

High-risk drivers plus other young drivers in fatal and serious crashes: 2006–2010

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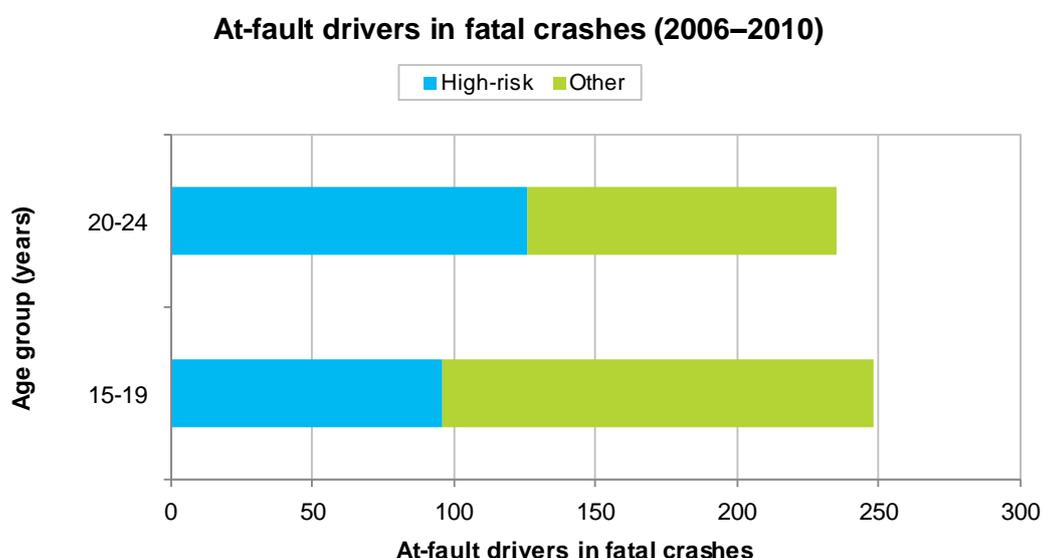
High-risk drivers comprise 34 percent of at-fault drivers in fatal crashes and 24 percent of at-fault drivers in fatal and serious injury crashes.

When other at-fault young drivers who are not already classified as high risk are added to high-risk drivers, together they comprise 50 percent of at-fault drivers in fatal crashes and 45 percent of at-fault drivers in fatal and serious injury crashes.

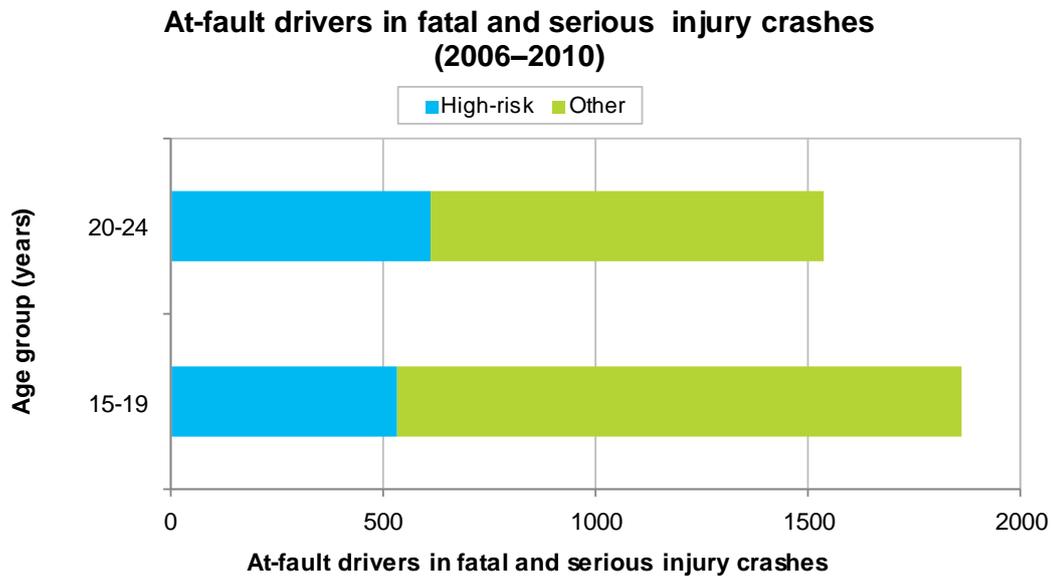
The table below shows both the numbers and percentages of at-fault drivers who are classified as high risk and other at-fault young drivers. The table shows all at-fault drivers for the five years 2006–2010. Young drivers are those aged 15–24.

Crash severity	At-fault drivers 2006–2010			% of at-fault drivers		
	Total	High-risk	Other young	% high-risk	% other young	% high-risk or other young
Fatal	1,597	541	261	34%	16%	50%
Serious	9,146	2,046	1,997	22%	22%	44%
Fatal and serious	10,743	2,587	2258	24%	21%	45%
Minor	40,908	6,119	10,702	15%	26%	41%
Total	51,651	8,706	12,960	17%	25%	42%

The following graphs show the effect of adding other young drivers to the high-risk drivers for the 15–19 and 20–24 age groups separately.



Of the at-fault drivers in fatal crashes, 39 percent of 15–19 year olds and 54 percent of 20–24 year olds are classified as high risk according to the definition used in the analysis.



Of the at-fault drivers in fatal and serious injury crashes, 28 percent of 15–19 year olds and 40 percent of 20–24 year olds are classified as high risk.

Definitions

Young at-fault drivers are at-fault drivers aged 15–24.

An **at-fault** driver is defined in the Crash Analysis System (CAS) as the driver deemed to have the primary responsibility for a crash. This is based on the crash movements and cause factors assigned in CAS. It is not based on legal liability or court conviction.

High-risk drivers comprise:

- unlicensed and disqualified drivers (including drivers who are forbidden to drive or who have an expired licence or the wrong licence class for the vehicle being driven)
- drivers identified as evading enforcement or racing or showing off at the time of the crash
- drivers with a blood alcohol level of at least fifty percent over the adult legal limit (i.e. 120 mg/100 ml)
- repeat alcohol offenders, specifically drivers in alcohol-related crashes who have at least one prior alcohol conviction in the previous 5 years
- repeat speed offenders, specifically drivers in speed-related crashes who have at least two prior speeding offences in the previous 5 years, with at least one involving 35 or more demerit points (excludes all speed camera offences)

Speed camera offences do not attract demerit points so are not recorded on the driver licence register. For this reason, speed camera offences have not been included in the definition of repeat speed offenders.

“Evading enforcement” is the terminology used in the crash analysis system when drivers are fleeing from police.

Demerit points by speed band:

20 demerits – Exceeding speed limit by 11–20 km/h

35 demerits – Exceeding speed limit by 21–30 km/h

40 demerits – Exceeding speed limit by 31–35 km/h

50 demerits – Exceeding speed limit by 36 km/h or more

Demerit points do not apply to offences detected by speed cameras.