

**Fact sheet****London Road Safety Unit****LAAU topic 2005-4**

September 2005

**Collisions involving young car drivers in Greater London**

The purpose of this fact sheet is to look into the scale and nature of personal injury road traffic collisions that involved one or more young car driver in the Greater London area. For the purpose of this study, a young driver is defined as being aged between 17 and 25 years inclusive. This age range was chosen to tie in with the Pass Plus – London scheme currently being promoted by Transport for London, the Driving Standards Agency and Pass Plus.

The fact sheet gives an overview of the involvement of young car drivers in road traffic collisions over the period 1986 to 2004. It then looks in detail at the profile of the drivers, factors relating to the collisions and details of the resultant casualties in collisions that occurred in 2004 (the latest year for which finalised data is available).

The data provided is for personal injury road traffic collisions that occurred on the public highway that were reported to the police in accordance with the Stats 19 national reporting system.

**Key facts**

- In 2004 there were 5,180 road traffic collisions in Greater London which involved young car drivers, this represented 18% of all road traffic collisions.
- 17 to 25 year olds represent 8% of all car driving licence holders and 13% of the population in Greater London so are over-represented in collisions.
- The number of collisions involving young car drivers fell by 58% from a peak in 1989 to 2004.
- 55% of collisions between midnight and 6am occurred on a Saturday or Sunday, and 33% between 7pm and midnight on a Friday or Saturday.
- 18% of young car drivers involved in collisions were coded by the police as travelling too fast.
- 59% of passengers injured in the young driver's car were also aged between 17 and 25 years.

**Annual trends 1986-2004****All young driver collisions**

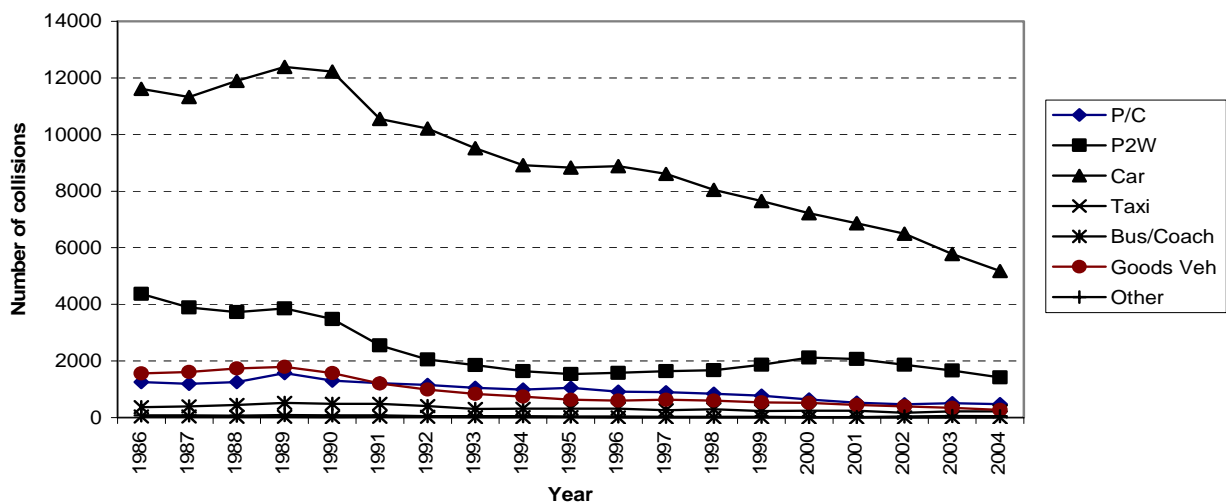
Figures 1 and 2 show the number of collisions involving young drivers by vehicle type and young drivers by mode of travel as a percentage of all young driver collisions respectively, for the period 1986 to 2004.

Young car drivers form by far the largest group involved in young driver/rider collisions, averaging 70% per year over this period. This proportion rose from 64% in 1986 to a peak of nearly three quarters (74%) of all young driver collisions in 1995, and remained at this level for three years. The percentage has maintained a fairly constant level around 70% since this time.

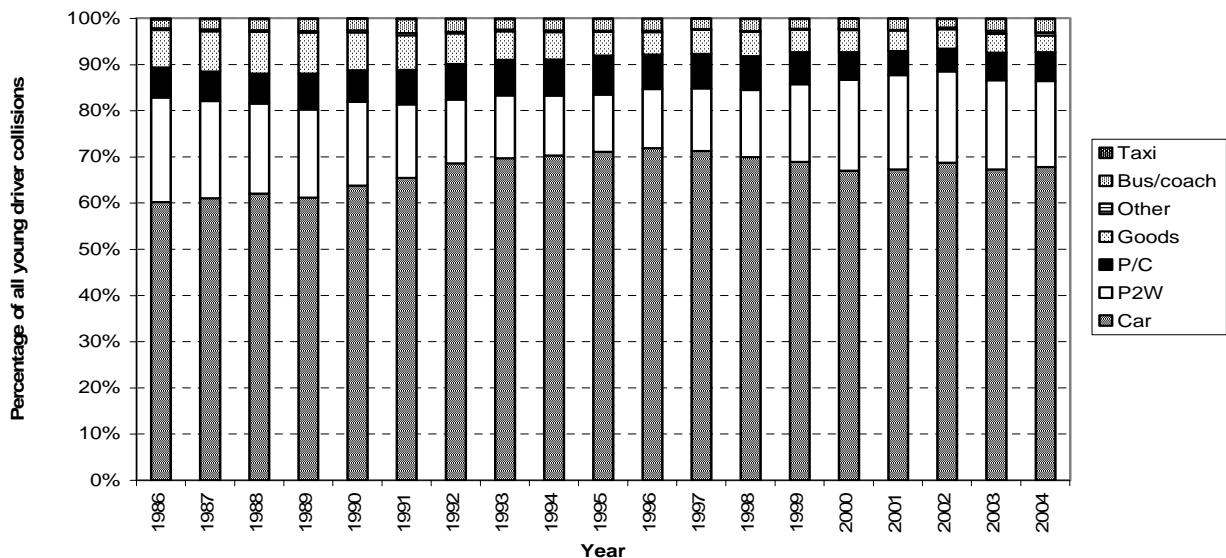
While the proportion of young driver/rider collisions involving car drivers has remained quite stable throughout this period, the actual number of young car driver collisions has been falling steadily from a peak of 12,382 in 1989 to a low of 5,180 in 2004, a decrease of 58%.

The same applies to collisions involving all vehicle types driven by young drivers, with reductions of 62% in pedal cyclists, 68% in powered two wheeler riders, 55% in car drivers, 83% in taxis, 40% in buses and coaches, 82% in goods vehicles and 34% in other vehicle types between 1986 and 2004.

**Fig 1: Collisions involving young driver/riders (17-25yrs) by vehicle type in Greater London 1986 to 2004**



**Fig 2: Young driver/riders by mode of travel as a percentage of all young driver collisions in Greater London 1986-2004**



## Young car driver collisions 1986 to 2004

Table 1 and Figure 3 show the number of collisions involving young car drivers by year and severity in Greater London from 1986 to 2004.

Following an increase in collisions in the late 1980s, reaching a peak of 12,382 in 1989, numbers began falling steadily to a low of 5,180 in 2004. Overall, numbers fell by 55% between 1986 and 2004, with decreases of 65% in fatal collisions, 68% in serious and 53% in slight. During this same period, all road traffic collisions fell by 34%.

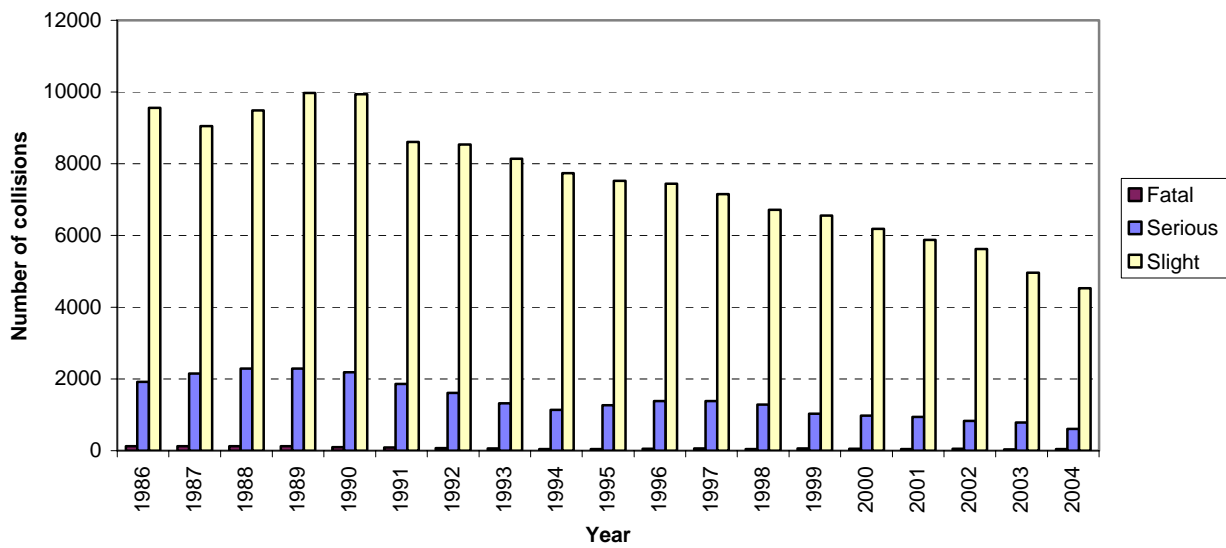
Comparing 2004 with the 1994-98 average (the time period defined as the baseline from which the national and London casualty reduction targets are set), all young car driver collisions fell by 40%, fatalities by 12%, serious collisions by 53% and slight by 38%. All road traffic collisions fell by 25%.

Looking at changes in young car driver collision numbers between 2003 and 2004, there were reductions in both serious and slight severities (-22% and -9% respectively), however fatal collisions rose by 13%.

**Table 1: Collisions involving young car drivers (17-25yrs) in Greater London 1986 to 2004**

Year	All collisions	Collisions involving young car drivers			Young car driver collisions as % of all collisions	
		Fatal	Serious	Slight	Total	
1986	43,380	123	1,925	9,562	11,610	27%
1987	41,470	123	2,153	9,050	11,326	27%
1988	42,269	119	2,289	9,490	11,898	28%
1989	44,813	123	2,288	9,971	12,382	28%
1990	44,049	97	2,184	9,940	12,221	28%
1991	39,551	89	1,855	8,605	10,549	27%
1992	38,789	68	1,610	8,538	10,216	26%
1993	38,581	58	1,321	8,139	9,518	25%
1994	38,576	43	1,135	7,740	8,918	23%
1995	38,082	40	1,266	7,522	8,828	23%
1996	38,491	53	1,382	7,445	8,880	23%
1997	38,708	61	1,387	7,158	8,606	22%
1998	38,165	46	1,287	6,718	8,051	21%
<b>1994 to 1998 average</b>	<b>38,404</b>	<b>49</b>	<b>1,291</b>	<b>7,317</b>	<b>8,657</b>	<b>23%</b>
1999	38,239	62	1,028	6,556	7,646	20%
2000	37,618	49	982	6,184	7,215	19%
2001	36,673	47	942	5,876	6,865	19%
2002	33,893	50	824	5,618	6,492	19%
2003	31,811	38	783	4,960	5,781	18%
2004	28,756	43	607	4,530	5,180	18%
<b>% change 1986 to 2004</b>	<b>-34%</b>	<b>-65%</b>	<b>-68%</b>	<b>-53%</b>	<b>-55%</b>	<b>-</b>
<b>% change 2003 to 2004</b>	<b>-10%</b>	<b>13%</b>	<b>-22%</b>	<b>-9%</b>	<b>-10%</b>	<b>-</b>
<b>% change 1994-98 average to 2004</b>	<b>-25%</b>	<b>-12%</b>	<b>-53%</b>	<b>-38%</b>	<b>-40%</b>	<b>-</b>

**Fig 3: All collisions involving young car drivers (17-25yrs) in Greater London 1986 to 2004**



**Fig 4: Young car drivers (17-25yrs) involved in collisions in Greater London 1986 to 2004**

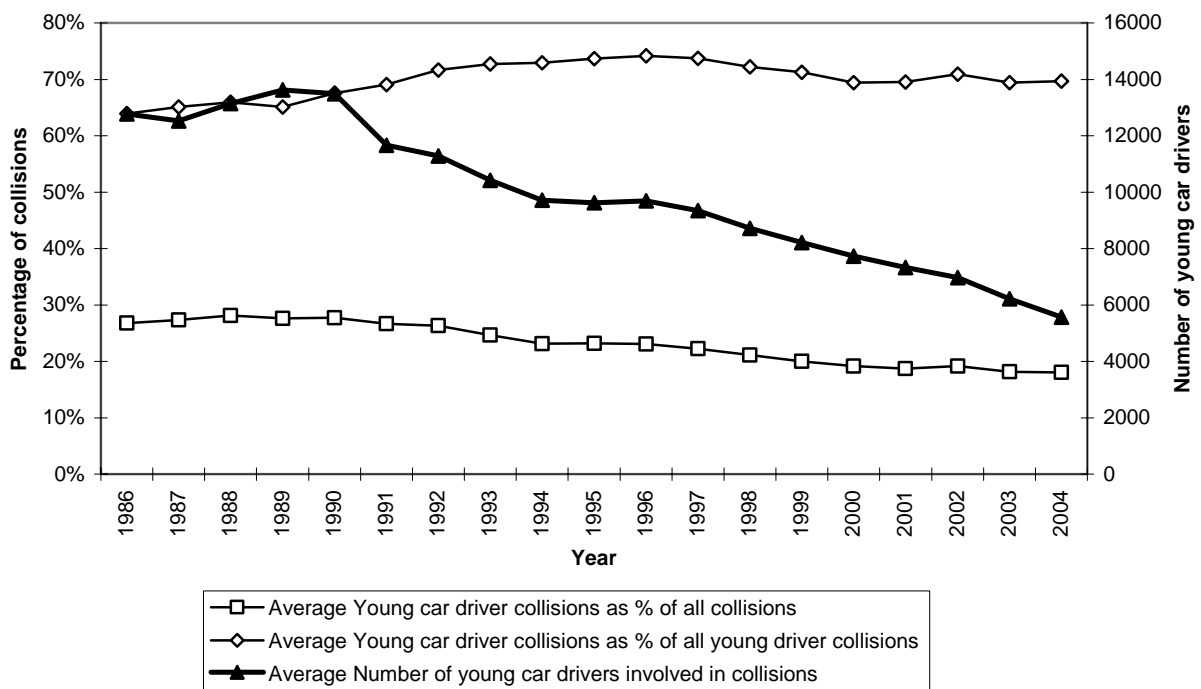


Figure 4 shows the number of young car drivers involved in collisions and these collisions as a percentage of all collisions and as a percentage of all young driver collisions from 1986 to 2004. While young car driver collisions as a percentage of all young driver collisions have shown a general upward trend, rising from 64% in 1986 to 70% in 2004, the opposite has been the case when they are measured as a percentage of all collisions, falling from 27% in 1986 to 18% in 2004.

Therefore, while the number of young car drivers involved in collisions has been showing an encouraging reduction over the last 15 years, the car seems to be increasing as the mode of transport favoured by drivers in the 17 to 25 year age band.

## Young car driver collisions in Greater London 2004

In 2004 there were 5,180 collisions in Greater London which involved a total of 5,572 car drivers aged between 17 and 25 years. These collisions represented 18% of the total road traffic collisions in Greater London in 2004. Of these 5,180 collisions, 43 were classified as fatal, 607 as serious and 4,530 as slight. These collisions resulted in 7,050 casualties which are looked at in more detail on page 11.

In order to gain a better understanding of the issue of young car driver collisions, it is important to consider the number of young car drivers on the road. While there is no readily available data recording actual numbers of young drivers, the number of car licence holders can give an indication of the potential number of drivers.

Table 2 shows the number of young car driving licence holders (full and provisional) by age and gender in Greater London as at July 2005. The number of licence holders unsurprisingly increases with age. 17 year olds represented 0.7% of all 17 to 25 year old licence holders (0.1% of all licence holders), while 25 year olds represented 20% of young licence holders (1.5% of all licence holders). 53% of young licence holders were male and 47% female compared with 55% and 45% (male and female respectively) of all licence holders in Greater London. Overall young licence holders made up 8% of all licence holders in Greater London 2005.

17 to 25 year olds made up an estimated 13% of the Greater London population in 2004. Therefore when viewed in relation to the number of licences held in this age group (and therefore the potential number of drivers on the road) and the percentage of the population, the number of young car drivers involved in collisions (18%) is disproportionate.

**Table 2: Number of young car licence holders resident in Greater London as at July 2005**

Licence type	Age of licence holder									Total 17-25 yrs	All licence holders Greater London
	17	18	19	20	21	22	23	24	25		
Full: Male	1,525	7,664	11,735	15,243	17,459	19,836	22,621	26,373	29,507	151,963	2,164,292
Provisional: Male	108	152	306	1,745	3,417	4,084	4,514	5,079	5,214	24,619	240,832
<b>Total Male</b>	<b>1,633</b>	<b>7,816</b>	<b>12,041</b>	<b>16,988</b>	<b>20,876</b>	<b>23,920</b>	<b>27,135</b>	<b>31,452</b>	<b>34,721</b>	<b>176,582</b>	<b>2,405,124</b>
Full: Female	760	5,263	8,661	11,975	14,016	16,489	18,888	21,977	24,664	122,693	1,603,215
Provisional: Female	90	138	249	2,113	4,608	5,520	6,097	6,999	7,147	32,961	367,880
<b>Total Female</b>	<b>850</b>	<b>5,401</b>	<b>8,910</b>	<b>14,088</b>	<b>18,624</b>	<b>22,009</b>	<b>24,985</b>	<b>28,976</b>	<b>31,811</b>	<b>155,654</b>	<b>1,971,095</b>
<b>Grand Total</b>	<b>2,483</b>	<b>13,217</b>	<b>20,951</b>	<b>31,076</b>	<b>39,500</b>	<b>45,929</b>	<b>52,120</b>	<b>60,428</b>	<b>66,532</b>	<b>332,236</b>	<b>4,376,219</b>

Table 2 data source: Department for Transport - Road Statistics

## Who?

### Driver age and gender

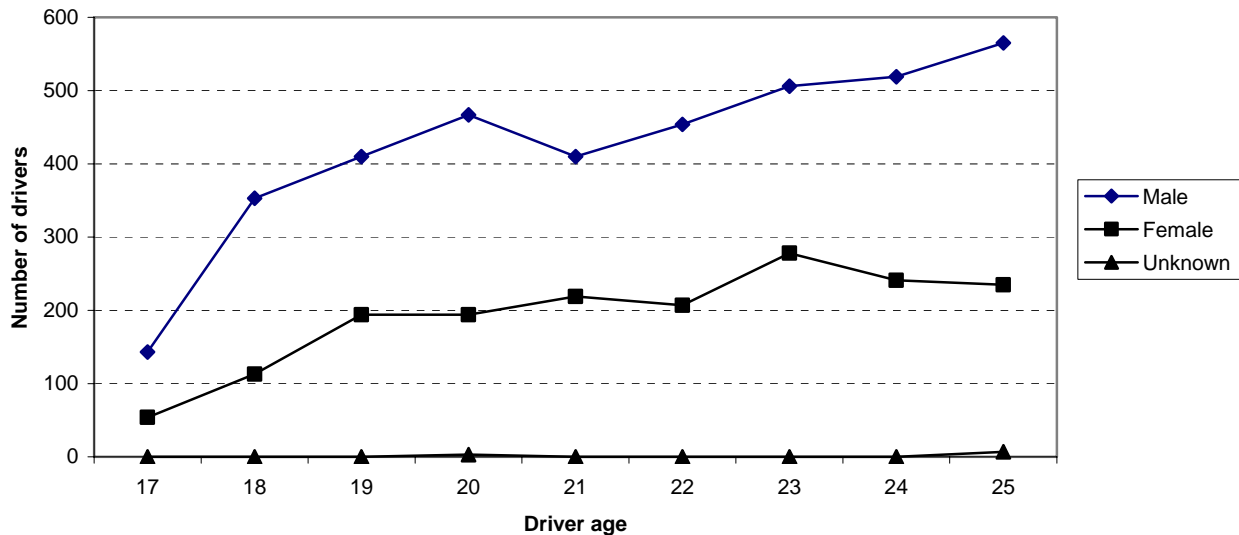
Table 3 and Figure 5 show a breakdown, by age and gender, of young car drivers involved in collisions in Greater London in 2004. Overall the number of young car drivers involved in collisions increased with age, rising from 197 17 year olds (3.5%) to 807 25 year olds (14.5%). Males accounted for just under 69% of these drivers and females 31%. Gender was unknown for less than 1% of drivers.

Male drivers showed a minor peak at 20 years of age, before falling and then rising again to the highest number involved (565) at 25 years of age. Female drivers involved in collisions peaked at 23 years of age (278).

**Table 3: Young drivers (17-25yrs) involved in collisions in Greater London 2004 - Driver age by gender**

Driver Gender	Driver age									Total
	17	18	19	20	21	22	23	24	25	
Male	143	353	410	467	410	454	506	519	565	<b>3,827</b>
Female	54	113	194	194	219	207	278	241	235	<b>1,735</b>
Unknown	0	0	0	3	0	0	0	0	7	<b>10</b>
<b>Total</b>	<b>197</b>	<b>466</b>	<b>604</b>	<b>664</b>	<b>629</b>	<b>661</b>	<b>784</b>	<b>760</b>	<b>807</b>	<b>5,572</b>

**Fig 5: Young drivers (17-25yrs) involved in collisions by age and gender in Greater London 2004**



**Ethnic group**

Table 4 shows young car drivers involved in collisions by ethnic group and age. More than half (54%) of all young drivers of known ethnic group were white-skinned Europeans. This ethnic group makes up approximately 71% of the Greater London population. The proportion of drivers in this group did actually show a decrease with age, falling from 74% of 17 year olds to 48% of 25 year olds. The opposite trend was true for Afro-Caribbean and Asian drivers which rose from 9% to 21% and 12% to 22% respectively from 17 to 25 year olds. These two groups represent approximately 12% and 13% of the Greater London population respectively. The proportions of dark-skinned European, Oriental and Arab drivers were quite evenly distributed through this age range.

**Table 4: Young drivers (17-25yrs) involved in collisions in Greater London 2004 - Driver age by ethnic group**

Driver ethnic group	Driver age									Total	% of known ethnic group
	17	18	19	20	21	22	23	24	25		
White-Skinned European	132	266	324	317	286	272	329	336	329	<b>2,591</b>	54%
Dark-Skinned European	7	28	25	44	47	53	40	52	48	<b>344</b>	7%
Afro-Caribbean	16	53	76	93	89	106	113	122	147	<b>815</b>	17%
Asian	21	58	91	97	106	128	162	133	150	<b>946</b>	20%
Oriental	1	6	5	10	12	8	9	9	5	<b>65</b>	1%
Arab	1	2	4	8	4	4	12	8	8	<b>51</b>	1%
<b>Total (ethnic group known)</b>	<b>178</b>	<b>413</b>	<b>525</b>	<b>569</b>	<b>544</b>	<b>571</b>	<b>665</b>	<b>660</b>	<b>687</b>	<b>4,812</b>	<b>100%</b>
Ethnic group unknown	19	53	79	95	85	90	119	100	120	<b>760</b>	-
<b>Total</b>	<b>197</b>	<b>466</b>	<b>604</b>	<b>664</b>	<b>629</b>	<b>661</b>	<b>784</b>	<b>760</b>	<b>807</b>	<b>5,572</b>	-

**Table 5: Collisions involving cars driven by young drivers (17-25yrs) in Greater London 2004  
- Borough by highway authority**

Borough	Highway authority		Borough road	Total
	TLRN	Highways Agency		
City of London	5	0	6	11
Westminster	27	0	99	126
Camden	36	0	60	96
Islington	28	0	36	64
Hackney	60	0	47	107
Tower Hamlets	67	0	61	128
Greenwich	50	0	135	185
Lewisham	71	0	106	177
Southwark	54	0	86	140
Lambeth	79	0	59	138
Wandsworth	59	0	59	118
Hammersmith & Fulham	9	0	73	82
Kensington & Chelsea	28	0	37	65
<b>Total inner London</b>	<b>573</b>	<b>0</b>	<b>864</b>	<b>1,437</b>
<b>% of Greater London</b>	<b>45%</b>	<b>0%</b>	<b>23%</b>	<b>28%</b>
Waltham Forest	26	0	146	172
Redbridge	56	2	171	229
Havering	40	17	165	222
Barking & Dagenham	27	0	110	137
Newham	29	0	128	157
Bexley	11	0	131	142
Bromley	30	1	178	209
Croydon	49	0	208	257
Sutton	40	0	75	115
Merton	10	0	82	92
Kingston	17	0	83	100
Richmond	10	0	77	87
Hounslow	84	2	123	209
Hillingdon	30	19	237	286
Ealing	60	0	180	240
Brent	13	0	195	208
Harrow	0	0	146	146
Barnet	73	5	210	288
Haringey	36	0	120	156
Enfield	64	23	204	291
<b>Total outer London</b>	<b>705</b>	<b>69</b>	<b>2,969</b>	<b>3,743</b>
<b>% of Greater London</b>	<b>55%</b>	<b>100%</b>	<b>77%</b>	<b>72%</b>
<b>Total Greater London</b>	<b>1,278</b>	<b>69</b>	<b>3,833</b>	<b>5,180</b>
<b>% of total</b>	<b>25%</b>	<b>1%</b>	<b>74%</b>	<b>100%</b>

## Where?

Table 5 shows the number of collisions involving young car drivers by borough and highway authority in Greater London in 2004. Overall, 74% of collisions occurred on borough roads, 25% on the TLRN (Transport for London Road Network) and 1% on Highways Agency roads. Nearly three quarters (72%) of these collisions occurred on roads in outer London. Just over half (55%) of collisions on the TLRN, 100% of collisions on Highways Agency roads and 77% of collisions on borough roads occurred in the outer London boroughs.

Table 6 shows young car driver collisions by road class and speed limit. The vast majority of these collisions (87%) occurred on roads subject to a 30mph speed limit. 59% of collisions occurred on 'A' class roads, 31% on 'C' class or unclassified roads, 9% on 'B' class roads and 1% on motorways.

Table 7 shows the number of collisions involving young car drivers by junction detail and junction control. 72% of these collisions occurred at or within 20m of a junction. Of these, 53% occurred at a 'T' or staggered junction and 23% at a crossroads. 75% of the junction collisions occurred where the junction control was 'Give Way' or the junction was uncontrolled, and a further 24% occurred at a junction controlled by automatic traffic signals.

**Table 6: Collisions involving cars driven by young drivers (17-25yrs) in Greater London 2004**  
- Speed limit by road class

Speed Limit (Banded)	Road class					Total	% of total
	Motorway	A	B	C	Unclassified		
20mph or Less	0	0	0	1	3	4	0%
30mph	3	2,512	458	673	873	4,519	87%
40mph	6	316	10	15	9	356	7%
50mph	10	180	1	2	1	194	4%
60mph	7	14	2	17	3	43	1%
70mph	41	23	0	0	0	64	1%
<b>Total</b>	<b>67</b>	<b>3,045</b>	<b>471</b>	<b>708</b>	<b>889</b>	<b>5,180</b>	<b>100%</b>
<b>% of total</b>	<b>1%</b>	<b>59%</b>	<b>9%</b>	<b>14%</b>	<b>17%</b>	<b>100%</b>	<b>-</b>

**Table 7: Collisions involving cars driven by young drivers (17-25yrs) in Greater London 2004**  
- Junction detail by junction control

Junction detail	Not applicable	Junction control				Total
		Authorised Person	Automatic Traffic Signals	Stop Sign	Give Way or Uncontrolled	
Roundabout	0	1	50	3	215	269
Mini-Roundabout	0	1	0	0	88	89
T & Staggered Jct	0	2	263	2	1,697	1,964
Slip Road	0	0	3	0	69	72
Crossroads	0	0	460	3	405	868
Multi Junction	0	0	83	0	29	112
Private Drive	0	0	4	0	207	211
Other	0	0	42	0	98	140
<b>Total at junctions</b>	<b>0</b>	<b>4</b>	<b>905</b>	<b>8</b>	<b>2,808</b>	<b>3,725</b>
No junction in 20m	1,455	0	0	0	0	1,455
<b>Total</b>	<b>1,455</b>	<b>4</b>	<b>905</b>	<b>8</b>	<b>2,808</b>	<b>5,180</b>



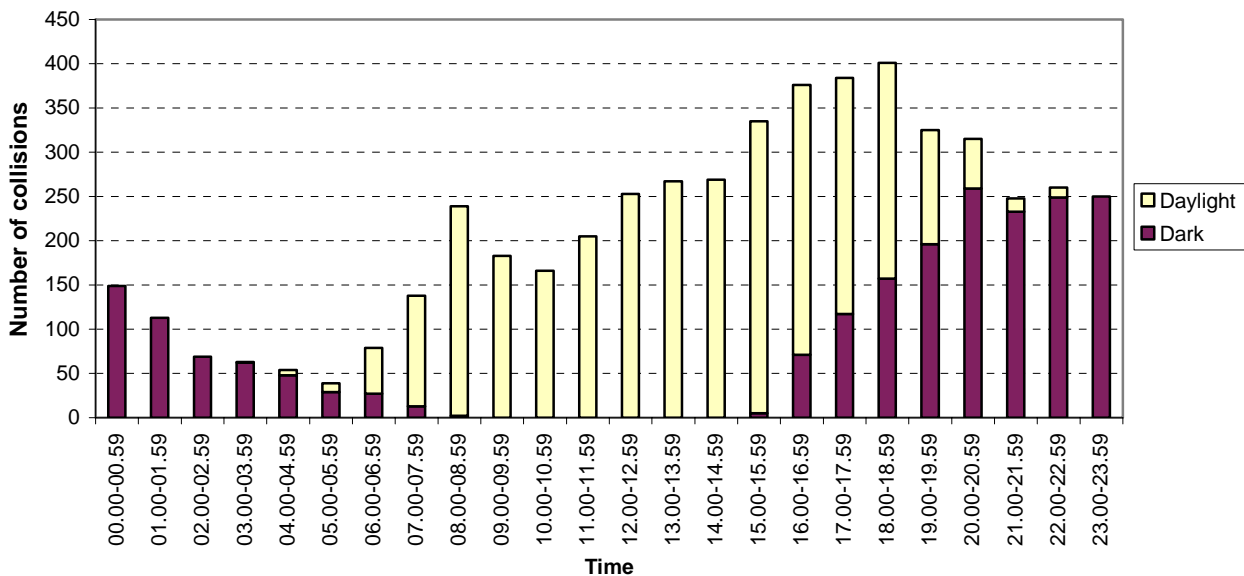
## When?

### Time of day

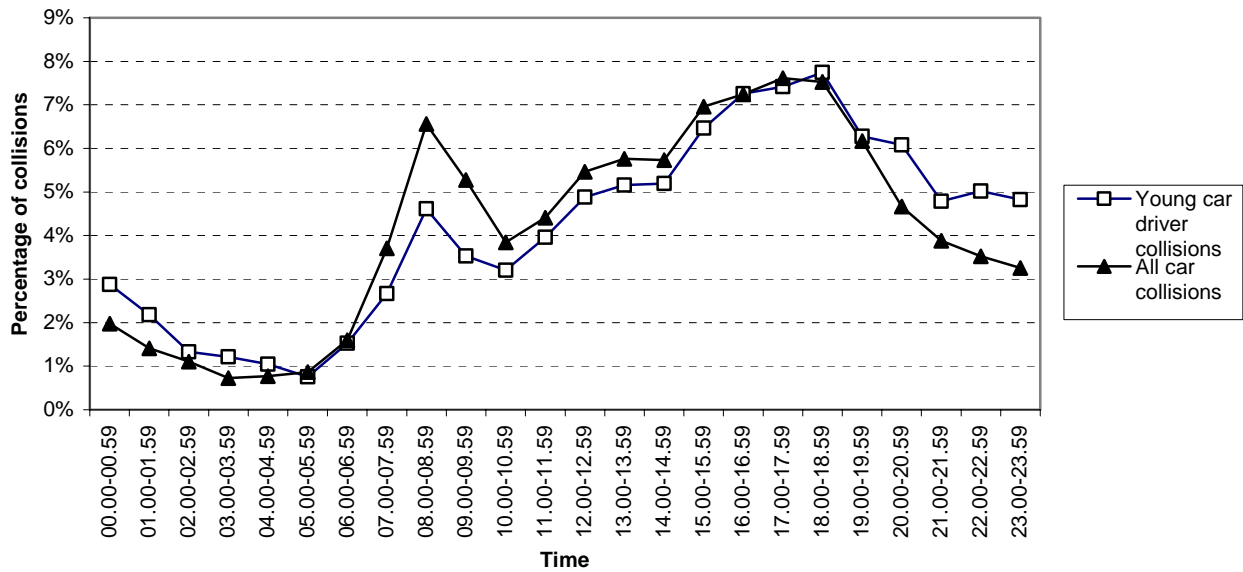
Figure 6 shows the number of collisions involving young car drivers by time of day and light conditions in Greater London in 2004. 60% of young car driver collisions occurred during daylight hours compared to 40% in the dark. 35% of collisions occurred between 3pm and 8pm, with the highest single hour being 6-7pm (401 collisions or 8%). A similar proportion (36%) was recorded for all collisions involving cars in Greater London in 2004. However, young car driver collisions show a marked difference from all collisions involving cars during the period 8pm to 2am. During this time a further 26% of collisions involving young car drivers occurred, compared with 19% of all car collisions. This trend is illustrated by Figure 7 which shows a comparison of the percentage by hour of all collisions involving cars against young car driver collisions in Greater London in 2004.

Looking at all car collisions, clear peaks are evident in the morning (8-9am) and early evening (5-6pm), followed by a rapid fall off in numbers through the late evening and early morning. While young car driver collisions also peak at these times, the drop in collisions during the late evening is much less pronounced and they remain at a relatively high level until midnight.

**Fig 6: Collisions involving cars driven by young drivers by time of day and light conditions in Greater London 2004**



**Fig 7: Percentage of collisions by time of day in Greater London 2004**

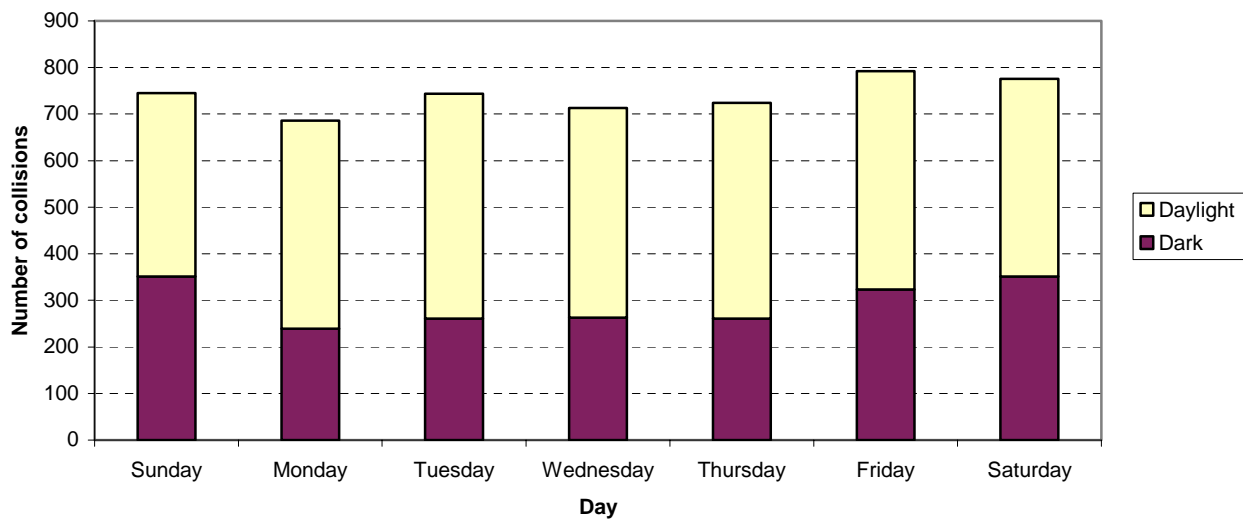


**Day of week**

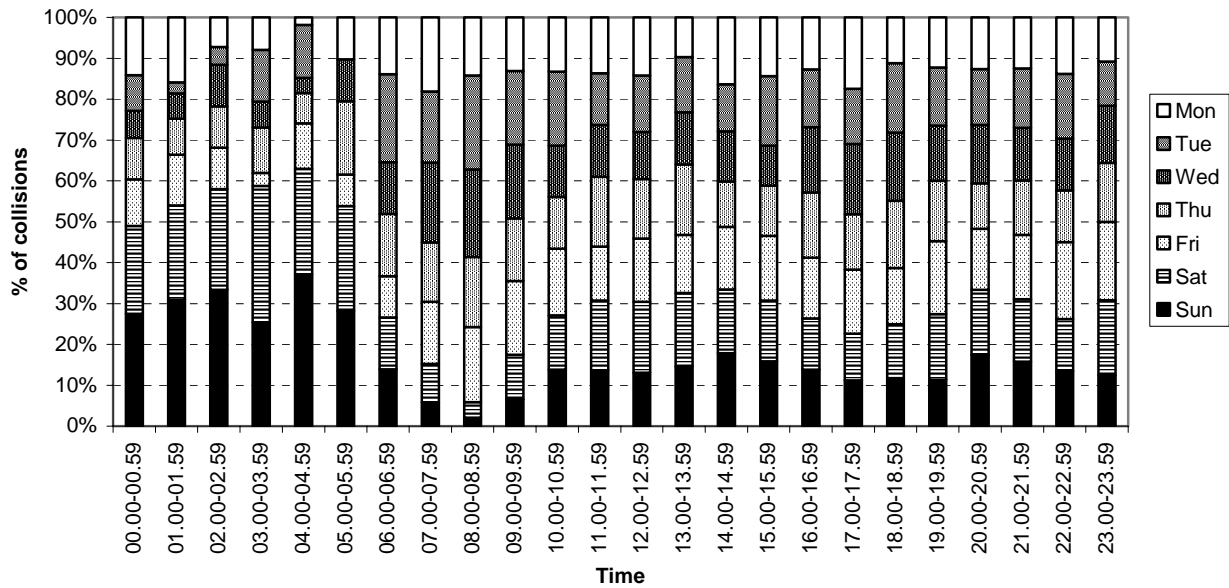
Figure 8 shows collisions involving young car drivers by day of week and light conditions. 71% of young car driver collisions occurred on a week day, with a peak on Friday of 792 (15.3%). The next highest single day was Saturday with 776 collisions (15%). The highest proportion of young car driver collisions in the dark occurred on a Sunday.

Figure 9 shows the percentage of young car driver collisions by hour and day. Over half (55%) of the collisions that occurred between the hours of midnight and 6am were on a Saturday or Sunday, while one third (33%) of collisions between 7pm and midnight occurred on a Friday or Saturday.

**Fig 8: Collisions involving cars driven by young drivers by day and light conditions in Greater London 2004**



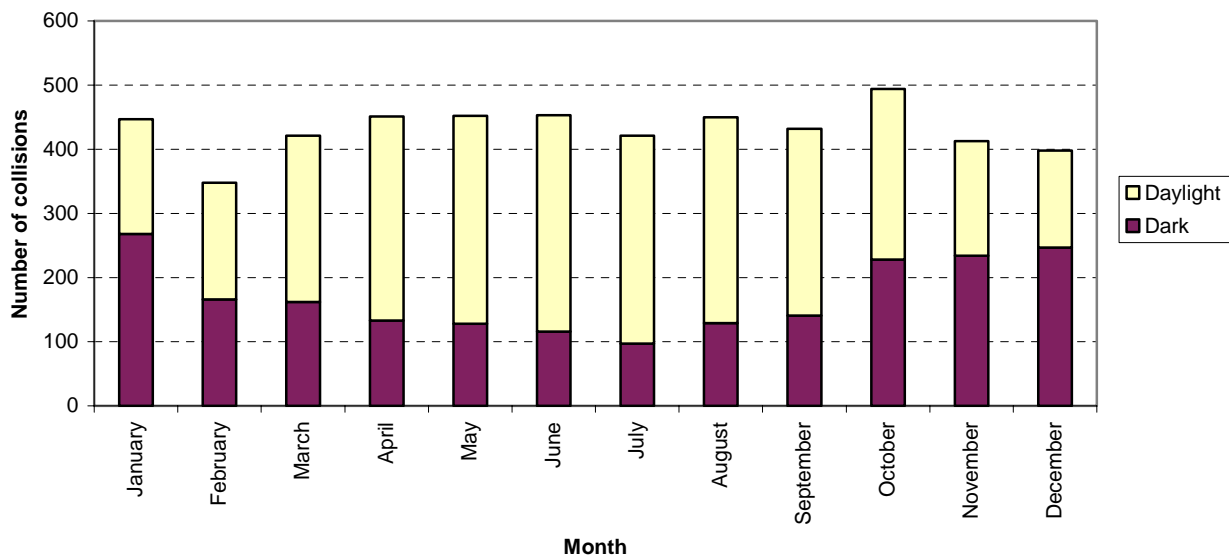
**Fig 9: Percentage of young car driver collisions by time and day in Greater London 2004**



**Month**

Figure 10 shows collisions involving young car drivers by month and light conditions. These collisions were quite evenly spread throughout the year, with no one month having substantially more than any other. There was a minor peak in October (10% of collisions). The lowest number was in February (7%).

**Fig 10: Collisions involving cars driven by young drivers by month and light conditions in Greater London 2004**



**Weather**

The majority of collisions occurred in fine weather (83%) and on a dry road (73%)

## How?

### Contributory factors

Table 8 shows the accident contributory factors assigned to collisions involving young car drivers. This factor could apply to any of the vehicles involved in the collision. Table 9 shows the vehicle contributory factors assigned to the cars driven by the 17 to 25 year olds. It should be noted that contributory factors are subjective but do give an indication of the main causation factors involved in the collision.

**Table 8: Young drivers (17-25yrs) involved in collisions in Greater London 2004 - Accident contributory factors**

<b>Accident contributory factor</b>	<b>Number of collisions</b>	<b>% of total</b>
224 & 225 Going too fast having regard to road environment or other road users	1,436	27.7%
207 Disobeyed STOP or GIVE WAY sign or marking	537	10.4%
209 Turn right injudiciously	517	10.0%
216 Driving too close to the vehicle in front	494	9.5%
404 Crossing road heedless of traffic elsewhere	263	5.1%
221 Changing lane injudiciously	151	2.9%
204 Disobeyed automatic traffic signals	146	2.8%
200 Drink	139	2.7%
211 U-turning	130	2.5%
238 Swerved/braked to avoid having an accident	113	2.2%
219 Overtaking on offside injudiciously	90	1.7%
210 Turning left	89	1.7%
0 Factor unknown	84	1.6%
402 Crossing road masked by parked vehicle	81	1.6%
231 Driving/riding on wrong side of road	68	1.3%
239 Lost control - no apparent reason	67	1.3%

**Table 9: Young drivers (17-25yrs) involved in collisions in Greater London 2004 - Vehicle contributory factors**

<b>Vehicle Contributory Factor</b>	<b>Number of vehicles</b>	<b>% of total</b>
601 Going ahead normally	1,432	25.7%
224 & 225 Going too fast having regard to road environment or other road users	1,020	18.3%
600 Parked or stationary	590	10.6%
209 Turn right injudiciously	485	8.7%
216 Driving too close to the vehicle in front	334	6.0%
207 Disobeyed STOP or GIVE WAY sign or marking	220	3.9%
603 Turning normally	160	2.9%
238 Swerved/braked to avoid having an accident	149	2.7%
221 Changing lane injudiciously	107	1.9%
602 Waiting to turn	95	1.7%
210 Turning left	86	1.5%
211 U-turning	83	1.5%
0 Factor unknown	82	1.5%
200 Drink	76	1.4%
299 Other driver/rider factor	76	1.4%
219 Overtaking on offside injudiciously	70	1.3%
204 Disobeyed automatic traffic signals	69	1.2%
239 Lost control - no apparent reason	60	1.1%

The top accident contributory factors, assigned to nearly 28% of young car driver collisions, were '224/225 – Going too fast having regard to road environment or other road users'. These factors were also directly associated with 18.3% of cars driven by young drivers. Therefore, in the majority of collisions where speed was deemed the overriding factor, it was the young car driver who was speeding.

The most common factor assigned to the young car driver (25.7%) was '601 – Going ahead normally', i.e. the car driver was not deemed to have caused the collision. Nearly 9% of young drivers were deemed to have turned right injudiciously, 6% to have driven too close to the vehicle in front, and a further 4% to have disobeyed a 'Stop' or 'Give Way' sign.

Alcohol was attributed to just 1.4% of young car drivers and drugs to only 0.1%.

### Vehicle manoeuvre

Table 10 shows young car drivers and all car drivers involved in collisions by vehicle manoeuvre. The majority (65%) of young car drivers were moving ahead at the time of the collision. The second most common manoeuvre (16%) was turning right, followed by turning left (7%). These percentages were similar for all car drivers involved in collisions in Greater London in 2004 (62%, 16% and 4% respectively).

In 977 collisions (19%), the car driven by the young driver was the only vehicle involved. 59% of these collisions also involved a pedestrian. This compares to 24% of all car collisions involving only one vehicle (78% of these collisions involved a pedestrian).

**Table 10: Young drivers (17-25yrs) involved in collisions in Greater London 2004 - Vehicle manoeuvre**

Vehicle Manoeuvres	Young car drivers	% of young car drivers	All car drivers	% of all car drivers
Reversing	60	1%	488	1%
Parked	115	2%	1,480	4%
Going Ahead Held Up	467	8%	3,230	10%
Slowing Or Stopping	220	4%	1,384	4%
Moving Off	64	1%	553	2%
U-Turning	101	2%	619	2%
Turning Left	217	4%	1,296	4%
Waiting To Turn Left	34	1%	192	1%
Turning Right	807	14%	4,719	14%
Waiting To Turn Right	80	1%	499	1%
Change Lane To Left	57	1%	367	1%
Change Lane To Right	62	1%	350	1%
Overtake Move Veh O/S	57	1%	349	1%
Overtake Stat Veh O/S	69	1%	382	1%
Overtaking Nearside	28	1%	150	0%
Going Ahead Left Bend	137	2%	526	2%
Going Ahead Right Bend	151	3%	658	2%
Going Ahead Other	2,846	51%	16,079	48%
<b>Total</b>	<b>5,572</b>	<b>100%</b>	<b>33,321</b>	<b>100%</b>

## Casualties injured in collisions involving young car drivers in Greater London 2004

In the 5,180 collisions that involved a young car driver in Greater London in 2004, there were a total of 7,050 casualties, of which 47 were killed, 683 seriously injured and 6,320 slightly injured.

4,345 of the 7,050 casualties were directly associated with the car driven by the young driver, i.e. they were either in the car or were pedestrians hit by it. 39 of these casualties were killed, 442 seriously injured and 3,864 slightly injured.

Table 11 shows all casualties injured in collisions in which a young car driver was involved, by mode of travel and severity. The majority (78%) of casualties were car occupants (driver or passenger). Pedestrians accounted for 9% of total casualties, but 21% of those killed or seriously injured (KSI). The highest severity ratio (the percentage of fatal and serious injuries to all injuries) was recorded for pedestrian casualties (25%), compared with 8% for car occupants.

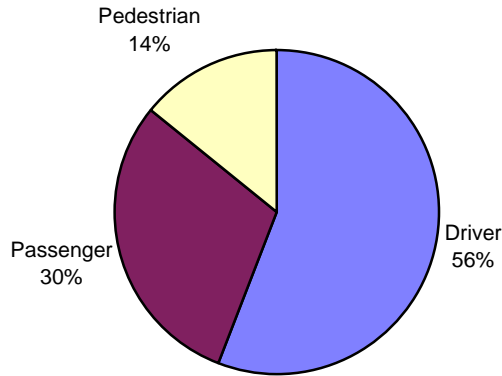
**Table 11: All casualties injured in collisions involving one or more young car driver (17-25yrs) in Greater London 2004 - Severity by mode of travel**

Mode of Travel	Severity of casualty			Total	% of total	Severity ratio
	Fatal	Serious	Slight			
Pedestrian	15	141	476	632	9%	25%
Pedal Cycle	0	22	177	199	3%	11%
Powered 2 Wheeler	4	84	440	528	7%	17%
Car	25	420	5,050	5,495	78%	8%
Taxi	0	1	34	35	0%	3%
Bus Or Coach	1	11	57	69	1%	17%
Goods Vehicle	1	3	63	67	1%	6%
Other Vehicle	1	1	23	25	0%	8%
<b>Total</b>	<b>47</b>	<b>683</b>	<b>6,320</b>	<b>7,050</b>	<b>100%</b>	<b>10%</b>

**Table 12: Casualties injured in or pedestrians injured by cars driven by young drivers (17-25yrs) in Greater London 2004 - Severity by casualty class**

Casualty Class	Severity of casualty			Total	% of total	Severity ratio
	Fatal	Serious	Slight			
Driver	15	187	2,220	2,422	56%	8%
Passenger	9	118	1,177	1,304	30%	10%
<b>Total car occupants</b>	<b>24</b>	<b>305</b>	<b>3,397</b>	<b>3,726</b>	<b>86%</b>	<b>9%</b>
Pedestrian	15	137	467	619	14%	25%
<b>Total</b>	<b>39</b>	<b>442</b>	<b>3,864</b>	<b>4,345</b>	<b>100%</b>	<b>11%</b>

**Fig 11: Casualties injured in or pedestrians injured by cars driven by young drivers in Greater London 2004**



**Fig 12: KSI casualties injured in or pedestrians injured by cars driven by young drivers in Greater London 2004**

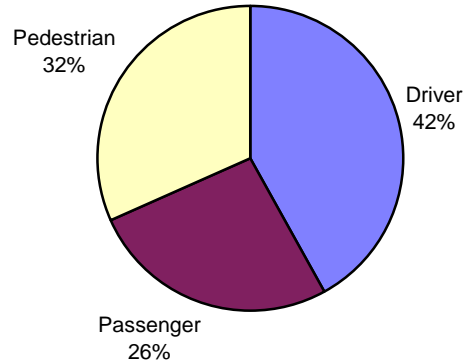


Table 12 and Figures 11 and 12 show casualties directly associated with the car driven by the 17 to 25 year old, by casualty class and severity. These casualties represented 62% of all casualties injured in collisions involving one or more young car drivers.

Drivers and passengers in the young driver's car represented 68% of all car occupant casualties, and pedestrians injured by the young driver made up 98% of all pedestrian casualties in young car driver collisions. The young car driver made up 42% of KSI casualties, pedestrians 32% and passengers 26%. 10% of all pedestrian casualties in Greater London in 2004 were injured by cars driven by young drivers.

Table 13 shows casualties directly associated with the young driver's car by casualty class and age. 59% of the car passenger casualties were also aged between 17 and 25 years. This appears to indicate that young car drivers tend to be accompanied by passengers of their own age group.

**Table 13: Casualties injured in or pedestrians injured by cars driven by young drivers (17-25yrs) in Greater London 2004- Age by casualty class**

Casualty class	Casualty age (banded)					Total	% aged			
	0-16	17-25	26-59	60+	Unknown		0-16	17-25	26-59	60+
Driver	0	2,422	0	0	0	2,422	0%	100%	0%	0%
Passenger	173	766	179	26	160	1,304	13%	59%	14%	2%
Pedestrian	173	133	222	59	32	619	28%	21%	36%	10%
<b>Total</b>	<b>346</b>	<b>3,321</b>	<b>401</b>	<b>85</b>	<b>192</b>	<b>4,345</b>	<b>8%</b>	<b>76%</b>	<b>9%</b>	<b>2%</b>

## **Background documents**

1. Driving licence data supplied by Department for Transport Statistics Division
2. Population data supplied by the GLA - GLA 2003 Round Projections - Scenario 8.1 for 2004

Copies of reports and research documents published by LRSU can be found at –  
<http://www.tfl.gov.uk/streets/roadsafety-reports.shtml>