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ESRA Thematic report

Speeding

First ESRA conference

Brussels, June 20th, 2016 - George Yannis, Alexandra Laiou, Akis Theofilatos - NTUA



Main topics



- ▶ Acceptability of unsafe traffic behaviour: speeding
- ▶ Self-declared (unsafe) behaviour in traffic
- ▶ Attitudes towards unsafe traffic behaviour
- ▶ Support for road safety policy measures
- ▶ Reported police checks and perceived likelihood of getting caught for traffic offences

Acceptability of unsafe traffic behaviour related to speeding

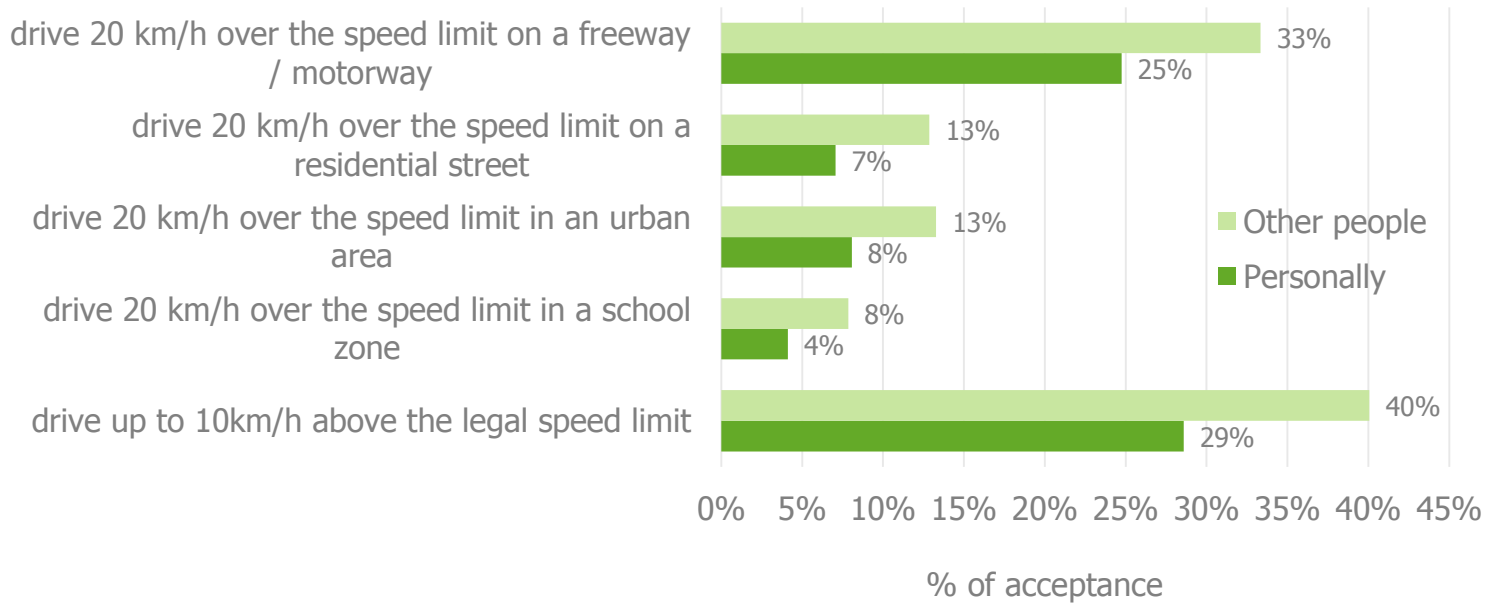


Figure: *Where you live, how acceptable would most other people say it is for a driver to ...? How acceptable do you, personally, feel it is for a driver to ...?*

Minor acceptability of driving 20km/h over the speed limit in urban areas, on residential streets and in school zones.

Acceptability of driving 20km/h over the speed limit on a motorway and of driving up to 10km/h over the speed limit regardless of the road environment, is much higher.

Acceptability of driving 10 km/h over the legal speed limit, by country

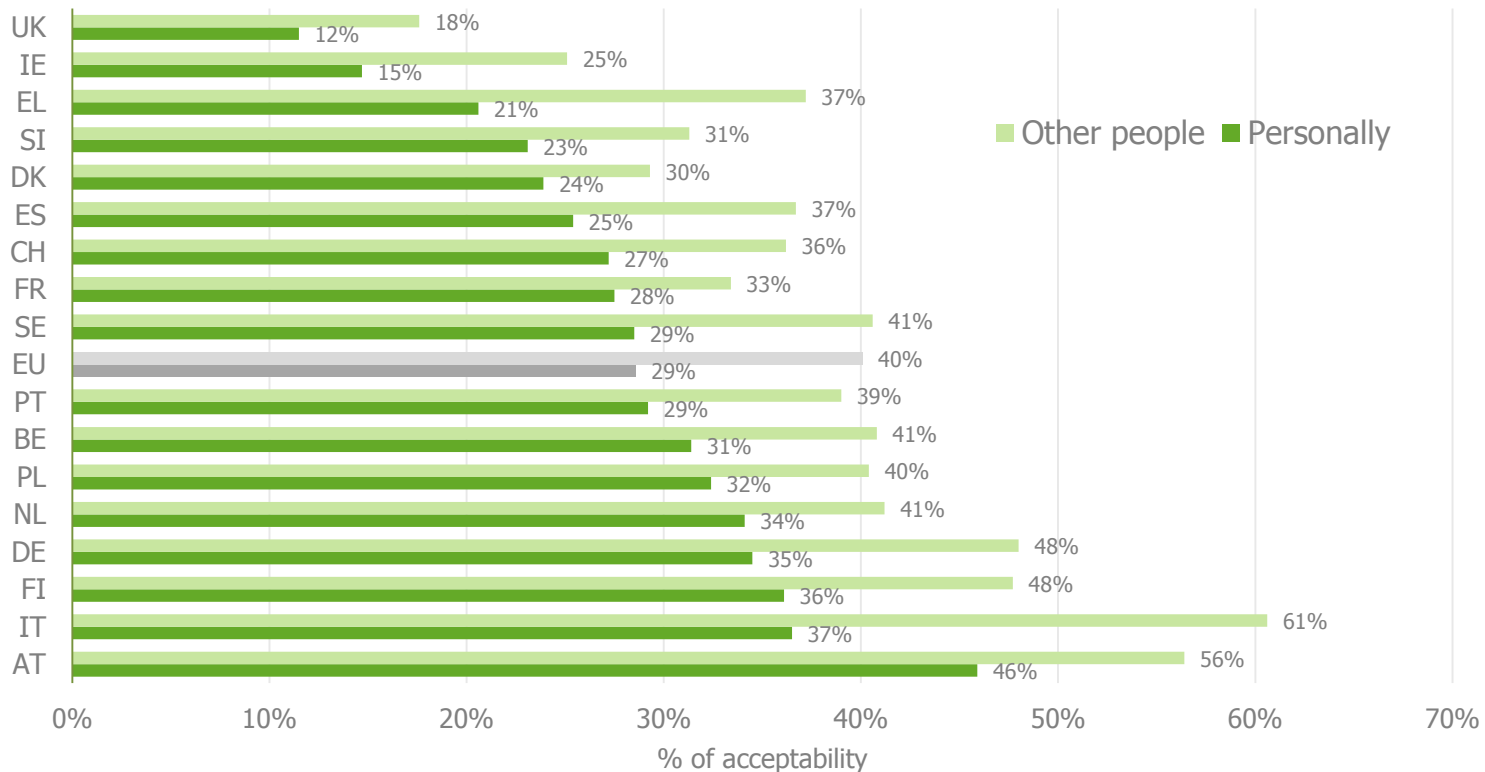


Figure: *Where you live, how acceptable would most other people say it is for a driver to ...? How acceptable do you, personally, feel it is for a driver to ...?*

A particularly high difference between the perceived social acceptability and personal acceptability is reported in Italy and in Greece.

Acceptability of behaviours related to speeding in Europe, by age group

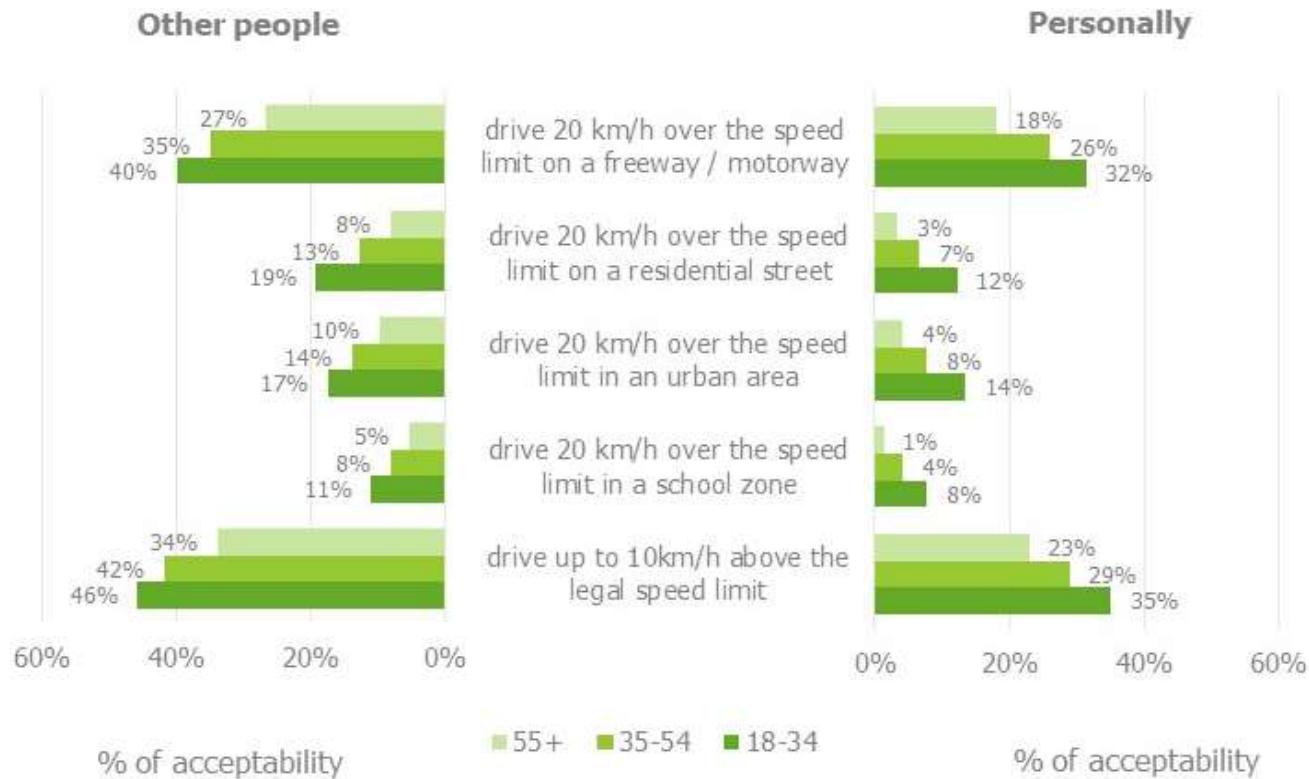


Figure: *Where you live, how acceptable would most other people say it is for a driver to ...? How acceptable do you, personally, feel it is for a driver to ...?*

Age increase is associated with a decrease in both social and personal acceptability rates for all five examined speeding related behaviours.

Opinions on speeding and its influence on road safety

	driving fast is risking your own life, and the lives of others	I have to drive fast, otherwise I have the impression of losing time	driving faster than the speed limit makes it harder to react appropriately in a dangerous situation	most of my acquaintances / friends feel one should respect the speed limits	speed limits are usually set on acceptable levels	by increasing speed with 10 km/h, you get a much higher chance of being involved in an accident
AT	76%	11%	62%	35%	53%	33%
BE	76%	9%	65%	56%	47%	43%
CH	73%	11%	68%	52%	61%	43%
DE	73%	10%	66%	42%	54%	36%
DK	76%	8%	74%	61%	63%	53%
EL	84%	15%	82%	61%	51%	49%
ES	75%	13%	73%	63%	51%	38%
FI	87%	7%	80%	72%	69%	56%
FR	72%	17%	64%	58%	45%	44%
IE	80%	11%	77%	62%	49%	59%
IT	85%	30%	84%	80%	50%	43%
NL	62%	9%	59%	60%	52%	34%
PL	84%	13%	74%	62%	40%	58%
PT	80%	12%	77%	65%	51%	46%
SE	72%	10%	71%	59%	57%	57%
SI	80%	10%	74%	64%	50%	50%
UK	75%	11%	74%	62%	58%	62%
EU	76%	15%	72%	60%	51%	45%

Figure: To what extent do you agree with each of the following statements?

Significant differences among the percentages of agreement among countries.

Support for road safety policy measures related to speeding

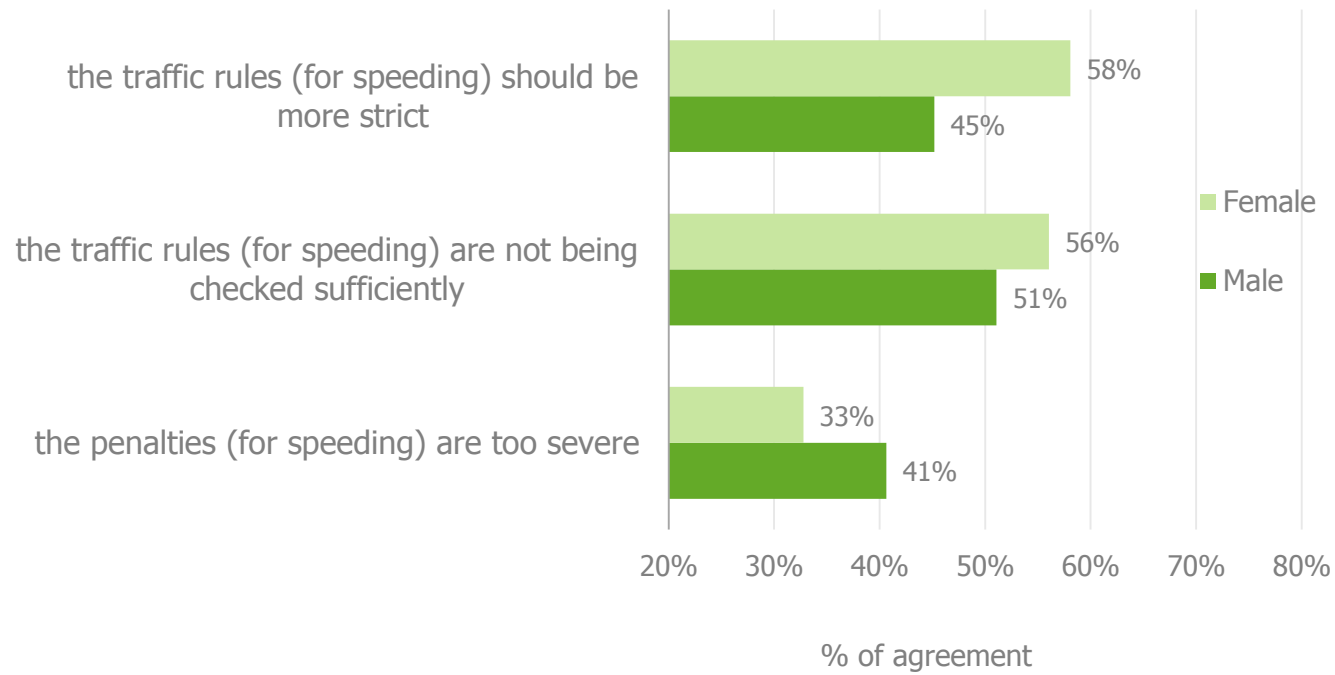


Figure: *What do you think about the current traffic rules and penalties in your country for each of the following themes?*

Females are generally more supportive of road safety policy measures related to speeding.

Speeding related fines and convictions at court, in the past 12 months

	had to pay a fine for violating the speed limits (% of at least once)	been convicted at court for violating the speed limits (% of at least once)
AT	25%	1%
BE	13%	0.2%
CH	26%	2%
DE	18%	0.4%
DK	8%	3%
EL	11%	3%
ES	12%	2%
FI	5%	0.3%
FR	18%	4%
IE	6%	1%
IT	35%	8%
NL	19%	2%
PL	12%	1%
PT	8%	4%
SE	4%	1%
SI	10%	2%
UK	6%	3%
EU	15%	2%

Figure: *In the past 12 months, how many times have you ...?*

The highest rates of respondents having had to pay a fine for speeding at least once in the past 12 months originated from Italy (35%) and Switzerland (26%), whereas the lowest rates were found in Finland (5%) and Sweden (4%).

Concerning court convictions, the highest rate was also observed in Italy (8%), followed by France and Portugal (4%), whereas the lowest rates were observed in Finland (0.3%) and Belgium (0.2%).

Acceptability of unsafe traffic behaviour and related road safety measures

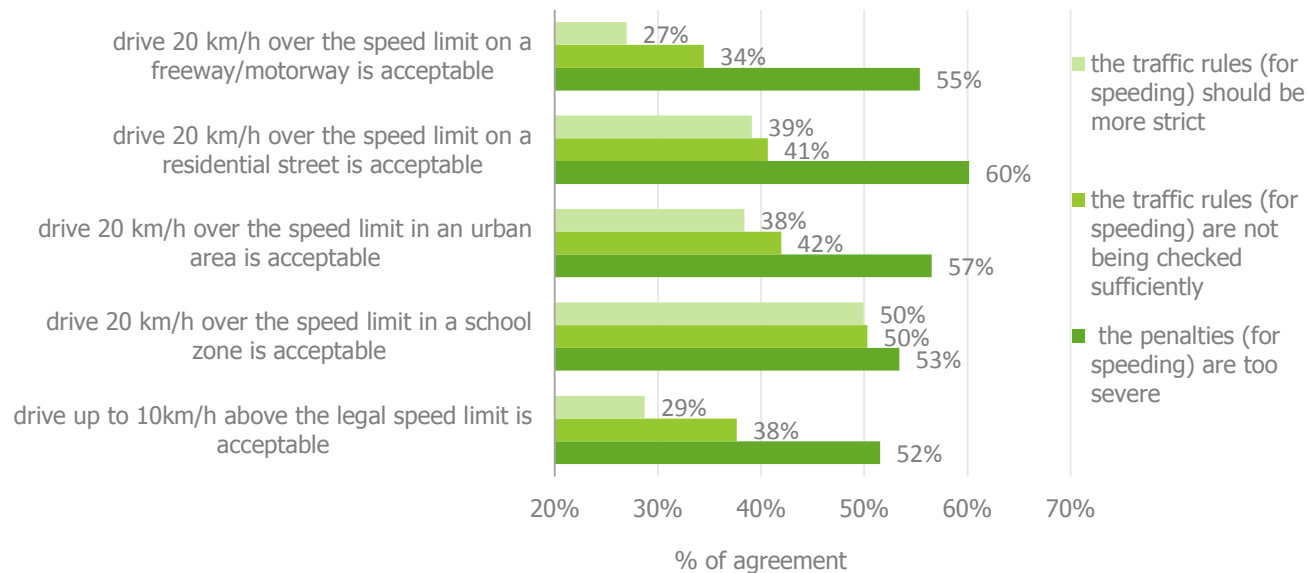


Figure: *How acceptable do you, personally, feel it is for a driver to ...? and What do you think about the current traffic rules and penalties in your country for each of the following themes?*

Even people who accept driving over the speed limit, are in favour of enforcement measures to increase road safety in urban areas and especially in school zones.

(Note: a small number of respondents consider driving over the speed limit in urban areas acceptable and an even smaller number find it acceptable in school zones).

Penalties for speeding, are considered too severe by more than 50% of those who find driving over the speed limit acceptable.

Acceptability of unsafe traffic behaviour and self-declared behaviour

How acceptable do you, personally, feel it is for a driver to:

			drive 20 km/h over the speed limit on a freeway / motorway?		drive 20 km/h over the speed limit on a residential street?		drive 20 km/h over the speed limit in an urban area?		drive 20 km/h over the speed limit in a school zone?		drive up to 10 km/h above the legal speed limit?	
			(rather) unacceptable/neutral	(rather) acceptable	(rather) unacceptable/neutral	(rather) acceptable	(rather) unacceptable/neutral	(rather) acceptable	(rather) unacceptable/neutral	(rather) acceptable	(rather) unacceptable/neutral	(rather) acceptable
In the past 12 months, as a road user, how often did you drive faster than the speed limit	inside built-up areas	never	38%	16%	34%	15%	34%	14%	33%	15%	40%	15%
		at least once	62%	84%	66%	85%	66%	86%	67%	85%	60%	85%
outside built-up areas (except motorways/freeways)?	on motorways/freeways?	never	33%	10%	28%	13%	28%	13%	28%	13%	35%	11%
		at least once	67%	90%	72%	87%	72%	87%	72%	87%	65%	89%
faster than the speed limit	on motorways/freeways?	never	33%	10%	28%	15%	28%	15%	28%	17%	34%	12%
		at least once	67%	90%	72%	85%	72%	85%	72%	83%	66%	88%

Figure: *How acceptable do you, personally, feel it is for a driver to ...? and What do you think about the current traffic rules and penalties in your country for each of the following themes?*

Significant inconsistency between practice (self-declared behaviour) and theory (acceptability of unsafe behaviour) (i.e. those who consider driving over the speed limit unacceptable, admitted having done so at least once during the last 12 months in a percentage that ranges from 60% to 72%).

It is noted that driving 20km/h or 10 km/h over the speed limit on motorways may happen even unintentionally or without realising it due to the high speeds developed on this type of roads.

Support of road safety measures and perceived likelihood of being caught for traffic offences

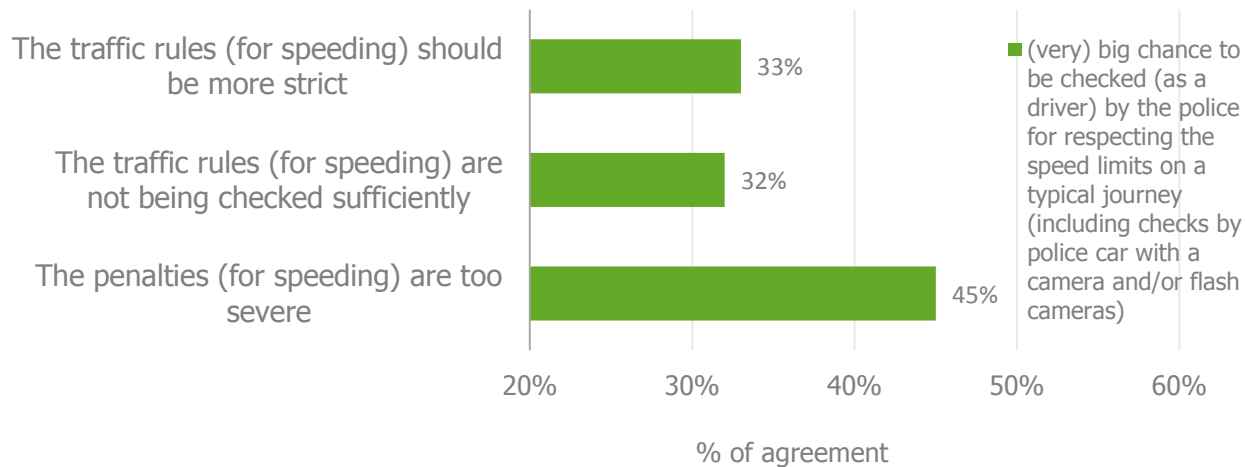


Figure: *How acceptable do you, personally, feel it is for a driver to ...? and What do you think about the current traffic rules and penalties in your country for each of the following themes?*

One third of the respondents who find that traffic rules should be stricter and that they are not being checked sufficiently, also agree that there is a (very) big chance to be checked by the police for respecting the speed limits on a typical journey.

On the other hand, almost half of those considering penalties for speeding too severe, also agree that there is a (very) big chance to be checked by the police for respecting the speed limits on a typical journey. This might indicate a general belief of an existing strict speed enforcement system.

Key results

- ▶ Respondents consider that behaviours related to speeding are more acceptable by "others", than by themselves indicating a self-declared safer personal attitude towards speeding.
- ▶ More than two-thirds of the respondents reported having driven faster than the speed limit at least once in the past 12 months.
- ▶ The consequences of speeding are clear to most of the respondents (76%). However, only half of them agree that speed limits are usually set on acceptable levels indicating a low trust to the enforcement rules.
- ▶ Over one third believe that penalties for speeding in their country are too severe.
- ▶ At European level, 36% of the respondents consider it likely to be checked by the police for respecting the speed limits on a typical journey.
- ▶ There is significant inconsistency between theory (acceptability of unsafe behaviour) and practice (self-declared behaviour) with regard to speeding.

Key recommendations

- ▶ Develop common principles and goals for speed management strategies in the Member States as part of EU directives and other legislative procedures.
- ▶ Define speed related indicators and set targets at EU level, such as the number of speed checks, the number of speeders and the number of traffic casualties attributable to speed.
- ▶ Establish a speed management strategy with integrated countermeasures (speed limits setting, information about existing speed limits, engineering measures, speed limits enforcement, appropriate driver education and informing the public of the negative impact of speeding).
- ▶ Select the most appropriate combination of speeding measures based on an assessment of the local circumstances.
- ▶ Improve road infrastructure, undertake campaigns and provide information about high risk sites and traffic conditions.
- ▶ Develop low cost solutions to be incorporated in vehicles that will avoid speeding (e.g. ISA) or will reduce the impact of speeding (e.g. Automatic Breaking Systems).