

Graduated Driver Licensing

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Outline

- Why do we need to act?
- What is Graduated Driver Licensing
- Evidence of effectiveness
- Potential benefits in Wales, Scotland and across the UK
- Policy context

The need to act

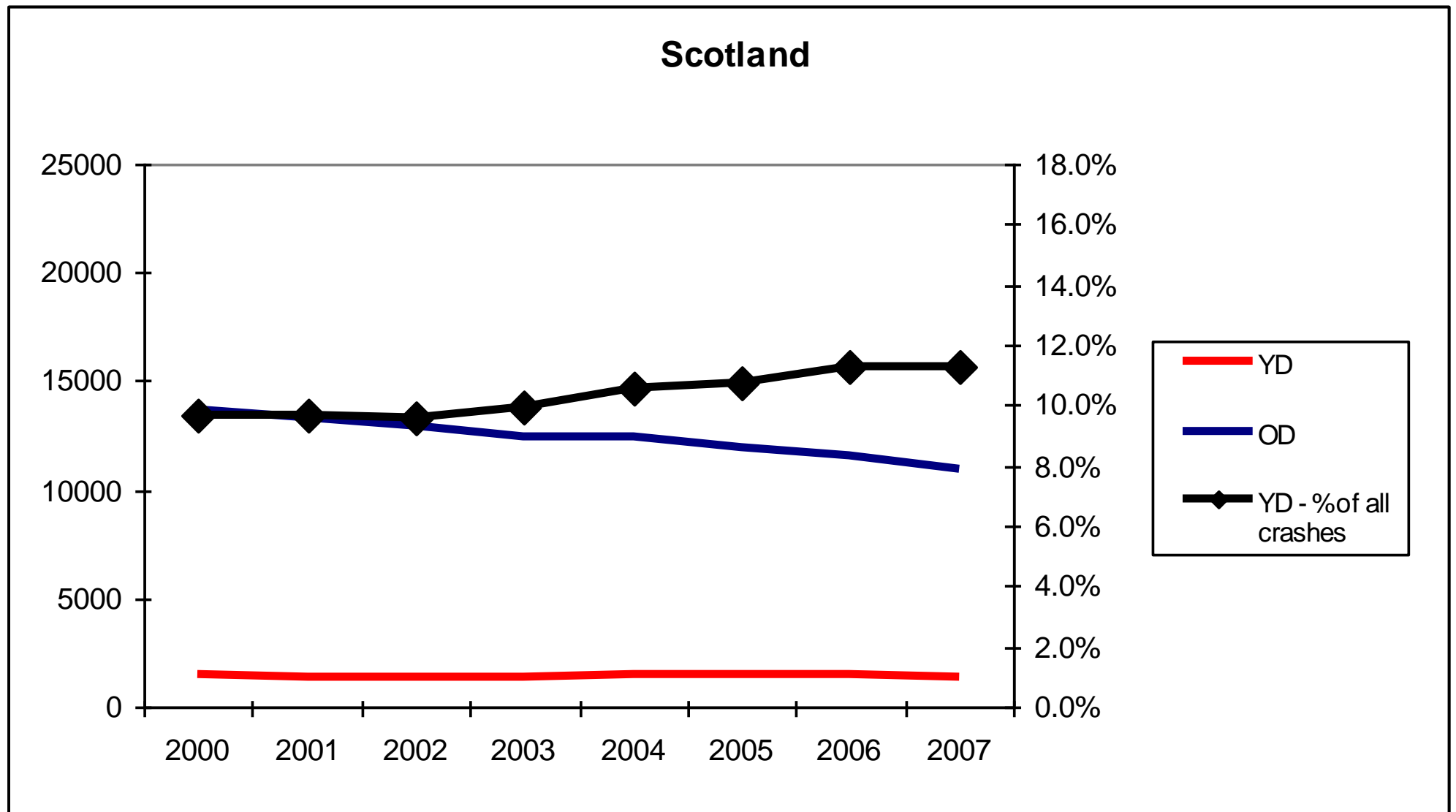
Background

- One in five newly qualified drivers in the UK are involved in an accident within 6 months of taking their test (DT, 2008).
- 4 people per day in the UK are killed or seriously injured in accidents involving young drivers (YD)
- YD over represented in crash statistics

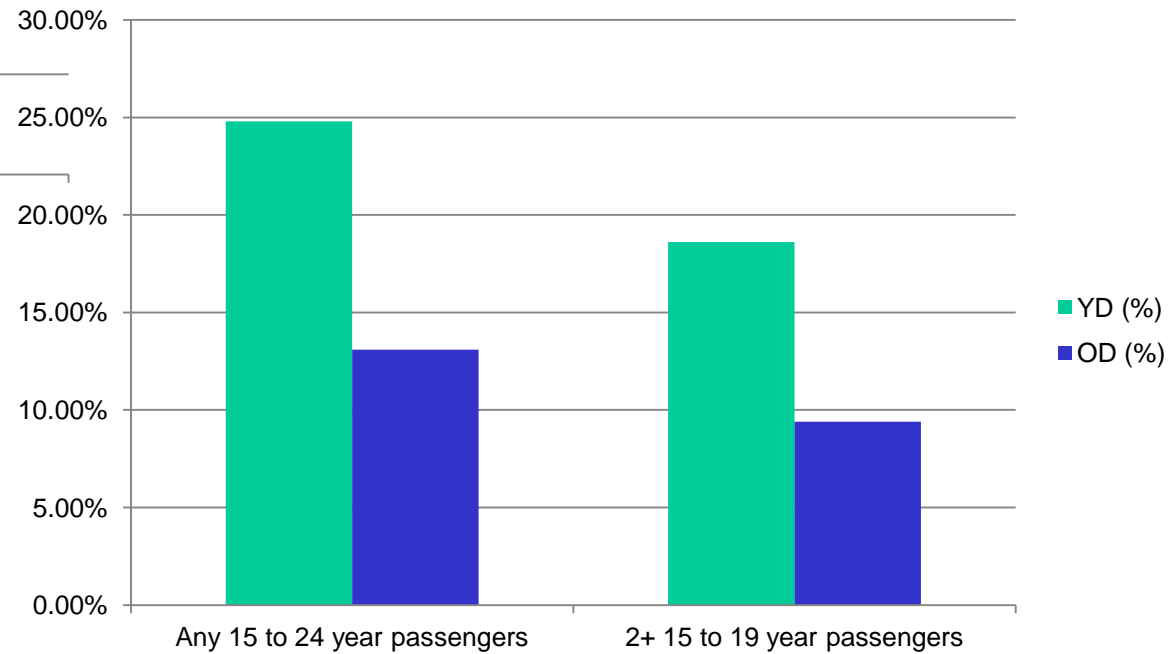
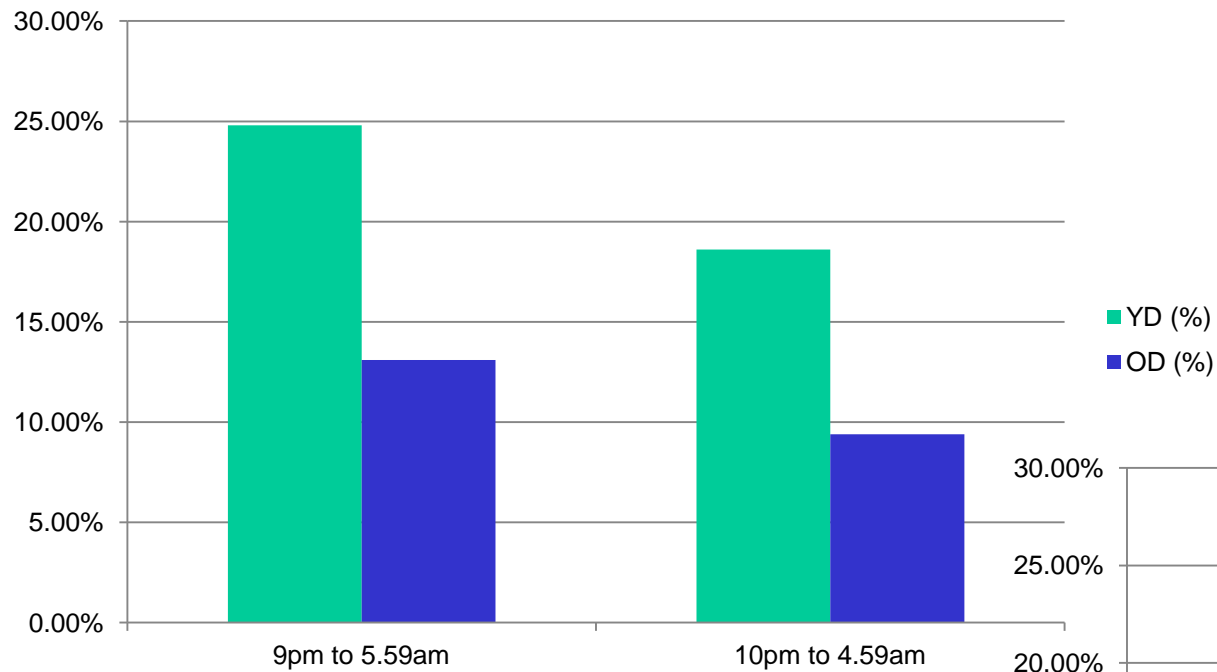
Some examples

- **Ebbw Vale, November 2006**
 - 18 year old, passed his test 3 days earlier
 - 9.20pm, driving 5 teenagers in a Vauxhall Corsa
 - 4 girls in back of car killed, front seat passenger injured
 - At trial, defendant reported to be “showing off” and “pressured into driving passengers”
- **Ogmore, November 2009**
 - 11pm, three 17 year old males in a Suzuki Swift.
 - Driver lost control of the car as he drove through a puddle
 - 2 died at the scene, the third seriously injured and admitted to hospital

Scotland - Crash profile



Crash circumstances



What is Graduated Driver Licensing?

What is GDL?

- New drivers have the opportunity to gain experience under conditions that decrease risk
- No 'rules' on exact structure
- Adds an 'intermediate phase' between learner and full licence
 - Various 'permissions' granted in intermediate phase; permission not given for night time driving, carrying passengers, drinking any alcohol

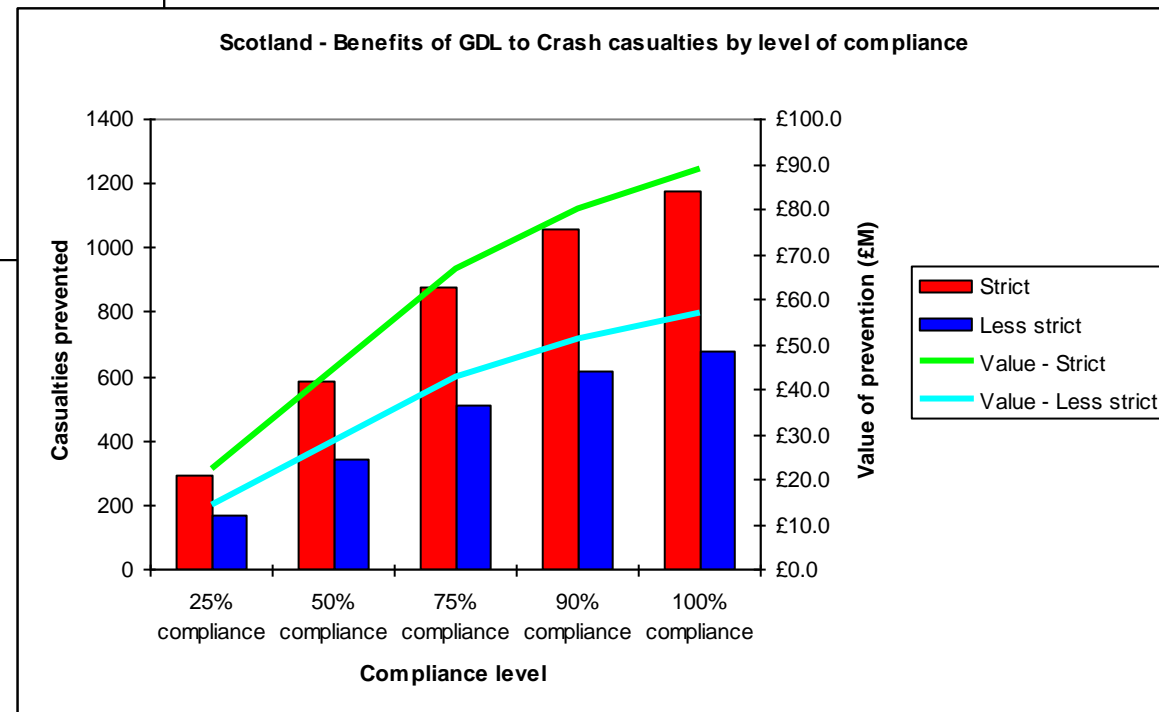
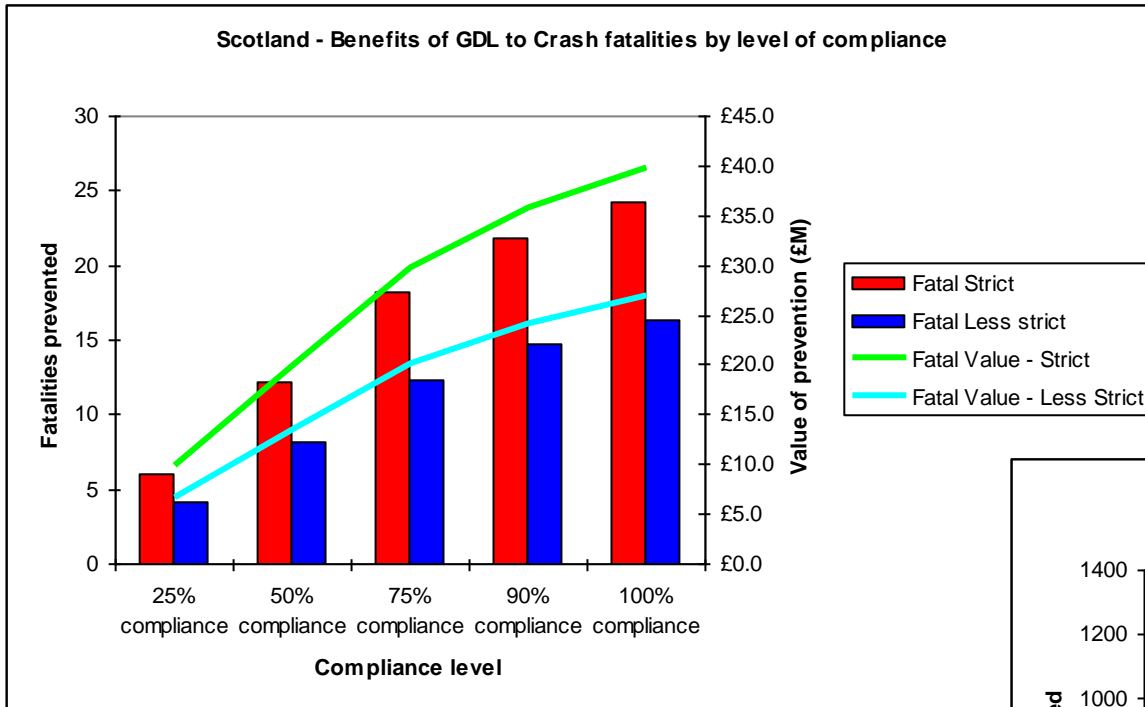
Evidence of effectiveness

Does it work?

- 4 to 60% decrease in casualties among newly qualified drivers
- Ontario – 62% decrease in 12am to 5am crashes
- California – 40% decrease in teen passenger deaths / injuries
- Parents feel more 'empowered'
- Teens feel less 'pressured' into driving in situations that they are not comfortable with
- Cochrane review – only positive effects

Potential benefits

Casualty savings - Scotland



Now



Learner period; un-restricted duration



Minimum length learner period



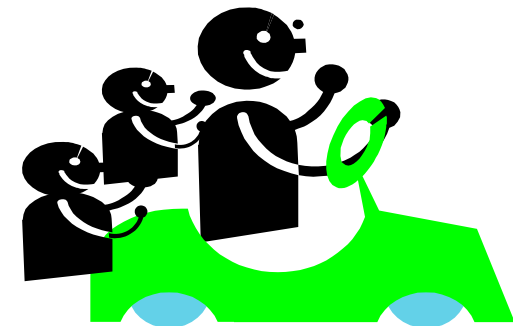
Un-restricted full licence



Fixed term, restricted intermediate period – no night time driving, no teen passengers, no alcohol



- 1 in 5 newly qualified drivers crash within 6 months of obtaining their licence.
- Most newly qualified drivers are aged under 25.
- 4 people per day are killed or seriously injured in crashes involving young drivers in the UK



Graduated driver licensing could save 19 lives a year in Scotland, prevent 1000 casualties and save the Scottish economy £70M per year

With Graduated Driver Licensing

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Now



Learner period; un-restricted duration



Un-restricted full licence



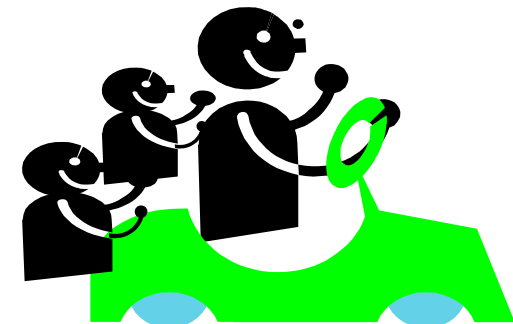
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Minimum length learner period



Fixed term, restricted intermediate period – no night time driving, no teen passengers, no alcohol



Graduated driver licensing could save 236 lives a year in Great Britain, prevent 14,000 casualties and save the GB economy £889M per year

With Graduated Driver Licensing

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The policy context

Current UK position

- 'Learning to Drive' consultation 2008/09
- Government preferred option
 - Improved training and testing
 - Reform learning to drive
 - A more realistic overall driving test
 - This will
 - Reduce crashes
 - Increase employer confidence in the driving test
 - Reduce insurance costs
- Education and incentives work better than regulation and restriction

Basis for 'education' approach

- No peer reviewed evidence to support this position
 - Actually evidence to the contrary
- STATS19 not appropriate to analyse
- Used CohortII data
 - 7.9% response rate at 6 months
- Developed impact assessment models
- Concluded that casualties reduced by 10-20%, significant environmental benefits and faster learning, no negative effects

Position on GDL

- Impact assessment predicted 10-20% reduction in casualties
- Cost:benefit outcomes very poor
- Other approaches to modelling said to be welcomed...
- All approaches to DfT have so far been met with “our model says” and “we’re not convinced by the evidence for GDL”

UK Government comments on GDL

- GDL does not reduce insurance premiums
- The benefits of GDL cannot be separated from those of improved car safety
- Night time and passenger restrictions have no significant effects
- Age for learning to drive is often lower where GDL works
- GDL is often associated with stricter enforcement of existing traffic laws
- Enforcement would be difficult, oppressive, with compliance unlikely and would undermine efforts to build a road safety culture
- Police have competing priorities

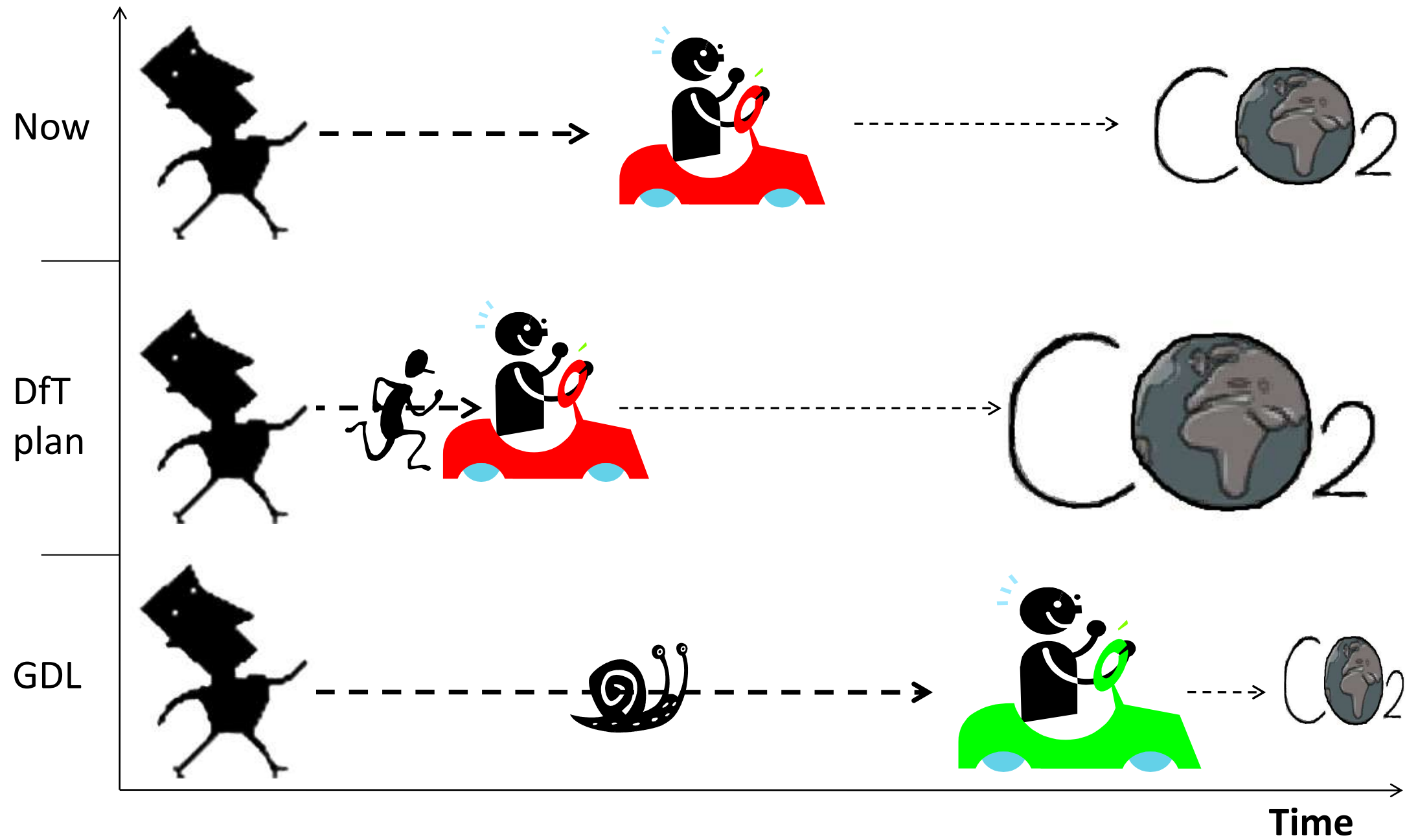
UK Government comments on GDL (2)

- A Northern Ireland scheme has been inconclusive and widely flouted
- Restrictions have to be lifted at some point
- Older new drivers would be adversely effected and that exemptions would aggravate the difficulties with enforcement.

Current situation

- Education based approach being piloted

The 'bigger' picture



Some other thoughts.....

- Tobacco was identified to be a carcinogen in the 1950s
- Smoking ban in 2007

- New Zealand GDL in 1987
- New York has had a night time driving curfew for over 40 years

“Change is the law of life. And those who look only to the past or present are certain to miss the future”

John F Kennedy

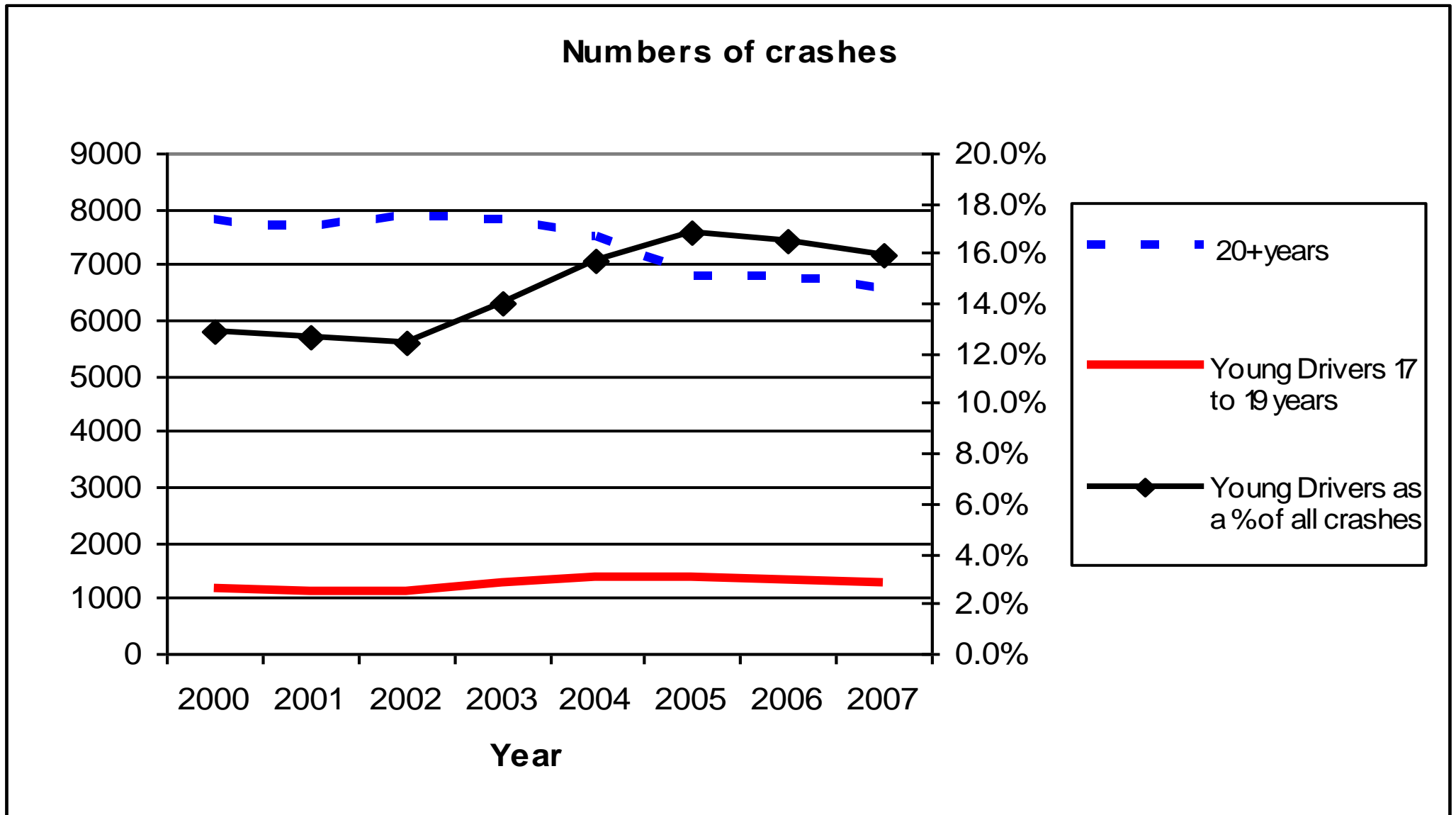
“All the forces in the world are not so powerful as an idea whose time has come”

Victor Hugo

Acknowledgements

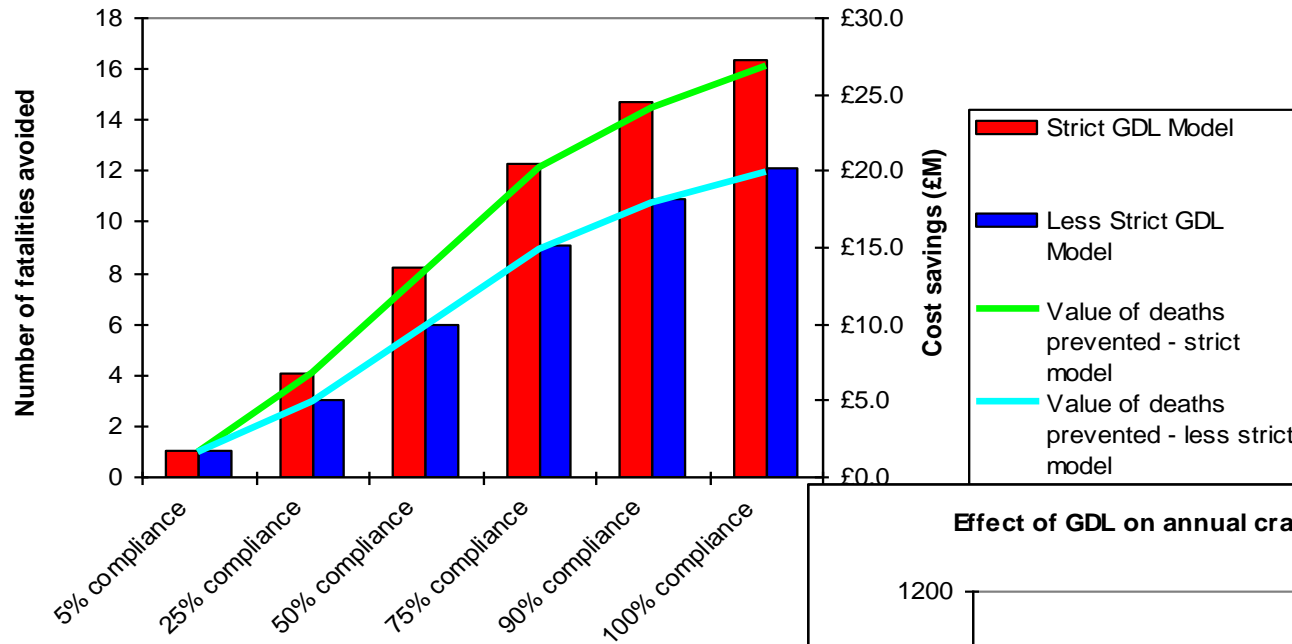
- Dot Begg, IPRU, University of Otago, NZ
- Stephen Palmer
- David Stone
- Brendan Mason
- Alison Hill, Ronan Lyons, Sir Muir Gray

Wales - Crash profile

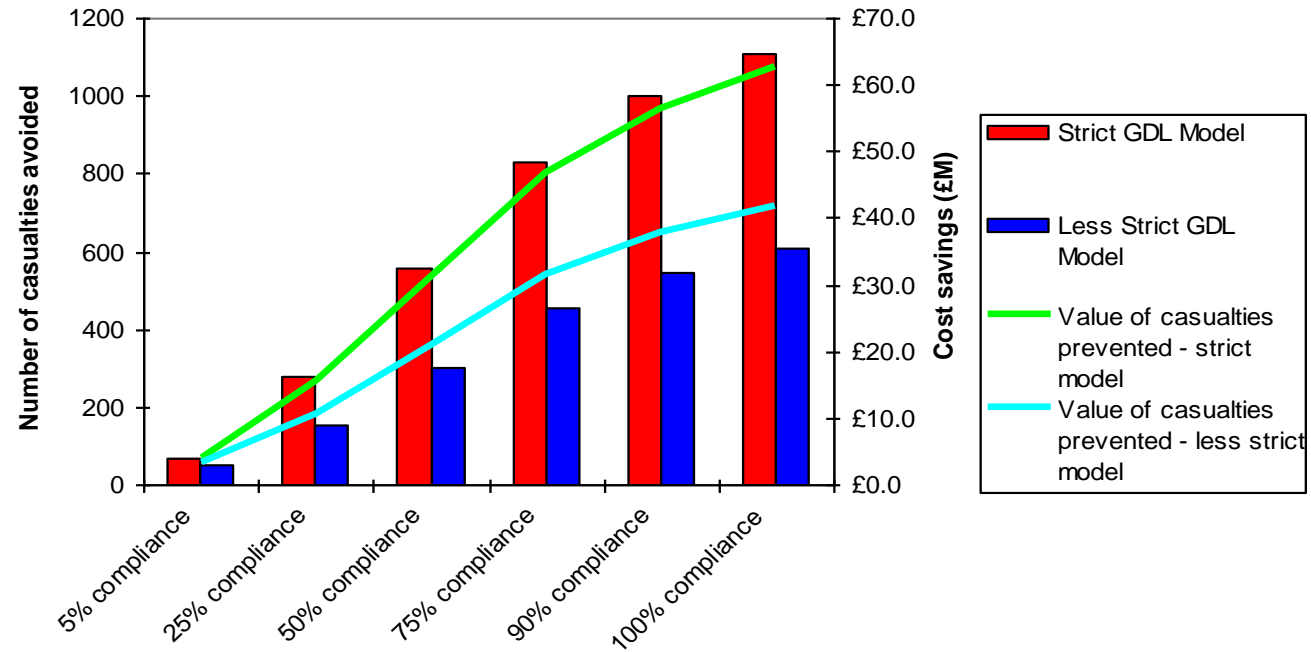


Casualty savings - Wales

Effect of GDL on annual crash fatalities in Wales, by level of compliance



Effect of GDL on annual crash casualties (deaths and injuries) in Wales, by level of compliance



Now



Learner period; un-restricted duration



Minimum length learner period



Un-restricted full licence



Fixed term, restricted intermediate period – no night time driving, no teen passengers, no alcohol



- 1 in 5 newly qualified drivers crash within 6 months of obtaining their licence.
- Most newly qualified drivers are aged under 25.
- 4 people per day are killed or seriously injured in crashes involving young drivers in the UK



Graduated driver licensing could save 15 lives a year in Wales, prevent 1000 casualties and save the Welsh economy £56M per year

With Graduated Driver Licensing