



# ESRA

Speeding behaviour & 30 km/h Support in 22 European Countries  
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[www.esranet.eu](http://www.esranet.eu)

# ESRA

## E-Survey of Road users' Attitudes

International network  
Coordinated by Vias institute & ESRA Steering Group  
Funding: partners' own resources (or sponsors)



# Aim & objectives

- Collect and analyze **comparable data** on road safety performance & traffic safety culture
- Provide **scientific support** for road safety policy making at national and international levels
- Develop a series of reliable, cost-effective and comparable road safety performance indicators
- Develop time series on **road safety performance & traffic safety culture**



# Evolution & partners



*Funding is secured by the ESRA partners, from national or international sources.*



# ESRA3 methodology

Identical method & questionnaire - **Online panel survey**

ESRA3: 39 countries

- Total sample **n = 37000**
  - Aim at  $\geq 1000$  road users per country
  - **Representative sample** of the national adult population (18-74) based on age\*gender
- 49 national language versions
- 26 questions (>400 variables)
- LOI = 20 min



Calculation of weighted regional and national **means**





# ESRA3 survey content

(over 400 variables collected)



Car drivers



Moped riders /  
motorcyclists



Cyclists



Pedestrians



E-scooters



Speeding



DUI



Distraction



Seatbelt



Fatigue

*support for road  
safety policy  
measures*

*self-reported  
behaviour in  
traffic*

*acceptability of  
safe and unsafe  
traffic behaviour*

*attitudes towards  
safe and unsafe  
traffic behaviour*

*subjective safety  
and risk  
perception*

*involvement in  
road crashes*

*enforcement of  
traffic laws*

*+VRU, e-  
scooters,  
infrastructure  
(new)*

*regional  
questions HIC,  
LMIC (new)*

**Contextual data** from external databases

# ESRA3 results (2023)

Focus on Europe:

- Self-declared speeding behaviour
- Support for policy measures

Main source: ESRA3 dashboard.

<https://www.esranet.eu/en/dashboard/>



# Self-declared speeding inside built-up areas

Use of transport modes	Perceived safety	Self-declared behaviour	Acceptability	Enforcement	Support for policy measures	Infrastructure
Car as a driver	Car passenger	Pedestrian	Moped rider/motorcyclist	Cyclist	E-scooter rider	

Over the last 30 days, how often did you as a CAR DRIVER ...?

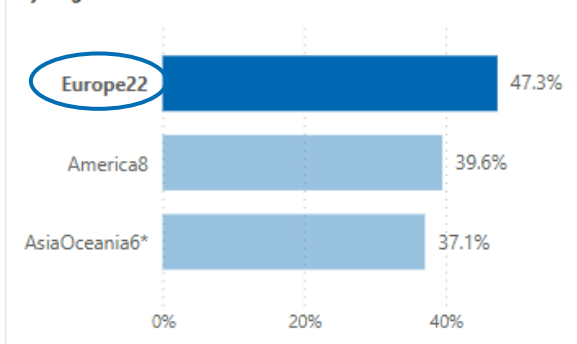
Drive faster than the speed limit **inside built-up areas**

% at least once in the past 30 days (scores 2 to 5 on a 5-point scale from 1 "never" to 5 "[almost] always")

Reference population: car drivers, at least a few days a month

Based on internet access panel survey

By region



\* AsiaOceania6 mean does not include Armenia, Kyrgyzstan, and Uzbekistan due to different methodology

By country

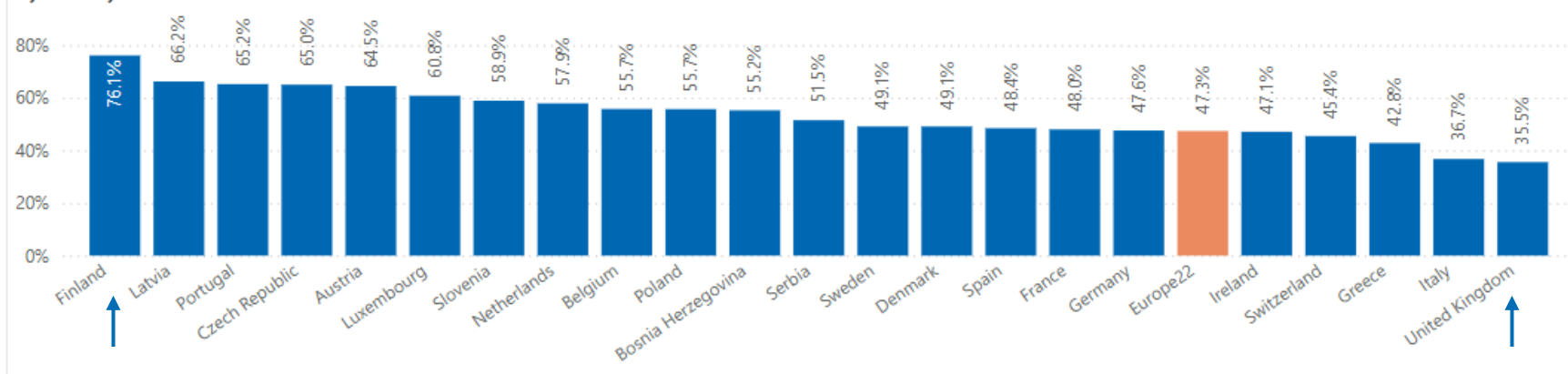


Figure: Self-declared speeding infractions as a car driver, by region and country (% at least once in the last 30 days).  
Source: Vias institute. (2024).

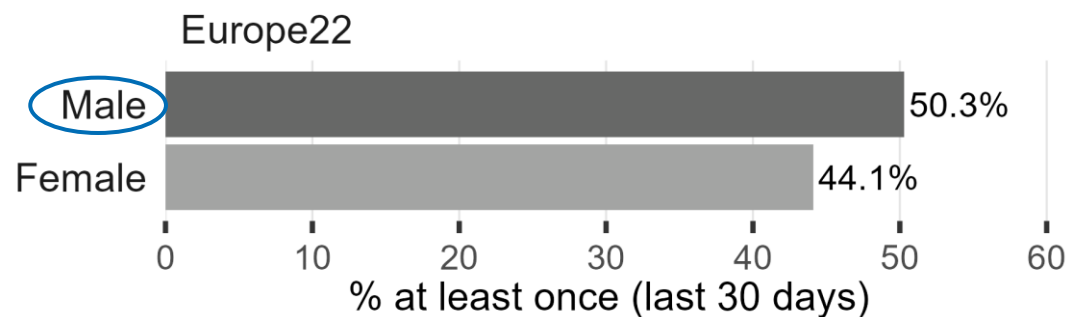


# Gender & age differences

## Self-declared speeding inside built-up areas

### SELF-DECLARED BEHAVIOUR AS A CAR DRIVER

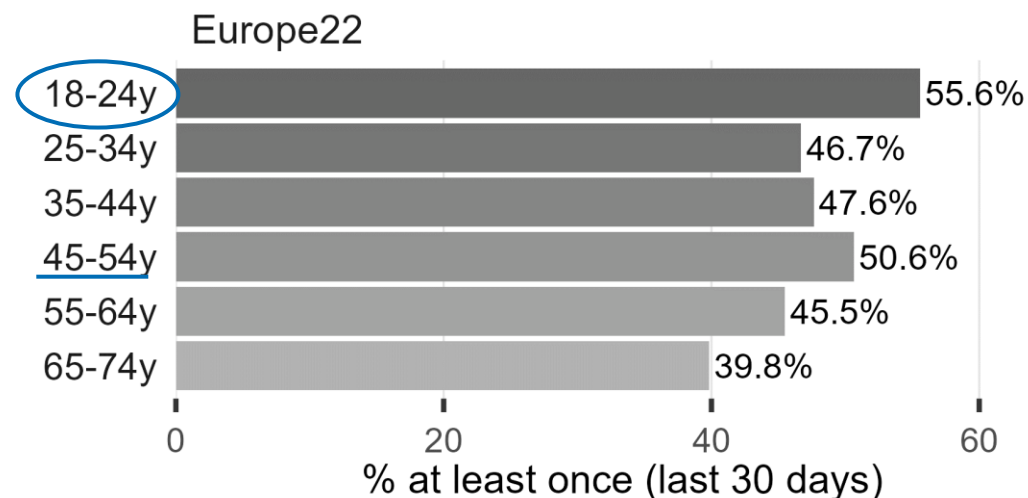
Drive faster than the speed limit inside built-up areas



Reference population: car drivers at least a few days a month

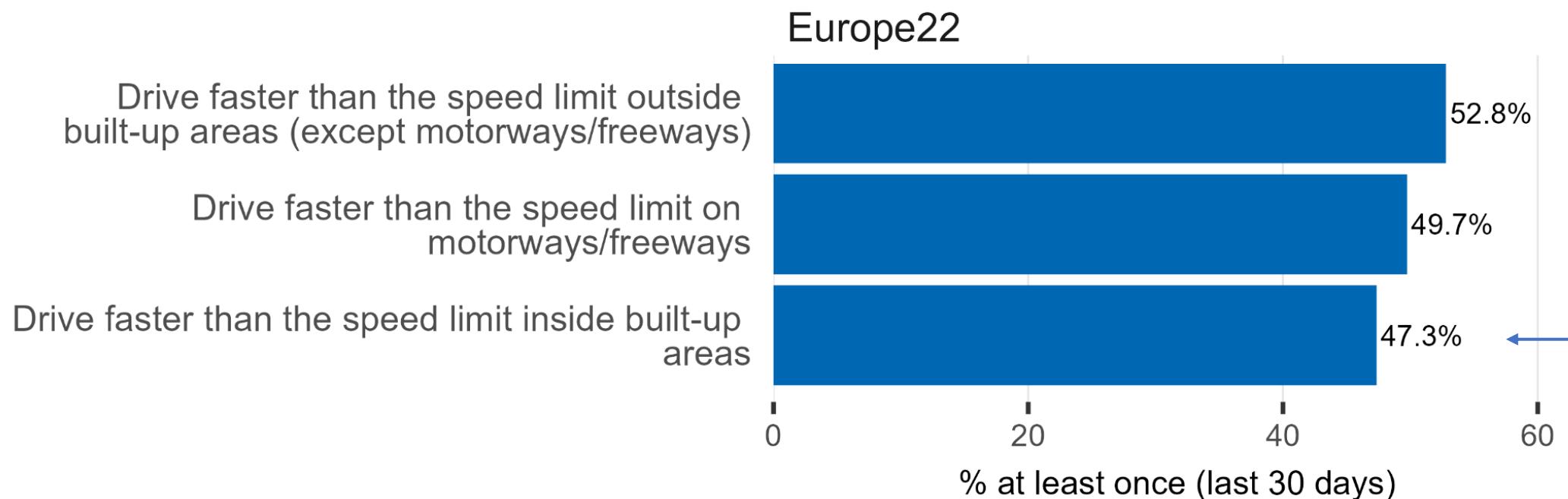
### SELF-DECLARED BEHAVIOUR AS A CAR DRIVER

Drive faster than the speed limit inside built-up areas



Reference population: car drivers at least a few days a month

# Self-declared speeding infractions



*Reference population: car drivers at least a few days a month*

*Figure: Self-declared speeding infractions as a car driver, by region (% at least once in the last 30 days).  
Source: Harkin, et. al.,(2024).*

# Self-declared speeding outside built-up areas

Use of transport modes	Perceived safety	Self-declared behaviour	Acceptability	Enforcement	Support for policy measures	Infrastructure
Car as a driver	Car passenger	Pedestrian	Moped rider/motorcyclist	Cyclist	E-scooter rider	

Over the last 30 days, how often did you as a CAR DRIVER ...?

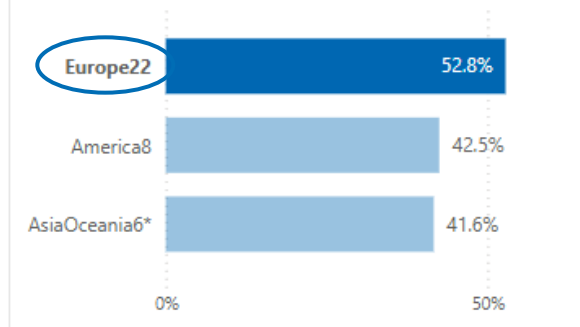
Drive faster than the speed limit outside built-up areas (except motorways/freeways)

% at least once in the past 30 days (scores 2 to 5 on a 5-point scale from 1 "never" to 5 "[almost] always")

Reference population: car drivers, at least a few days a month

Based on internet access panel survey

By region



\* AsiaOceania6 mean does not include Armenia, Kyrgyzstan, and Uzbekistan due to different methodology

By country

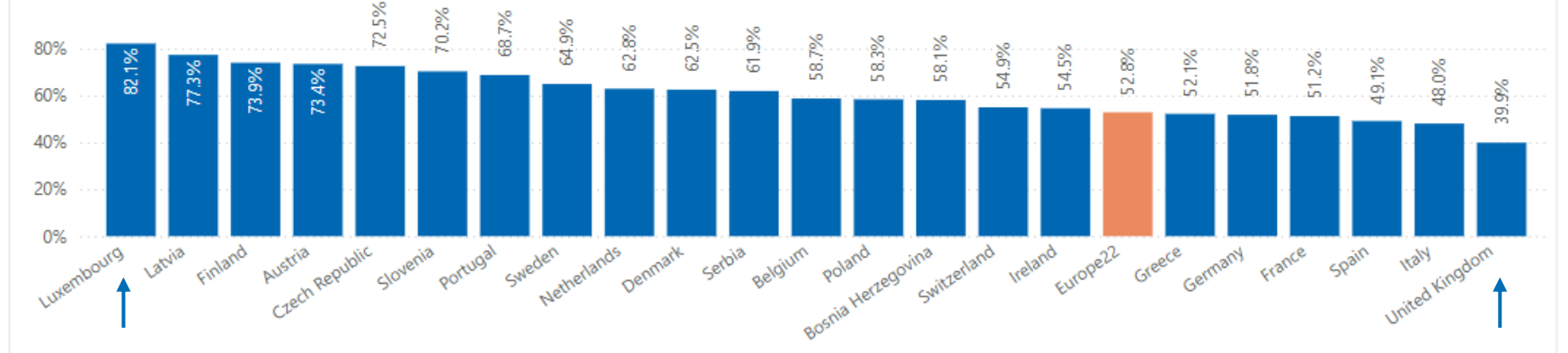


Figure: Self-declared speeding infractions as a car driver, by region and country (% at least once in the last 30 days).

Source: Vias institute. (2024).



# Self-declared speeding on motorways

Use of transport modes	Perceived safety	Self-declared behaviour	Acceptability	Enforcement	Support for policy measures	Infrastructure
Car as a driver	Car passenger	Pedestrian	Moped rider/motorcyclist	Cyclist	E-scooter rider	

Over the last 30 days, how often did you as a CAR DRIVER ...?

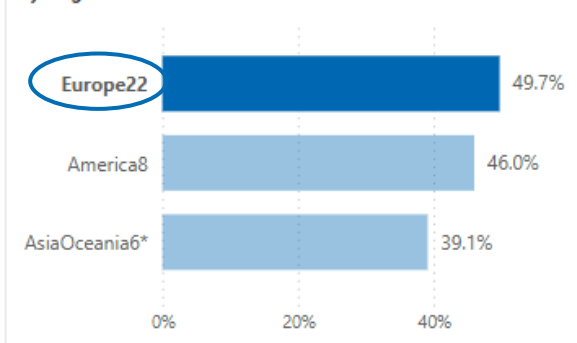
Drive faster than the speed limit on motorways/freeways

% at least once in the past 30 days (scores 2 to 5 on a 5-point scale from 1 "never" to 5 "[almost] always")

Reference population: car drivers, at least a few days a month

Based on internet access panel survey

By region



\* AsiaOceania6 mean does not include Armenia, Kyrgyzstan, and Uzbekistan due to different methodology

By country

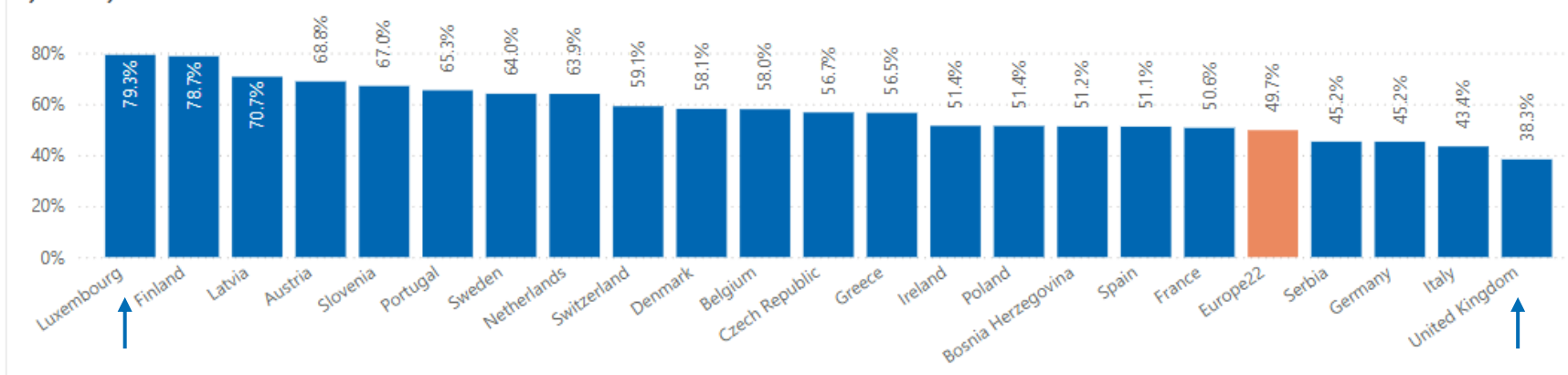


Figure: Self-declared speeding infractions as a car driver, by region and country (% at least once in the last 30 days).

Source: Vias institute. (2024).





# Support for 30 km/h speed limit in built-up areas



Use of transport modes	Perceived safety	Self-declared behaviour	Acceptability	Enforcement	Support for policy measures	Infrastructure
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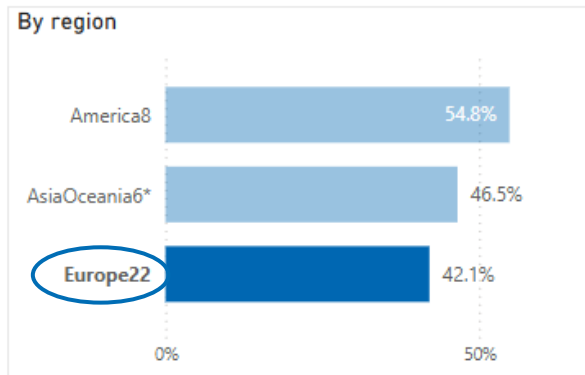
Do you oppose or support a legal obligation ...?

Limiting the speed limit to 30 km/h in all built-up areas (except on main thoroughfares)

% support (scores 4 to 5 on a 5-point scale from 1 "oppose" to 5 "support")

Reference population: all road users

Based on internet access panel survey



\* AsiaOceania6 mean does not include Armenia, Kyrgyzstan, and Uzbekistan due to different methodology

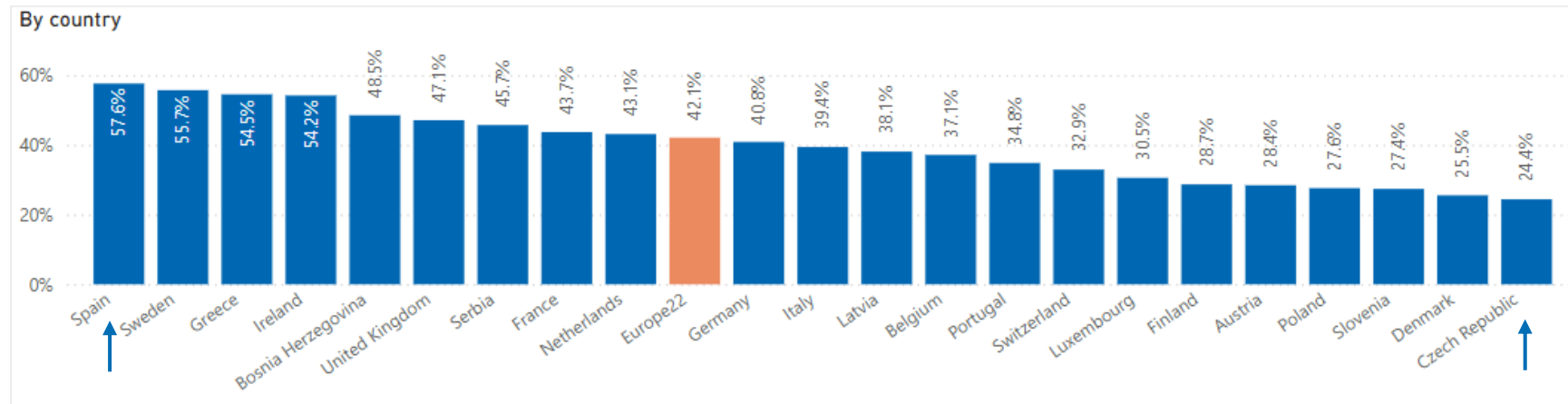


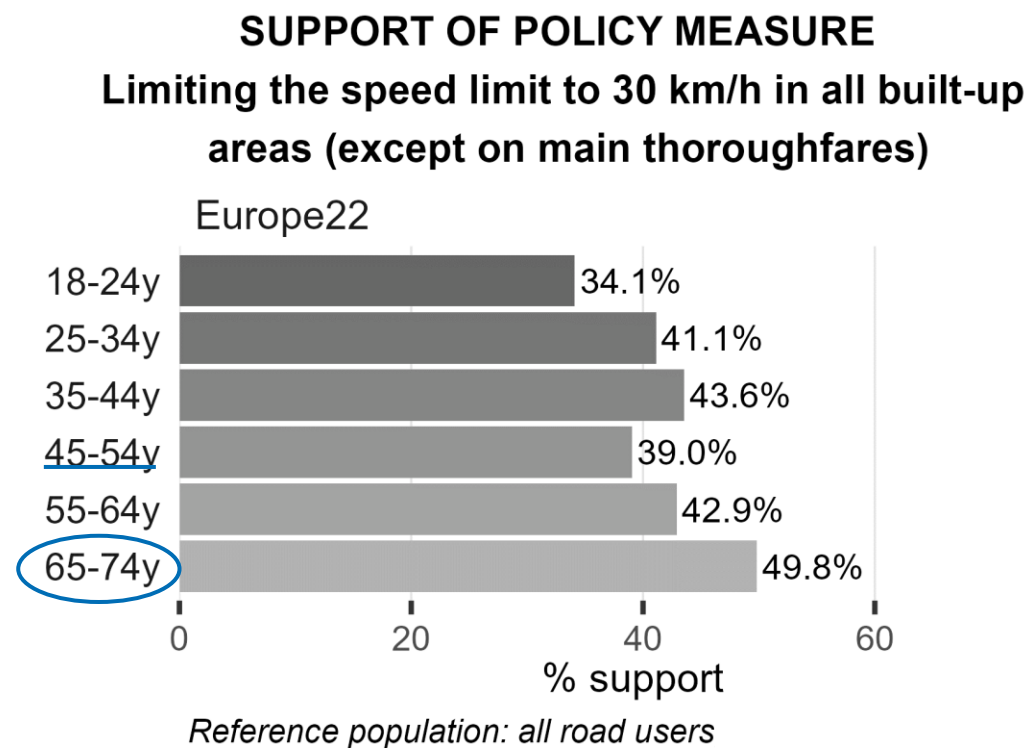
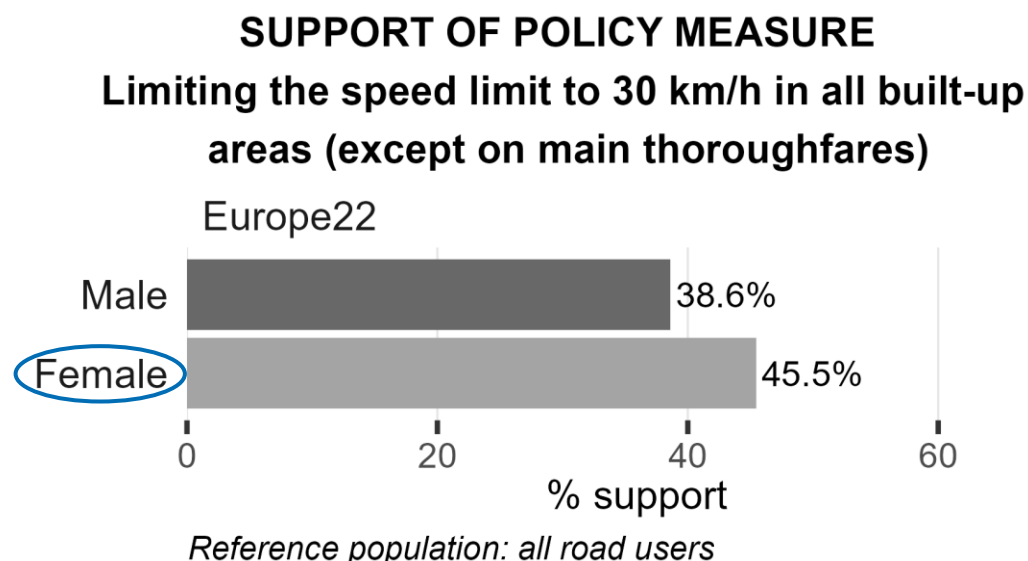
Figure: Support of policy measures against speeding, by region and country (% support).

Source: Vias institute. (2024).



# Gender & age differences

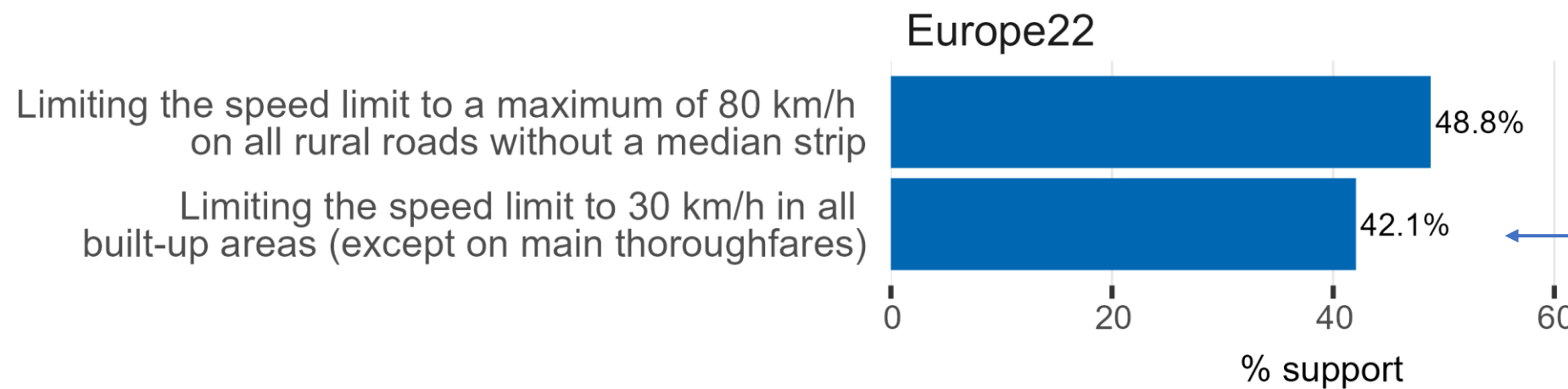
## Support for 30 km/h speed limit in built-up areas



# Support for policy measures against speeding

Support for other topics, e.g.:

- zero-alcohol tolerance for all motorized drivers (66%)
- obligation to wear a helmet for all cyclists (65%) – for children under 12y (83%)



*Reference population: all road users*

*Figure: Support of policy measures against speeding, by region (% support).  
Source: Stelling, et. al., (2024).*

# Support for 80 km/h speed limit on all rural roads without a median strip



Use of transport modes	Perceived safety	Self-declared behaviour	Acceptability	Enforcement	Support for policy measures	Infrastructure
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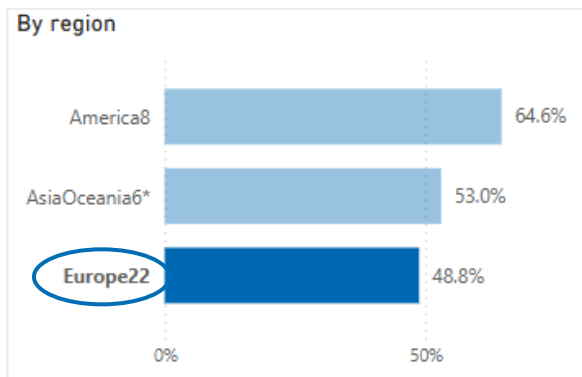
Do you oppose or support a legal obligation ...?

Limiting the speed limit to a maximum of 80 km/h on all rural roads without a median strip

% support (scores 4 to 5 on a 5-point scale from 1 "oppose" to 5 "support")

Reference population: all road users

Based on internet access panel survey



\* AsiaOceania6 mean does not include Armenia, Kyrgyzstan, and Uzbekistan due to different methodology

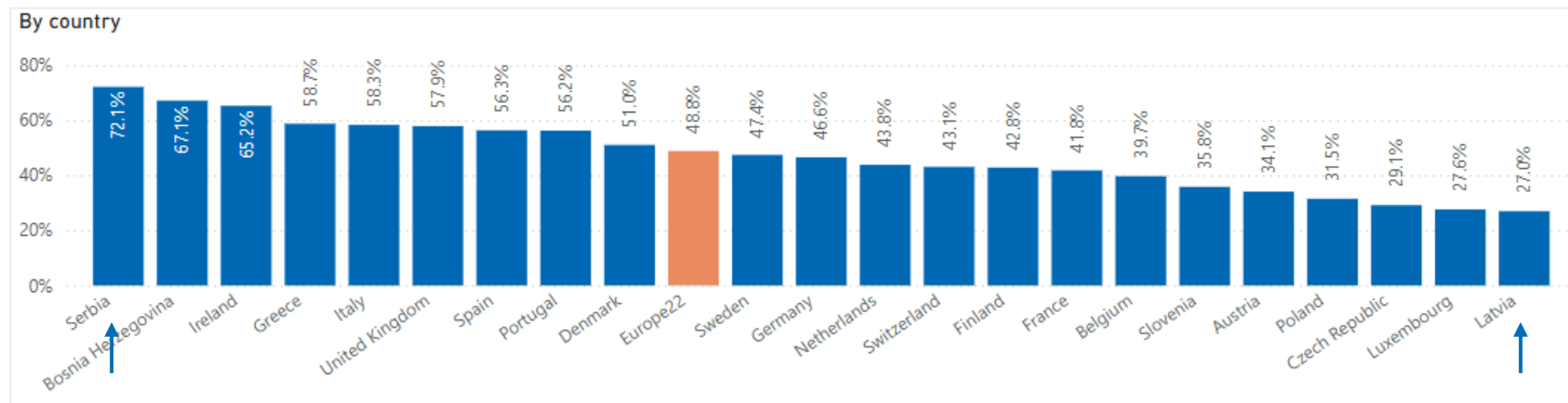


Figure: Support of policy measures against speeding, by region and country (% support).

Source: Vias institute. (2024).



# Take away !

- Strong variations across countries.
- Self-declared speeding behaviour is higher in Europe & associated with male gender and young age.
- Support for policy measures is lower in Europe & associated with female gender and older age.
- For more details on motivational factors behind speeding behaviour => Thematic Report Speeding (BAST).



## Speeding

ESRA3 Thematic report Nr. 7

# Key references

- Vias institute. (2024). ESRA3 dashboard. <https://www.esranet.eu/en/dashboard/>
- Harkin, A. M., Nikolaou, D., Yannis, G. & Surges, F. (2024). Speeding. ESRA3 Thematic report Nr. 7. ESRA project (E-Survey of Road users' Attitudes). (2024-R-28-EN). Federal Highway Research Institute Germany (BASt).  
<https://www.esranet.eu/storage/minisites/esra2023thematicreportno7speeding.pdf>
- Stelling, A., Schmidt, F. A. & Van der Kint, S. H. (2024) Support for policy measures and enforcement. ESRA3 Thematic report Nr. 9. ESRA project (E-Survey of Road users' Attitudes). (2023-T-03-EN). SWOV Institute for Road Safety Research.  
<https://www.esranet.eu/storage/minisites/esra2023thematicreportno9supportforpoli cymeasuresandenforcement.pdf>



**Speeding**

ESRA3 Thematic report Nr. 7



**Support for policy measures and enforcement**

ESRA3 Thematic report Nr. 9



# Stay tuned on ESRA via [www.esranet.eu](http://www.esranet.eu)

The screenshot shows the ESRA website homepage. At the top is a navigation menu with links: HOME, ABOUT THE PROJECT, PARTNERS, DASHBOARD, PUBLICATIONS, NEWS & EVENTS, and CONTACT. Below the menu are five circular statistics: 40 Partners engaged in the project, 68 Participating countries, 6 Continents covered, 5 Target road users, and 10 Main themes. A section titled 'ESRA, Who are we and what do we do?' describes the project as a joint international initiative coordinated by Vias Institute. It mentions the survey is extensive, undertaken with a representative sample of the adult population in 68 participating countries, covering 6 continents. The survey addresses over 300 items, focusing on 5 topics: Speeding, DUI, Distraction, Seatbelt, and Fatigue, each represented by an icon. A banner for 'Discover the 39 new Country Facts Sheets of ESRA3' is visible, along with a laptop displaying the ESRA2 dashboard and a call to action: 'Do you want to discover the ESRA2 dashboard?'. The ESRA logo is in the top left corner.

## New results on ESRA3

- 39 country fact sheets - Jan 2024
  - ESRA dashboard - March 2024
  - 13 Thematic reports - now
  - Final report - January 2025
  - 10 years ESRA conference - June 2025
  - Fieldwork next edition spring 2026
  - Contact us to sign up for ESRA4 !
- 
- ESRA contact: [esra@vias.be](mailto:esra@vias.be)
  - Sign up for ESRA newsletter [www.esranet.eu/en/contact/](http://www.esranet.eu/en/contact/)

This infographic titled 'ESRA3 thematic reports' provides details about the project's progress. It states that after the publication of the country fact sheets, dashboard and methodology report, the ESRA3 team has reached another milestone in the project: the thematic reports. These reports dive into one specific topic and show differences according to country, region, age and gender. Furthermore, they also discuss relevant analyses of the topic and compare with external data. You are invited to check with you the first four topics: Subjective Safety & Risk Perception, Distraction & Fatigue, Wiped Riders & Motorcyclists, and E-scooter riders. The infographic also expresses gratitude to the steering group partners: the Portuguese Road Safety Association (ASRP), the National Technical University of Athens (NTUA), the Austrian Road Safety Board (RSB) and the Traffic Injury Research Foundation (TRF) for their work in writing these reports. The infographic mentions that the team is now working on the final report, which will be published in January 2025. It also mentions the next edition of the survey, which will be conducted in spring 2026. The infographic includes a call to action: 'Discover the thematic reports' and a link to the ESRA3 dashboard. It also mentions that the team is looking for new countries to join the project and includes a contact email: [esra@vias.be](mailto:esra@vias.be). The infographic features a background image of a city street with a car and a person on a bicycle.



**POLIS** | ANNUAL  
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27 - 28 NOVEMBER 2024

KARLSRUHE (DE)

# Thank you for your attention!

## For more information:

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**Baden-Württemberg**  
**Ministry of Transport**

