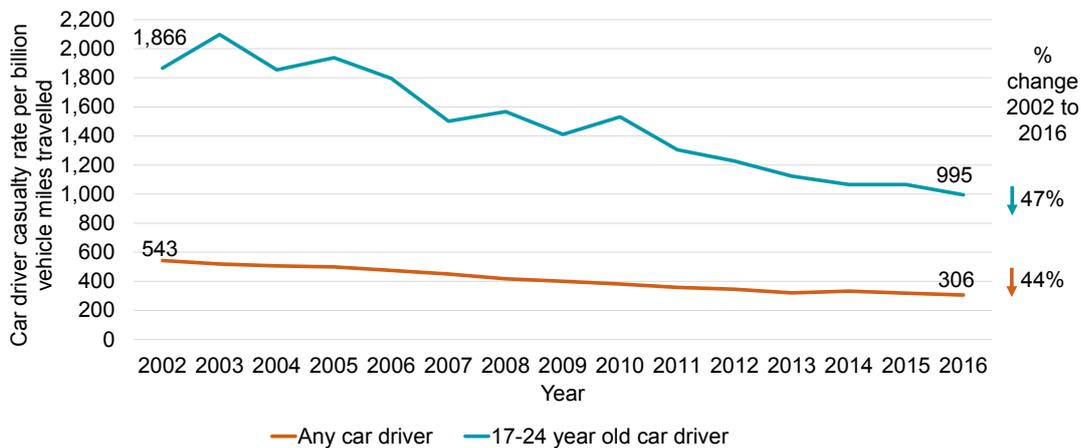
Young car driver casualties by gender

Chart 12: Young and all car drivers by gender, 2016



Males make up a considerably higher proportion of young car driver fatalities with four-fifths (80 per cent) of all young car driver fatalities in 2016. However, the gender split for total casualties of young car drivers is more closely matched (55 per cent for males and 45 per cent for females), broadly reflecting the distances driven by male and female young car drivers. This suggests that young female drivers are just as likely to be injured in a collision as young male drivers, but young male drivers are more likely to be killed.

Chart 13: Car driver casualty rate per billion vehicle miles travelled, England: 2002 to 2016



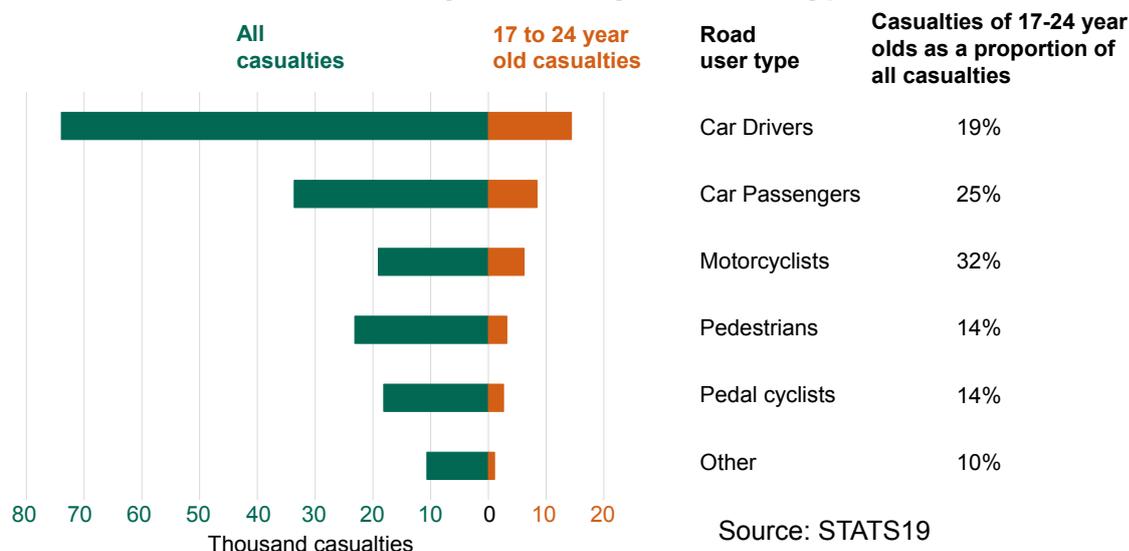
Source: STATS19, the NTS, and the National Road Traffic Census

Young car drivers have a higher casualty rate given distance travelled compared to all car drivers. In 2016, there were 995 young car driver casualties per billion vehicle miles travelled in England, which is a decrease of 47 per cent from 1,866 in 2002. During this same time the total miles driven per person per year by young people fell from 2,692 to 2,096 miles.

The car driver casualty rate per billion vehicle miles travelled for all car drivers has also decreased, by 44 per cent. In 2016, there were 306 car driver casualties per billion vehicle miles travelled for all car drivers, this is a decrease from 543 in 2002.

Young car drivers (aged 17-24) casualties compared with other road users of the same age

Chart 14: Total casualties for 17-24 year olds by road user type, Great Britain: 2016



In 2016, the road user group with the largest proportion of casualties for young people in Great Britain was motorcyclists which make up 32 per cent of all motorcyclist casualties. This was followed by car passengers with 25 per cent and car drivers with 19 per cent of all casualties.

Table 1: Total casualties for 17-24 year olds and for all ages by road user type, Great Britain: 2016

Road user type	Casualties of 17-24 year olds	Casualties of 17-24 year olds as a proportion of all 17-24 year old casualties	All casualties	All casualties as a proportion of total casualties
Car driver	14,375	40%	73,952	41%
Car passenger	8,404	23%	33,628	19%
Motorcyclist	6,185	17%	19,064	11%
Pedestrian	3,188	9%	23,129	13%
Pedal cyclist	2,613	7%	18,113	10%
Other	1,070	3%	10,652	6%
Total	35,835	100%	178,538	100%

1. Excludes casualties where age is missing or unknown.

Source: STATS19

In 2016, young car driver casualties accounted for 40 per cent of young people injured in reported road collisions. This is a similar proportion for all car driver casualties with 41 per cent of all casualties being car drivers. However, young people are more likely to be a car passenger or a motorcyclist casualty with 23 per cent and 17 per cent of all casualties for young people, respectively. This compares to 19 per cent of all casualties being a car passenger and 11 per cent being a motorcyclist.

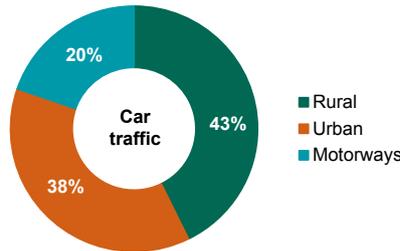
Conversely, young people are less likely to be a pedestrian and pedal cyclist casualty, with 9 per cent of casualties for young people being pedestrians and 7 per cent pedal cyclists. For all casualties these proportions were 13 per cent pedestrian casualties and 10 per cent pedal cyclist casualties.

Road type

Traffic and casualties by road type

Chart 15: Reported car traffic (for drivers of all ages) by road type, Great Britain: 2016

In 2016, rural roads carried the majority of all car traffic in Great Britain (43 per cent) followed by urban roads (38 per cent) and motorways (20 per cent).



Source: National Road Traffic Census

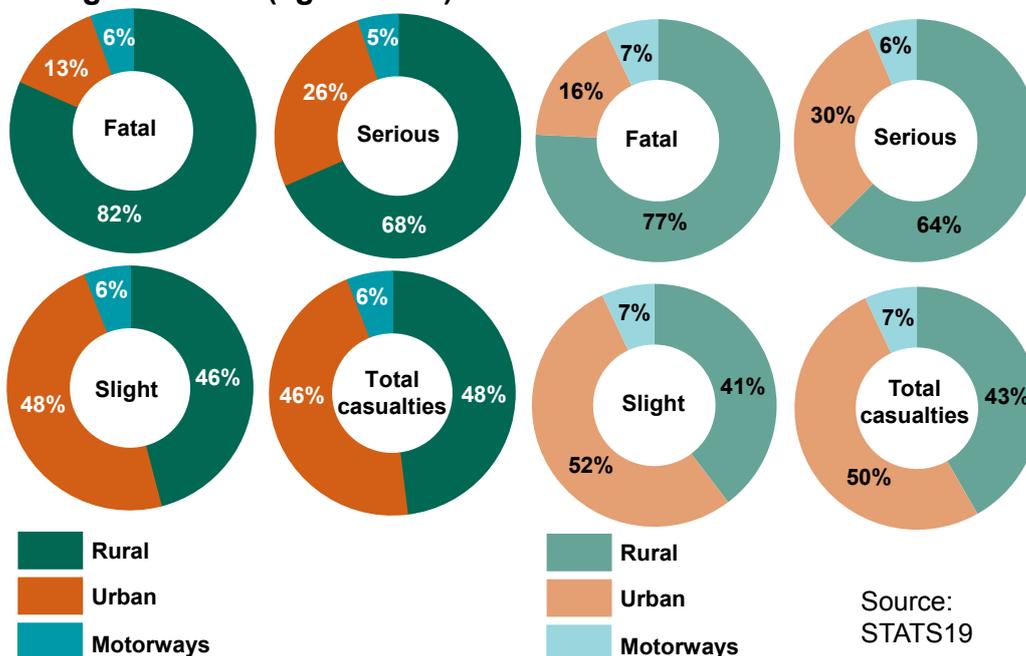
Definition of traffic

Traffic refers to the total distance travelled by cars and taxis, measured in vehicle miles. This combines the number of cars and taxis on the road, and how far they travel. Traffic estimates for Great Britain are published [here](#).

Chart 16: Young car driver (aged 17-24) and all car driver casualties by severity and road type, Great Britain: 2016

Young car driver (aged 17-24) casualties

All car driver casualties



Urban/rural definition

Urban roads are those within an area of population of 10,000 or more. The definition is based on the 2001 Communities and Local Government definition of Urban Settlements. Roads outside these areas will be classified as Rural. More information is available [here](#).

Source: STATS19

In 2016, of the 109 young car driver fatalities, the majority (82 per cent) occurred on rural roads, 13 per cent on urban roads and 6 per cent on motorways. Collisions that occur on rural roads are more likely to be of a fatal nature in comparison with those on urban roads. Rural roads will most likely have higher average speeds than urban roads. Rural roads are often more sinuous and narrow in nature, with blind bends, dips and other distractions. The proportion of fatal casualties on rural roads for young car drivers are slightly higher than for all car drivers (77 per cent).

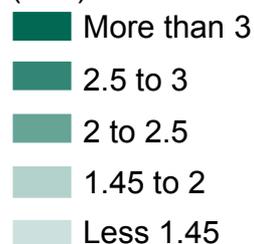
Collisions with lower average speeds on urban roads are less likely to result in serious injuries (or no injuries at all). Consequently, slight casualties are more likely to occur on urban roads. In 2016, 48 per cent of young car driver slight casualties occurred on urban roads, 46 per cent on rural roads and 6 per cent on motorways. This is fairly similar to the breakdown for slight casualties for all drivers.

Despite having higher average speeds, motorways contribute to a small proportion of young driver fatalities and casualties of all severities. In 2016, 6 per cent of young car driver fatalities occurred on motorways, this is 7 per cent for all car driver fatalities. Motorways have a higher level of design standards in comparison with other roads, and with grade separation and barriers between carriageways there is a lower risk of head-on or junction collisions.

Map 1: Total young car driver casualties per million population as a proportion of all car driver casualties per million population (rate), Great Britain, by local authority: 2016

This map provides a comparison by local authority of the casualty rate for young car drivers, standardised by population, relative to the casualty rate for all drivers. This identifies those areas where the casualty rate for younger drivers is at variance with the overall pattern for all drivers.

Total young car driver casualties per million population as a proportion of all car driver casualties per million population (rate)



Highest relative rates

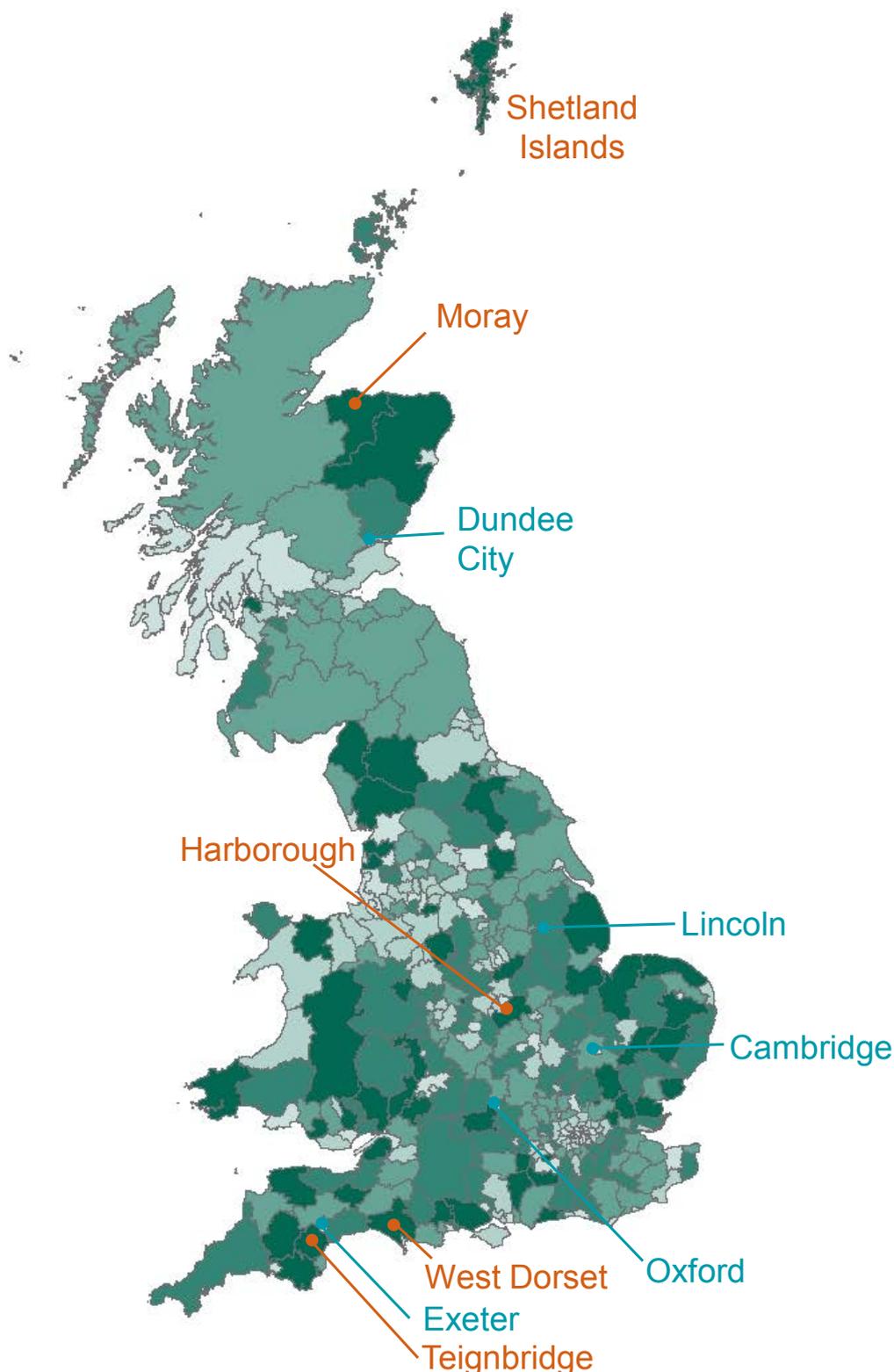
1. Harborough: 4.16
2. Shetland Islands: 3.93
3. West Dorset: 3.91
4. Teignbridge: 3.82
5. Moray: 3.78

The highest rates occur in rural areas. Rural roads will most likely have higher average speeds than urban roads. Rural roads are often more sinuous and narrow in nature, with blind bends, dips and other distractions.

Lowest relative rates

1. Cambridge: 0.49
2. Oxford: 0.50
3. Dundee City: 0.61
4. Exeter: 0.78
5. Lincoln: 0.80

The lowest rates occur in urban areas, where the average speed is lower than rural roads.



Source: STATS19, ONS population estimates

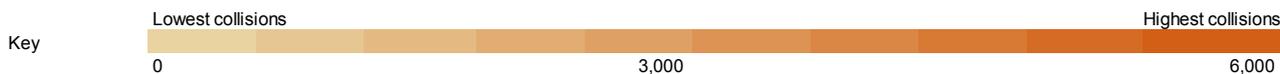
Time of day and day of week

This set of tables explore the day of the week and hour of the day road collisions occur involving a young car driver and any car driver aggregated for ten years.

Collisions involving young car drivers by time of day and day of week

Table 2: Road collisions involving at least one young car driver by time of day and day of week, Great Britain: 2007 to 2016

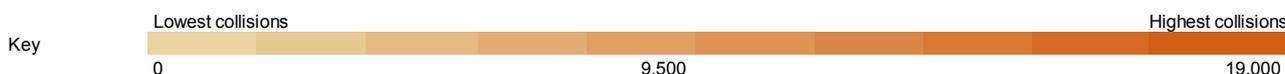
Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Weekday average	Saturday	Sunday	Weekend average	Weekly average
00:00 - 00:59	848	731	713	790	963	809	1,960	1,995	1,978	1,143
01:00 - 01:59	555	464	422	465	657	513	1,584	1,726	1,655	839
02:00 - 02:59	374	299	275	346	491	357	1,368	1,358	1,363	644
03:00 - 03:59	295	252	206	312	390	291	994	1,246	1,120	528
04:00 - 04:59	217	166	154	198	250	197	667	880	774	362
05:00 - 05:59	319	297	275	303	312	301	589	641	615	391
06:00 - 06:59	776	776	769	789	787	779	636	618	627	736
07:00 - 07:59	2,164	2,386	2,318	2,299	2,167	2,267	951	689	820	1,853
08:00 - 08:59	3,745	4,288	4,105	3,983	3,622	3,949	1,501	836	1,169	3,154
09:00 - 09:59	1,977	2,046	2,020	1,971	1,864	1,976	1,494	1,247	1,371	1,803
10:00 - 10:59	1,465	1,506	1,484	1,438	1,563	1,491	1,956	1,592	1,774	1,572
11:00 - 11:59	1,734	1,714	1,647	1,612	1,886	1,719	2,610	1,886	2,248	1,870
12:00 - 12:59	2,203	2,045	2,180	2,100	2,554	2,216	3,234	2,548	2,891	2,409
13:00 - 13:59	2,478	2,232	2,405	2,278	2,866	2,452	3,344	2,688	3,016	2,613
14:00 - 14:59	2,326	2,295	2,231	2,257	2,945	2,411	3,035	2,698	2,867	2,541
15:00 - 15:59	3,000	3,008	3,131	3,020	3,886	3,209	2,931	2,757	2,844	3,105
16:00 - 16:59	3,834	3,826	3,737	3,831	4,645	3,975	3,151	2,888	3,020	3,702
17:00 - 17:59	4,681	5,063	5,084	4,999	5,242	5,014	3,502	2,964	3,233	4,505
18:00 - 18:59	3,695	3,978	4,096	3,946	4,488	4,041	3,364	2,884	3,124	3,779
19:00 - 19:59	2,738	2,923	2,974	3,101	3,783	3,104	3,019	2,581	2,800	3,017
20:00 - 20:59	2,423	2,500	2,468	2,587	2,999	2,595	2,589	2,278	2,434	2,549
21:00 - 21:59	2,053	2,092	2,140	2,244	2,676	2,241	2,295	2,028	2,162	2,218
22:00 - 22:59	1,794	1,891	1,935	2,018	2,613	2,050	2,315	1,802	2,059	2,053
23:00 - 23:59	1,283	1,231	1,374	1,476	2,391	1,551	2,140	1,385	1,763	1,611
Daily average	1,957	2,000	2,006	2,015	2,335	2,063	2,135	1,842	1,988	2,042



Source: STATS19

Table 3: Road collisions involving at least one car driver by time of day and day of week, Great Britain: 2007 to 2016

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Average (weekdays)	Saturday	Sunday	Average (weekends)	Weekly average
00:00 - 00:59	1,987	1,629	1,594	1,912	2,231	1,871	4,505	4,943	4,724	4,834
01:00 - 01:59	1,290	1,012	977	1,120	1,407	1,161	3,692	4,302	3,997	4,150
02:00 - 02:59	879	668	646	808	1,124	825	3,062	3,346	3,204	3,275
03:00 - 03:59	716	593	554	700	932	699	2,318	3,019	2,669	2,844
04:00 - 04:59	654	569	561	595	716	619	1,686	2,067	1,877	1,972
05:00 - 05:59	1,389	1,315	1,246	1,302	1,401	1,331	1,621	1,660	1,641	1,650
06:00 - 06:59	3,500	3,772	3,692	3,659	3,418	3,608	2,179	1,893	2,036	1,965
07:00 - 07:59	9,126	9,939	9,957	9,520	8,455	9,399	3,296	2,446	2,871	2,659
08:00 - 08:59	15,746	17,744	17,824	17,034	14,972	16,664	5,093	3,082	4,088	3,585
09:00 - 09:59	9,724	10,669	10,119	9,957	9,338	9,961	6,708	4,740	5,724	5,232
10:00 - 10:59	7,715	7,975	7,769	7,622	8,169	7,850	9,078	6,751	7,915	7,333
11:00 - 11:59	8,527	8,452	8,467	8,426	9,441	8,663	11,416	8,345	9,881	9,113
12:00 - 12:59	9,584	9,409	9,629	9,445	11,234	9,860	12,695	10,158	11,427	10,792
13:00 - 13:59	9,947	9,830	9,909	10,023	11,912	10,324	12,423	10,304	11,364	10,834
14:00 - 14:59	10,157	10,014	10,146	10,212	12,600	10,626	11,762	10,042	10,902	10,472
15:00 - 15:59	14,109	14,198	14,544	14,540	17,226	14,923	10,903	9,853	10,378	10,116
16:00 - 16:59	15,361	16,008	15,782	16,097	17,560	16,162	11,004	9,981	10,493	10,237
17:00 - 17:59	17,235	18,907	18,928	18,465	18,453	18,398	11,716	9,358	10,537	9,948
18:00 - 18:59	12,517	13,973	14,015	13,917	14,715	13,827	10,588	8,670	9,629	9,150
19:00 - 19:59	8,426	9,463	9,655	9,917	11,441	9,780	9,167	7,250	8,209	7,729
20:00 - 20:59	6,162	6,556	6,676	6,954	8,246	6,919	7,033	5,889	6,461	6,175
21:00 - 21:59	4,893	5,085	5,237	5,567	6,640	5,484	5,743	4,834	5,289	5,061
22:00 - 22:59	3,941	4,208	4,364	4,641	6,119	4,655	5,691	3,917	4,804	4,361
23:00 - 23:59	2,658	2,775	3,031	3,288	5,408	3,432	5,340	2,994	4,167	3,581
Daily average	7,343	7,698	7,722	7,738	8,465	7,793	7,030	5,827	6,428	6,128



Source: STATS19

In particular, young drivers have at least 50 per cent more collisions than in an average weekday hour during the morning weekday peak between 8 am and 9 am and in the afternoon weekday extended peak between 3 pm and 8 pm.

Slightly fewer young driver collisions occur at the weekend, 1,988 collisions rather than 2,063 collisions aggregated for ten years by hour on a weekday. These collisions are spread much more evenly across the day at the weekend and notably there are higher numbers in the early morning hours of weekend days compared to weekdays. This is roughly the same pattern as for all drivers.

The next section considers the risk for collisions involving young car drivers as a proportion of collisions involving any car driver, by time of day and day of the week aggregated for ten years.

Proportion of collisions involving young car drivers by time of day and day of week

Table 4: Road collisions involving at least one young car driver as a proportion of collisions involving at least one car driver, by time of day and day of week, Great Britain: 2007 to 2016

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Weekday average	Saturday	Sunday	Weekend average	Weekly average
00:00 - 00:59	43%	45%	45%	41%	43%	43%	44%	40%	42%	43%
01:00 - 01:59	43%	46%	43%	42%	47%	44%	43%	40%	41%	43%
02:00 - 02:59	43%	45%	43%	43%	44%	43%	45%	41%	43%	43%
03:00 - 03:59	41%	42%	37%	45%	42%	42%	43%	41%	42%	42%
04:00 - 04:59	33%	29%	27%	33%	35%	32%	40%	43%	41%	37%
05:00 - 05:59	23%	23%	22%	23%	22%	23%	36%	39%	37%	28%
06:00 - 06:59	22%	21%	21%	22%	23%	22%	29%	33%	31%	23%
07:00 - 07:59	24%	24%	23%	24%	26%	24%	29%	28%	29%	25%
08:00 - 08:59	24%	24%	23%	23%	24%	24%	29%	27%	29%	24%
09:00 - 09:59	20%	19%	20%	20%	20%	20%	22%	26%	24%	21%
10:00 - 10:59	19%	19%	19%	19%	19%	19%	22%	24%	22%	20%
11:00 - 11:59	20%	20%	19%	19%	20%	20%	23%	23%	23%	21%
12:00 - 12:59	23%	22%	23%	22%	23%	22%	25%	25%	25%	23%
13:00 - 13:59	25%	23%	24%	23%	24%	24%	27%	26%	27%	25%
14:00 - 14:59	23%	23%	22%	22%	23%	23%	26%	27%	26%	24%
15:00 - 15:59	21%	21%	22%	21%	23%	22%	27%	28%	27%	23%
16:00 - 16:59	25%	24%	24%	24%	26%	25%	29%	29%	29%	25%
17:00 - 17:59	27%	27%	27%	27%	28%	27%	30%	32%	31%	28%
18:00 - 18:59	30%	28%	29%	28%	30%	29%	32%	33%	32%	30%
19:00 - 19:59	32%	31%	31%	31%	33%	32%	33%	36%	34%	32%
20:00 - 20:59	39%	38%	37%	37%	36%	38%	37%	39%	38%	38%
21:00 - 21:59	42%	41%	41%	40%	40%	41%	40%	42%	41%	41%
22:00 - 22:59	46%	45%	44%	43%	43%	44%	41%	46%	43%	44%
23:00 - 23:59	48%	44%	45%	45%	44%	45%	40%	46%	42%	44%
Daily average	27%	26%	26%	26%	28%	26%	30%	32%	31%	28%



Source: STATS19

Compared to collisions involving all drivers, the share of collisions involving a young car driver is 28 per cent for an average hour over the week. However, there is significant daily and hourly variation with young drivers substantially over-represented in the late evening and early morning hours, with many hours having proportions of 40 per cent and higher.

The next section considers the risk per distance travelled for collisions involving young car drivers and for collisions involving any car driver, by time of day and day of the week aggregated for ten years.

Exposure risk of injury collisions involving young car drivers by time of day and day of week

Table 5: Reported road injury collisions involving at least one young car driver (aged 17-24) by time and day of week relative to distance travelled (100 = average risk per mile driven), England: 2007 to 2016

Hour	Weekday average	Weekend average
00:00 - 01:59	357	337
02:00 - 03:59	864	811
04:00 - 05:59	93	378
06:00 - 07:59	53	95
08:00 - 09:59	77	71
10:00 - 11:59	84	70
12:00 - 13:59	110	89
14:00 - 15:59	112	97
16:00 - 17:59	87	89
18:00 - 19:59	99	101
20:00 - 21:59	141	131
22:00 - 23:59	157	146



Source: STATS19 and National Travel Survey

Exposure risk calculation

These estimates are based on the combined National Travel Survey responses from 2007-2016. The figures are based on reported trips where the main mode of travel (by distance) was "car/van driver". For trips starting and ending in a different hour, miles driven are assumed to be evenly spread across the relevant hours. These mileage estimates are limited to personal travel.

Some care needs to be taken in interpreting these exposure risk tables due to the relatively low number of trips which are recorded in the NTS for certain hours of the day which could lead to large statistical uncertainty.

Table 6: Reported road injury collisions involving at least one car driver by time and day of week relative to distance travelled, (100 = average risk per mile driven), England: 2007 to 2016

Hour	Weekday average	Weekend average
00:00 - 01:59	395	547
02:00 - 03:59	407	1,000
04:00 - 05:59	71	266
06:00 - 07:59	64	94
08:00 - 09:59	93	69
10:00 - 11:59	82	66
12:00 - 13:59	103	86
14:00 - 15:59	111	89
16:00 - 17:59	100	90
18:00 - 19:59	102	106
20:00 - 21:59	138	137
22:00 - 23:59	178	186



Source: STATS19 and National Travel Survey

Table 5 and 6 give an indication of the risk of injury collisions during 2-hour periods for weekdays and weekends. A value of 100 indicates that there are as many collisions as would be expected during a given period, given the total distance travelled during that period. Scores below 100 indicate that there are fewer collisions than would be expected, and scores above 100 indicate that there are more collisions than would be expected. For instance, periods with a score of 50 have half of the expected number of collisions whilst periods with a score of 200 have double the expected number of collisions. The tables therefore give an indication of the times which have a greater risk of collisions which is not necessarily the same time of the day as when the most collisions occur.

As shown in **Table 2**, the greatest number of personal injury collisions for young drivers happen during the busiest times of the day, when there is a lot of traffic on the road. **Table 5** suggests, by contrast, that there are fewer personal injury collisions for young drivers than expected during most of the daytime hours, in particular the period between 6 am and 12 pm. The hours with the greater risk are in the evening through to the early hours of the morning, with highest risk times between midnight and 4 am in the week, through to 6 am at the weekend. In particular, between 2 am and 4 am the risk for young drivers is 8 times higher on both weekdays and weekends.

For all car drivers (**Table 6**), the relative risks by period are not that dissimilar to younger drivers. However, it is noticeable that for all drivers the risks between midnight and 4 am at the weekends are even higher than for young drivers, although for younger drivers there is a much higher risk between 2 am and 4 am on weekdays.

The highest risk periods are at times when traffic on the roads is relatively low. There could be a number of factors contributing to the observed pattern of collision risk such as an increased likelihood of drivers driving when under the influence of alcohol and drivers driving more quickly and recklessly as there is less traffic to slow them down.

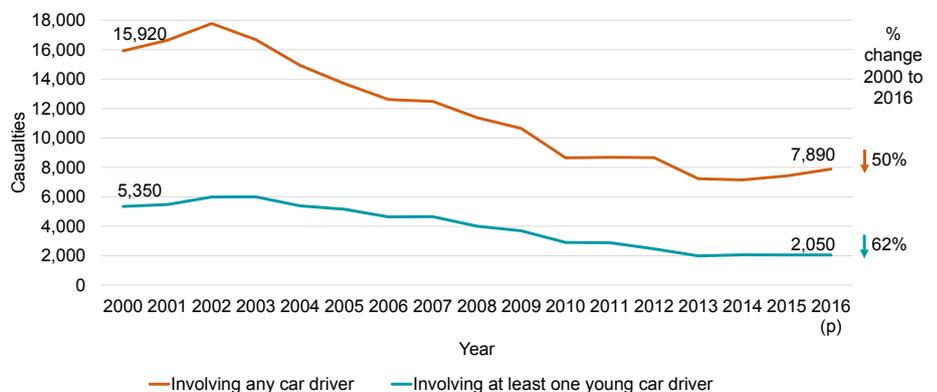
Young drink-drivers

Drink-drivers

In 2016, there were an estimated 2,050 casualties in Great Britain from collisions involving a young car driver over the drink-drive limit. The number of these casualties have declined since 2000 by 62 per cent from 5,350 casualties to 2,050 in 2016.

Annual casualties from collisions involving any car driver over the drink-drive limit have declined by 50 per cent over the same period from 15,920 to 7,890.

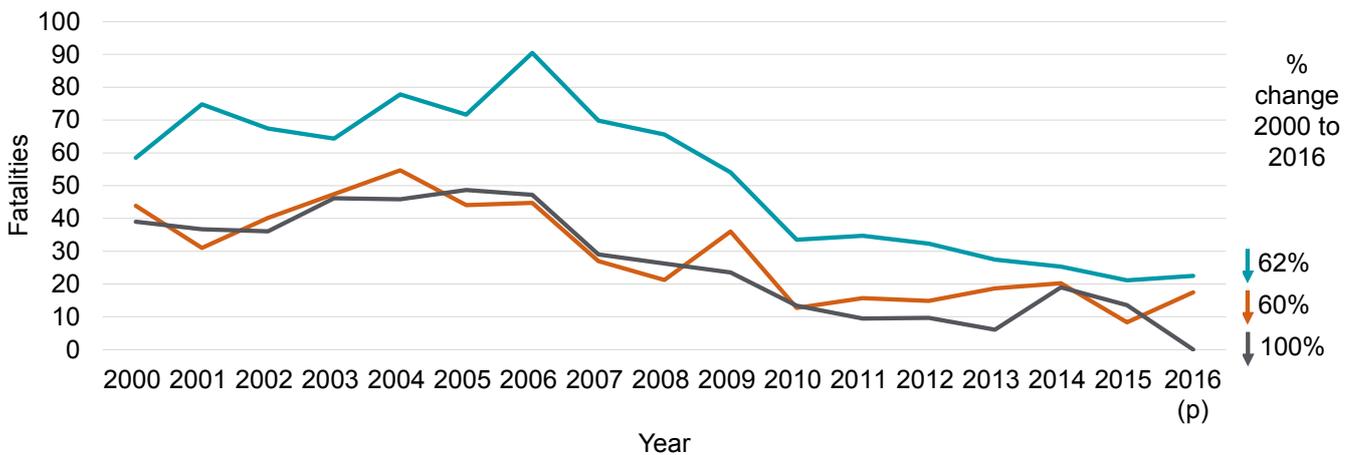
Chart 17: All casualties from collisions involving car drivers over the drink-drive limit and casualties from collisions involving a young car driver (aged 17-24) over the drink-drive limit, Great Britain: 2000 to 2016



(p) Provisional

Source: STATS19, coroners and procurators fiscal

Chart 18: Estimate of fatalities due to drink-driving by 17-24 year old car drivers, Great Britain: 2000 to 2016



— Fatalities where the driver only died
— Fatalities where the driver survived but there were other fatalities
— Fatalities where the driver and another road user died
 (p) Provisional

Source: STATS19, coroners and procurators fiscal

Since 2000, there has been a reduction in the estimated number of fatalities of young car drivers over the drink drive limit in Great Britain, by 62 per cent from 60 fatalities to 20 in 2016.

There were an estimated 20 fatalities in 2016, of car passengers, where the young driver was over the drink drive limit; this is a decrease of 60 per cent since 1990.

Drink-drive estimates

The drink-drive estimates are based only on those road collisions which are reported to the police. While very few, if any, road collision fatalities are not reported to the police a considerable proportion of non-fatal casualties are not known to the police. The data used as the basis for these statistics are therefore not a complete record of all personal injury road collisions, and this should be borne in mind when using and analysing the figures.

Toxicology data are not available for all killed drivers / riders recorded in STATS19. To account for the killed drivers without a known Blood Alcohol Content (BAC), the casualties from the known cases are scaled up. The estimates are therefore based on a sample, rather than a complete count, which introduces an element of uncertainty.

Due to the nature of the data used to create these estimates, there is considerably more uncertainty in the number of fatalities and fatal collisions than for any other severity level.

Contributory factors

Contributory factors to young drivers involved in collisions

Contributory factors provide an insight into how and why collisions occur. The factors are largely subjective as they reflect the opinion of the reporting officer, therefore they should be interpreted with caution. A maximum of six factors can be recorded for each collision. Contributory factors are only recorded for vehicles in collisions where a police officer attended the scene.

Table 7: Top contributory factors attributed to young (aged 17-24) and all car drivers involved in reported road collisions, Great Britain: 2016

Contributory factors ^{1,2}	Contributory factors attributed to young car drivers involved in reported road collisions			Contributory factors attributed to all car drivers involved in reported road collisions		
	Rank	Number	Percentage (%) ²	Rank	Number	Percentage (%) ²
Driver failed to look properly	1	5,231	34.3	1	31,030	42.0
Driver careless, reckless or in a hurry	2	2,873	18.8	3	11,440	15.5
Driver failed to judge other person's path or speed	3	2,869	18.8	2	15,694	21.3
Loss of control	4	2,727	17.9	5	8,598	11.7
Poor turn or manoeuvre	5	2,024	13.3	4	10,798	14.6
Learner or inexperienced driver	6	1,998	13.1	13	2,586	3.5
Slippery road (due to weather)	7	1,769	11.6	6	5,669	7.7
Travelling too fast for conditions	8	1,631	10.7	7	4,591	6.2
Exceeding speed limit	9	1,276	8.4	11	3,448	4.7
Following too close	10	900	5.9	8	4,357	5.9
Sudden braking	11	857	5.6	9	4,298	5.8
Driver impaired by alcohol	12	807	5.3	10	3,553	4.8
Stationary or parked vehicle(s)	18	412	2.7	12	2,628	3.6
Total number of vehicles^{1,3}		15,269			73,800	

1. Includes only vehicles in collisions where a police officer attended the scene and in which a contributory factor was reported.

2. A vehicle can have more than one contributory factor (up to 6) which means percentage column will exceed 100 per cent.

3. These numbers excludes cases where no contributory factor was reported.

Source: STATS19

Young car drivers and all car drivers share the same top 5 contributory factors. The most common contributory factor allocated to young car drivers was *failed to look properly*. In 2016, 34.3 per cent of young car drivers (5,231) *failed to look properly*. This is also the most common contributory factor with all car drivers with 42.0 per cent (31,030) *failing to look properly*.

A larger proportion of young car drivers are allocated factors relating to *driver careless, reckless or in a hurry*, *loss of control*, and those *relating to speed* compared to all car drivers. In 2016, 18.8 per cent (2,873) young car drivers were *careless, reckless or in a hurry*, 17.9 per cent (2,727) were allocated a *loss of control* contributory factor, 10.7 per cent (1,631) were *travelling too fast for conditions*^{1,3} and 8.4 per cent (1,276) were *exceeding the speed limit*.

As contributory factors are based on the judgement of police officers, some of the findings might reflect preconceptions of officers. For instance, they may be more likely to allocate the factor of inexperience to a younger driver than an older driver. In 2016, 13.1 per cent of young car drivers (1,998) were allocated a contributory factor to a road collision of *learner or inexperienced driver*, which was the sixth most common contributory factor. This contributory factor was the thirteenth most common for all car drivers with 3.5 per cent of car drivers (2,586) allocated the contributory factor of *learner or inexperienced driver*.

References and further information

Further information about the Reported Road Casualties Great Britain 2016 can be found here: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2016>

Notes and definitions used in Stats19 can be found here: <https://www.gov.uk/government/publications/road-collisions-and-safety-statistics-guidance>

Further information on driver licences can be found here: <https://data.gov.uk/dataset/driving-licence-data>

Further information on distance travelled published from the National Travel Survey can be found here: <https://www.gov.uk/government/collections/national-travel-survey-statistics#publications>

Further information on traffic estimates are published within the Road Traffic Statistics publication and can be found here: <https://www.gov.uk/government/collections/road-traffic-statistics>

Further Information

Information about the data collected, notes, definitions and guidance is available [here](#).

Further information on Reported Road Casualties Great Britain, including information about the variables collected on the STATS19 form, historical publications can be found at: <https://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance> and historical factsheets can be found at: <https://www.gov.uk/government/statistics/road-safety-factsheets-and-ad-hoc-statistics>.

The raw data used to create the statistics (except for a few sensitive and personal variables) are available for download [here](#).

National Statistics

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We welcome further feedback on any aspects of the Department's road safety statistics including content, timing, and format via email to roadacc.stats@dft.gov.uk.



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