

A profile of speeding in Ireland

RSA Research Department

June 2022

A profile of speeding in Ireland

Contents

- Collision data –
 - KSI by speed limit of the road
- Observation studies –
 - Historic RSA Free Speed Survey 2002 - 2018
 - New approach 2021
- Irish road users attitudes & behaviour
 - Driver Attitude and Behaviour
 - E-Survey of Road Users Attitudes
- Coronial data –
 - Driver fatalities who exceeded safe speed (2013-2017 HRB NDRDI)

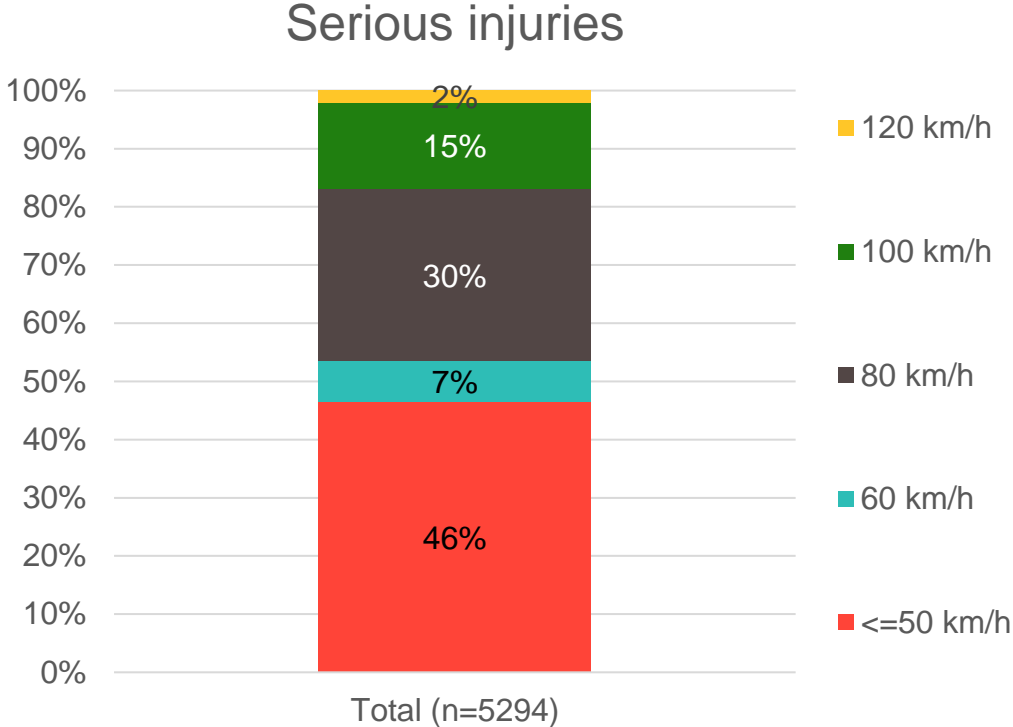
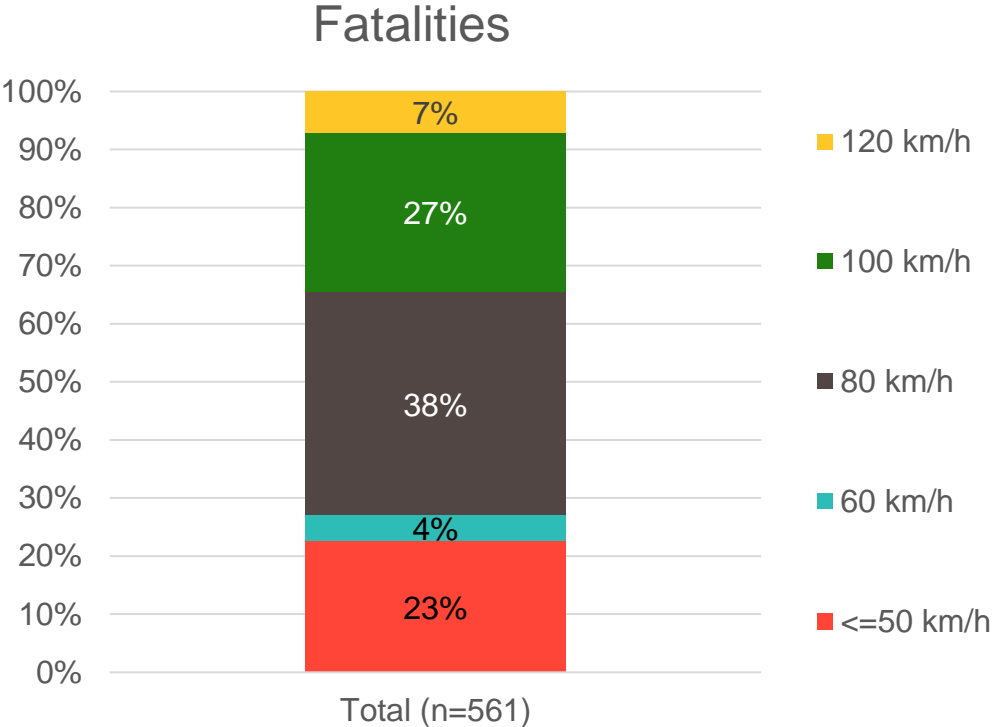
**Journey
Towards
Vision Zero**
Ireland's Government
Road Safety Strategy
2011-2030



Fatalities and serious injuries by speed limit of road



2018-2021



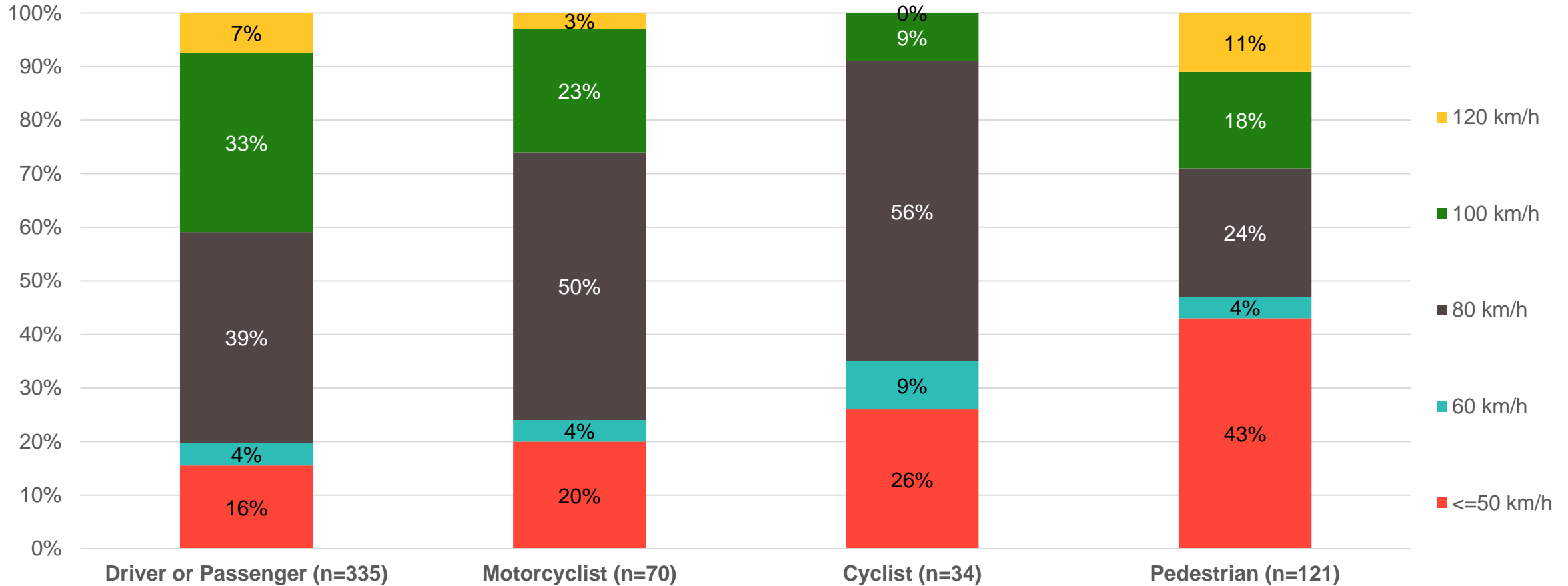
Please note, figures are provisional and subject to change. Figures may not add to 100% percent due to rounding of percentages.



Fatalities by speed limit of road, by road user type



2018-2021

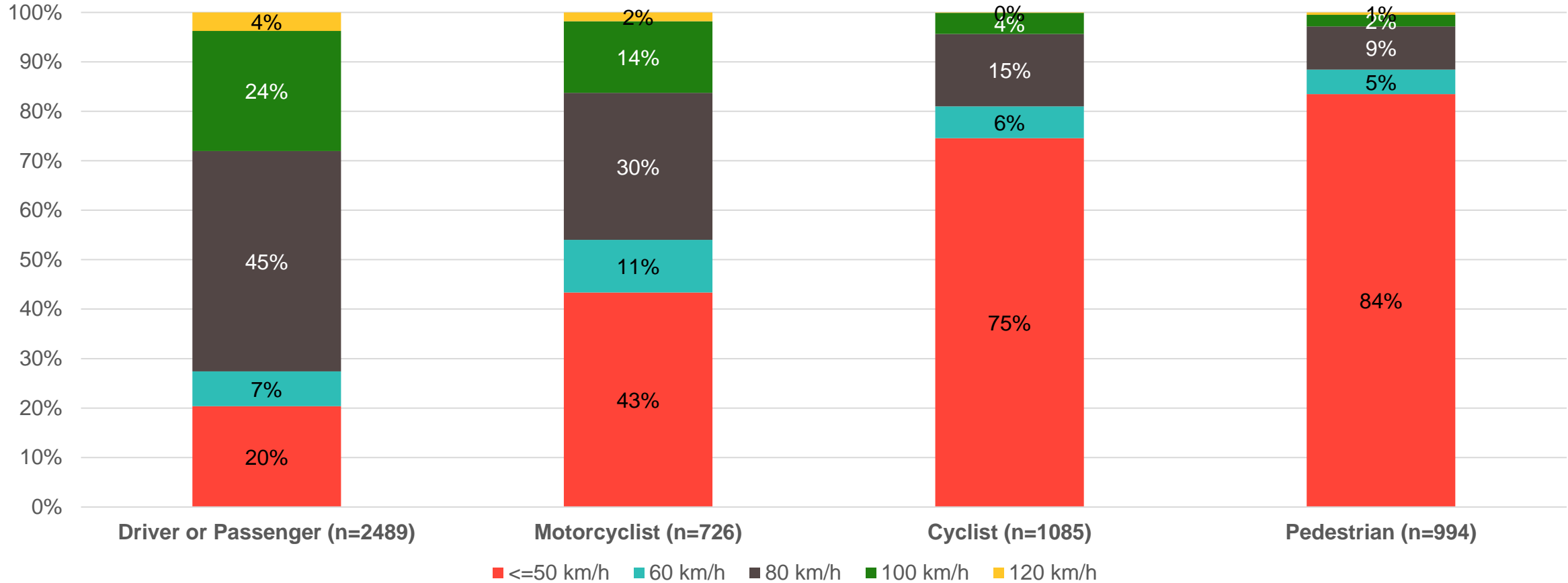


Please note, figures are provisional and subject to change. One road user fatality from 2020 is currently classified as "Other". Figures may not add to 100% percent due to rounding of percentages.

Serious injuries by speed limit of road, by road user type



2018-2021



Please note, figures are provisional and subject to change. Figures may not add to 100% percent due to rounding of percentages.



Observation results from speeding surveys

Free-speed survey

Historic survey of driver free speed



Methodology

- Research Objective: to measure driver's free speed across a cross section of all major road types, all vehicle types
- Free speed is defined as the *speed at which drivers choose to travel when unconstrained by road geometry (e.g. sharp bends, intersections or hills), weather conditions (e.g. rain) or traffic conditions (e.g. congestion).*
- Methodology: data collected manually at the roadside using hand-held radar guns
- 90 sampling points, 16,000 vehicle observations annually
- Speeding defined as driving at a speed greater than the ordinary speed limit for the particular vehicle on the particular road
- Fieldwork: Monday-Friday 8.30am-5.30pm

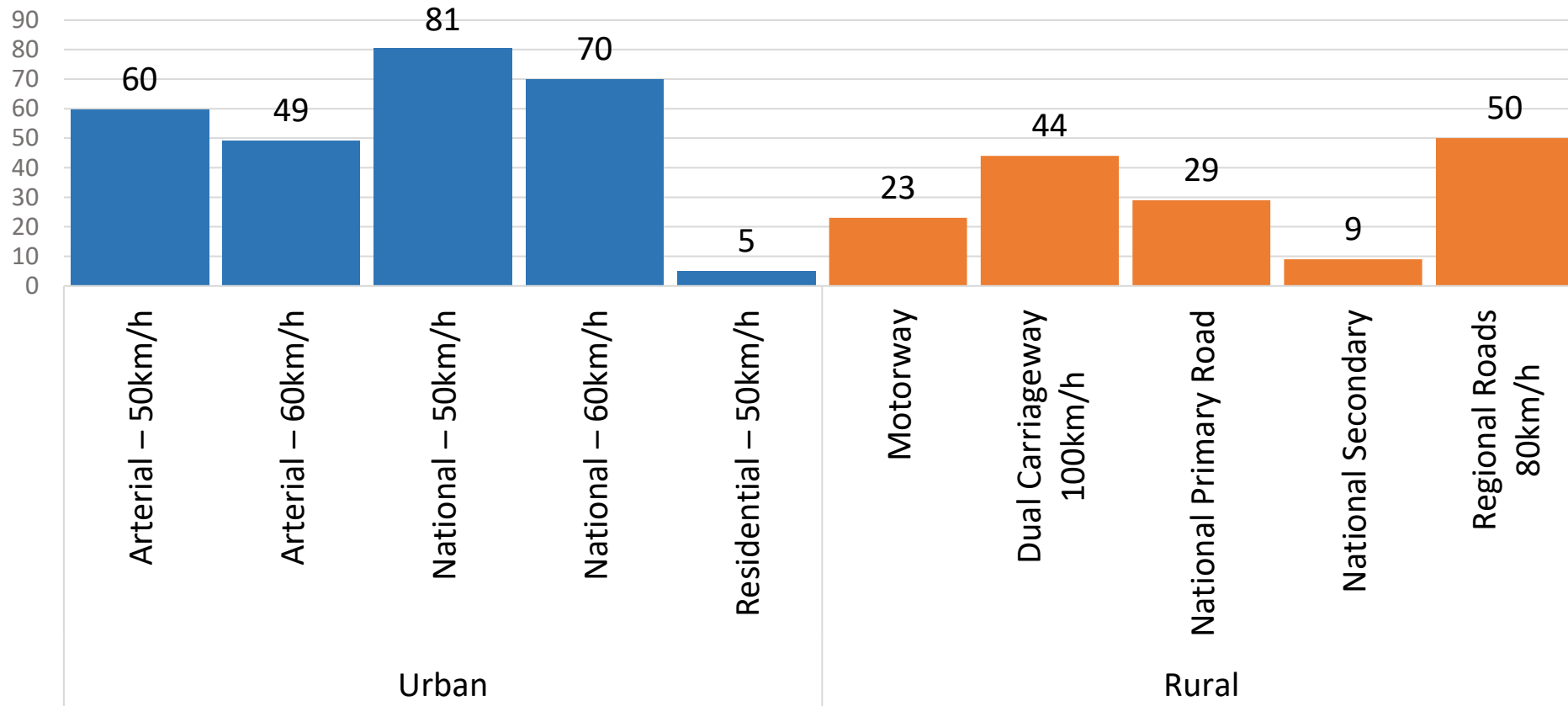


Historic survey of driver free speed - % exceeding speed limit



2018 Average of Urban and Rural roads

Average
52%



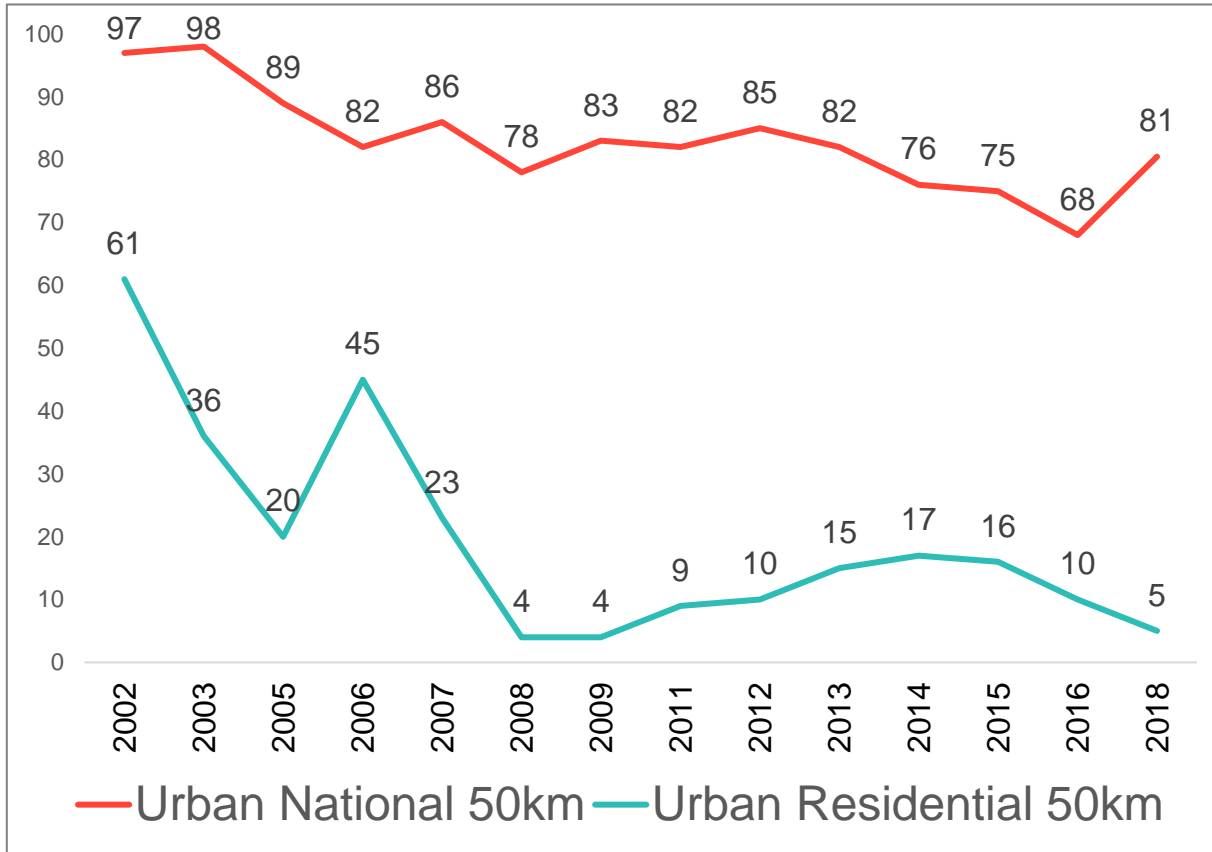
Average
25%



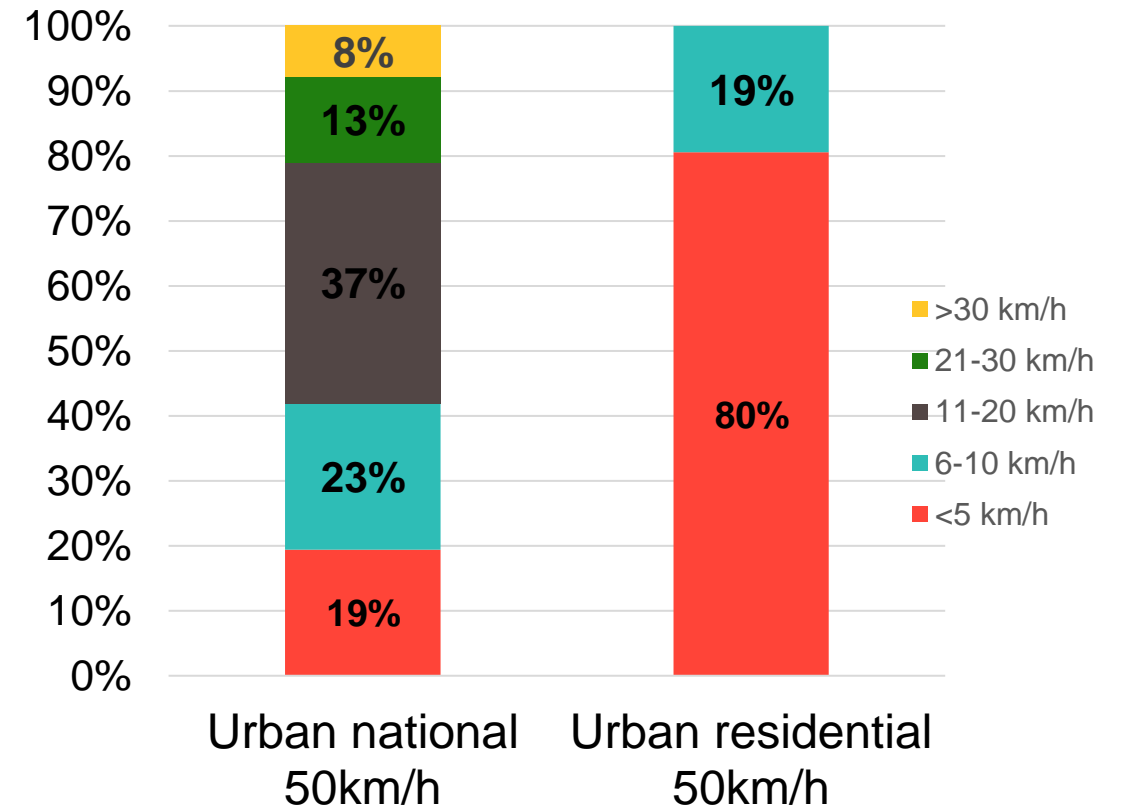
Historic survey of driver free speed



Percentage cars speeding on urban roads



Percentage cars speeding by degree of violation 2018



New approach - survey of driver free speed



Preliminary results of pilot study on urban roads 2021

- Data was collected at **11 urban road locations** by Nationwide Data Collection using automatic traffic counters. The fieldwork exercise took place over a 9-day period in **October 2021**.
- 22 sites were analysed as part of the preliminary analysis. All the sites were in **50km/h speed limit zones**.
- The time periods that were analysed covered **2-hour intervals spread across the entire week** (including at weekends), and included observations made during daylight and night-time hours.
- This resulted in **over 5,000 observations** of vehicles (passenger cars, motorcycles, LGVs, and HGVs) driving in free-flowing traffic conditions.
- Overall, **78% of drivers were found to have driven in excess of the posted speed limit of 50km/h**.
- When viewed from a weekday perspective, 75% of observed drivers were driving in excess of 50km/h.
- **At the weekend, 93%** of observed drivers broke the speed limit.



New approach - survey of driver free speed

Preliminary results of pilot study on urban roads 2021

- An analysis was conducted of the approximately 4,000 drivers who broke the posted speed limit to determine the degree of speeding.

Degree of speeding	% of observations
Degree 1 (speed greater than 50km/h and less than or equal to 55km/h)	25%
Degree 2 (speed greater than 55km/h and less than or equal to 60km/h)	24%
Degree 3 (speed greater than 60km/h and less than or equal to 70km/h)	32%
Degree 4 (speed greater than 70km/h and less than or equal to 80km/h)	14%
Degree 5 (speed greater than 80km/h)	5%

- The maximum observed speed was 118km/h and the 85th percentile was 70km/h.

A similar exercise to the one performed in the urban centres will be conducted on the motorway and rural road network, using Transport Infrastructure Ireland’s inductive loop traffic count system.



Speeding results from attitude and behaviour studies

DAB and ESRA studies

Driver Attitudes & Behaviour Survey 2021 (RSA)



- Nationally representative survey of **drivers**
- Data collection began at the **end of 2021**
- In previous years conducted face-to-face
- In 2020 and 2021, the survey was **conducted online**
- Nationally representative **sample of 1,220** motorists were surveyed
- Following results given as percentages

Topics this year include:

- Working and driving
- Fatigue
- Speeding
- Collisions
- Safety cameras
- Seatbelts
- Drugs
- Alcohol
- Mobile phone usage
- Learner drivers
- Road Use Non-Car
- Travel patterns



Irish motorists - results from Driver Attitude and Behaviour Study (RSA)



2019 – 2021 Speed results

Item – Motorists believe it is acceptable to.. (scale 1 – 10, acceptable 1 – 6)	2021	2020	2019
exceed 50km/h speed limits by less than 10km/h	63	61	53
exceed 100km/h speed limits by less than 10km/h	57	59	45
exceed 50km/h speed limits by more than 10km/h	30	34	26
exceed 100km/h speed limits by more than 10km/h	29	34	19
They also stated they ‘strongly support’ the use of safety cameras	42	41	57



Irish motorists - results from Driver Attitude and Behaviour Study (RSA)



2019 – 2021 Speed results

Item – Motorists admit to....	2021	2020	2019
exceeding 50km/h speed limits by less than 10km/h 'at least sometimes'	57	61	48
exceeding 100km/h speed limits by less than 10km/h 'at least sometimes'	47	53	41
exceeding 50km/h speed limits by more than 10km/h 'at least sometimes'	32	36	26
exceeding 100km/h speed limits by more than 10km/h 'at least sometimes'	27	35	23



European road users attitude and behaviour study

E-Survey of Road users' Attitudes



- Joint initiative of road safety institutes, research centres, public services, and private sponsors from all over the world.
- Aim - collect and analyse **comparable data** on road safety performance.
- Questionnaire themes include **self-declared behaviour, attitudes and opinions on unsafe traffic behaviour, enforcement experiences and support for policy measures.**
- Different road safety topics (e.g. driving under the influence of alcohol, drugs and medicines, speeding, distraction) targeting car occupants, motorcycle and moped drivers, cyclists and pedestrians.
- Results from the second edition of this global survey, which was conducted in **2018 (ESRA2_2018)**. In total this survey collected data from more than **35.000 road users across 32 countries.**
- **Vias institute in Brussels (Belgium)** initiated and coordinates ESRA, in cooperation with eleven core group partners (BAST, BFU, CTL, IATSS, IFSTTAR, ITS, KfV, NTUA, PRP, SWOV, TIRF).
- Thematic reports, country reports and dashboard - **www.esranet.eu**



European motorists attitude and behaviour study



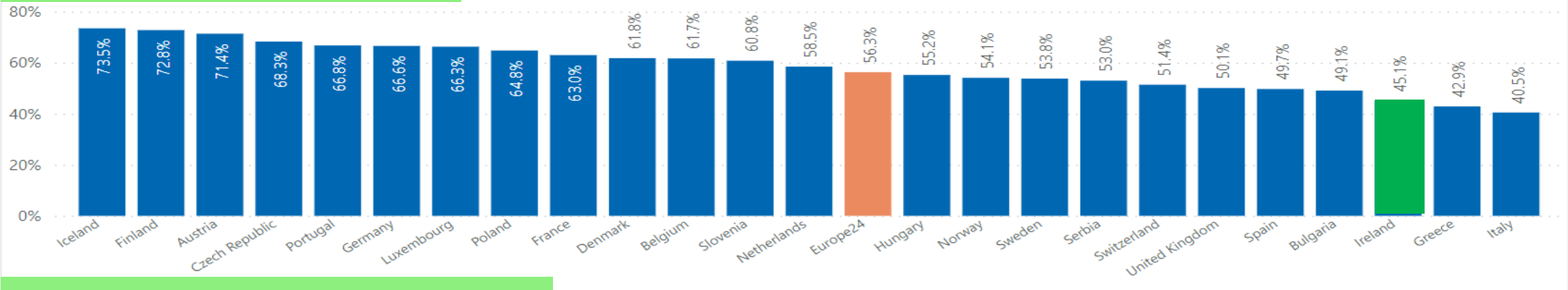
ESRA



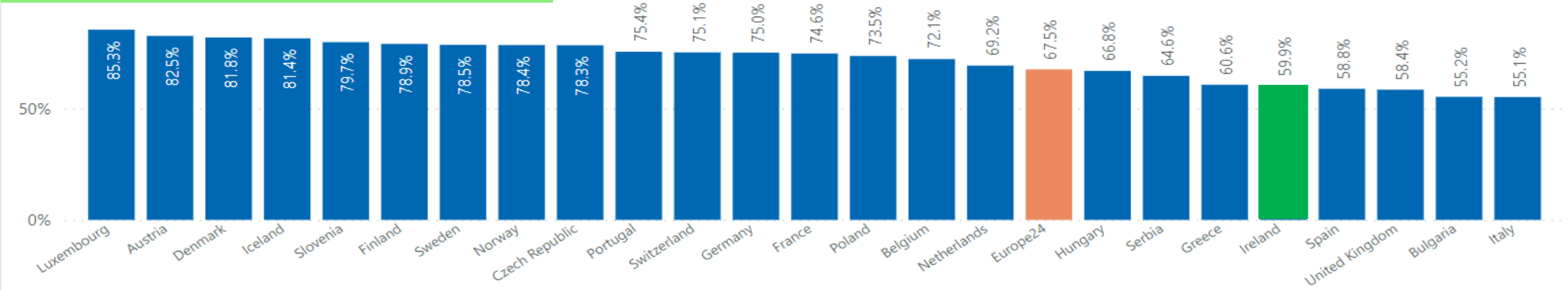
www.esroneu.eu

E-Survey of Road users' Attitudes

Behaviour - In built-up areas



Behaviour - Outside built-up areas



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

European road users attitude and behaviour study



ESRA

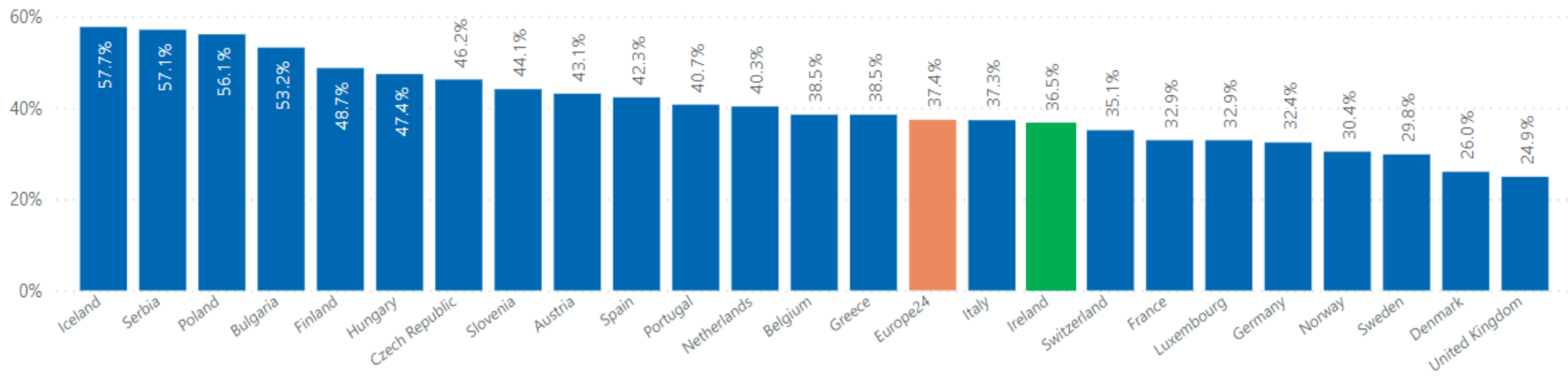
www.esrone.eu

E-Survey of Road users' Attitudes



Perceived enforcement

By Country



On a typical journey, how likely is it that you (as a CAR DRIVER) will be checked by the police for...?

respecting the speed limits

% of likely (scores 5 to 7 on a 7-point scale from 1 "very unlikely" to 7 "very likely")
Reference population: car drivers, at least a few days a month



Motorcyclists and speeding

Attitude and behaviour studies

ESRA (2018) – sample size n=95

- 41% of powered two wheeler riders have exceeded speed limit at least once in last 30 days outside built-up areas

Motorcyclists Attitude and Behaviour Study (RSA, 2019) – sample size n=450

- 23% of motorcyclists say they exceeded the speed limit on residential roads at least occasionally
- 40% say they exceeded the speed limit on a country/rural road at least occasionally
- 47% say they exceeded the speed limit on a motorway at least occasionally
- 25% say they open up the throttle and just 'go for it' on country roads at least occasionally
- 26% say they disregard the speed limit late at night or in the early hours of the morning at least occasionally

Over the last 30 days, how often did you as a MOPED DRIVER OR MOTORCYCLIST ...?
ride faster than the speed limit outside built-up areas (but not 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: motorcyclists/moped riders, at least a few days a month; Iceland not included





Driver Fatalities who Exceeded a Safe Speed (2013- 2017)

Background

Coronial files data

- This presentation examines driver and motorcycle driver ('driver') fatalities who exceeded a safe speed amongst the RTC fatalities captured in the 2013-2017 Coronial data.
- 'Exceeding a safe speed' refers to driving above the speed limit and/or at an unsafe speed for the road/conditions.



Driver fatalities

2013-2017

- The RSA has Coronial data for 419 of the 494 drivers killed on Irish roads during 2013-2017 (84.8% coverage).
- 387 of these driver fatalities had a record of their action(s) prior to the fatal collision.
- 24.5% (n = 95) of the 387 drivers with a record of their action(s) were documented as exceeding a safe speed.
- 64.2% of these speeding driver fatalities were car drivers, and 29.5% were motorcyclists.

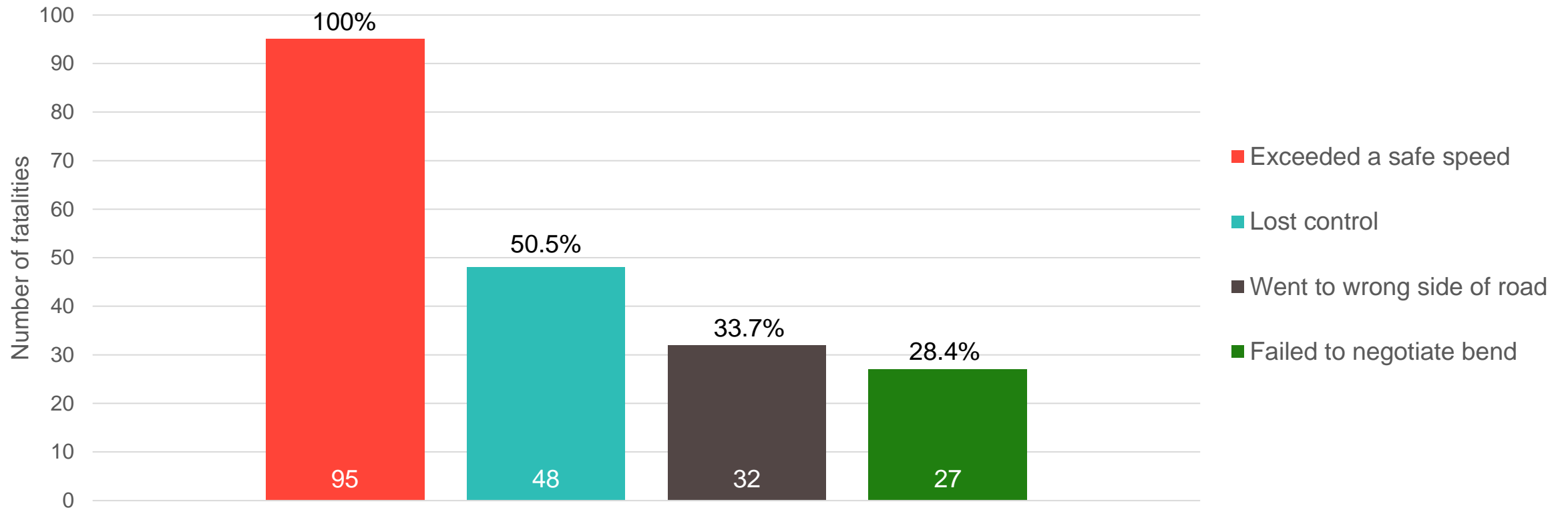
Driver fatalities who exceeded a safe speed (2013-2017)

Collision profile (n = 95)

- 113 people died and 64 people were injured in the 95 fatal collisions where a driver fatality exceeded a safe speed.
- 56.8% of these fatal collisions occurred during **Friday-Sunday**, with 29.5% of them occurring on Sunday.
- 54.7% of these fatal collisions occurred between **7pm-7am**, with 16.8% of them occurring between 1-3pm.
- 76.8% of these fatal collisions occurred on **rural roads (speed limit ≥ 80 km/h)**.
- The majority of these speeding driver fatalities were **male and <35**.

Driver fatalities who exceeded a safe speed (2013-2017)

Driver action(s)* (n = 95)



*Up to 5 actions can be recorded for each fatality.

In summary



Observation Surveys

Historic high rates of speeding on all road types, in particular urban roads

In 2018, **58%** of cars were travelling faster than 60 km/h on national roads with a 50 km/h speed limit

2021 pilot survey- **78%** of drivers were found to have driven in excess of the posted speed limit of 50km/h.



Attitude and Behaviour Studies

ESRA (2018) – High % self-declared behaviour among car drivers;

DAB (2021) – High % self-declared speeding under 10 km/h on urban and rural roads;

High acceptability among drivers of speeding under 10 km/h on urban and rural roads



NDRDI Data

Quarter (n = 95) of the 387 drivers with an action record available were documented as exceeding a safe speed

64% of these speeding driver fatalities were car drivers, and 30% were motorcyclists

57% Friday-Sunday, 30% on Sunday.

77% on rural roads





Thank you

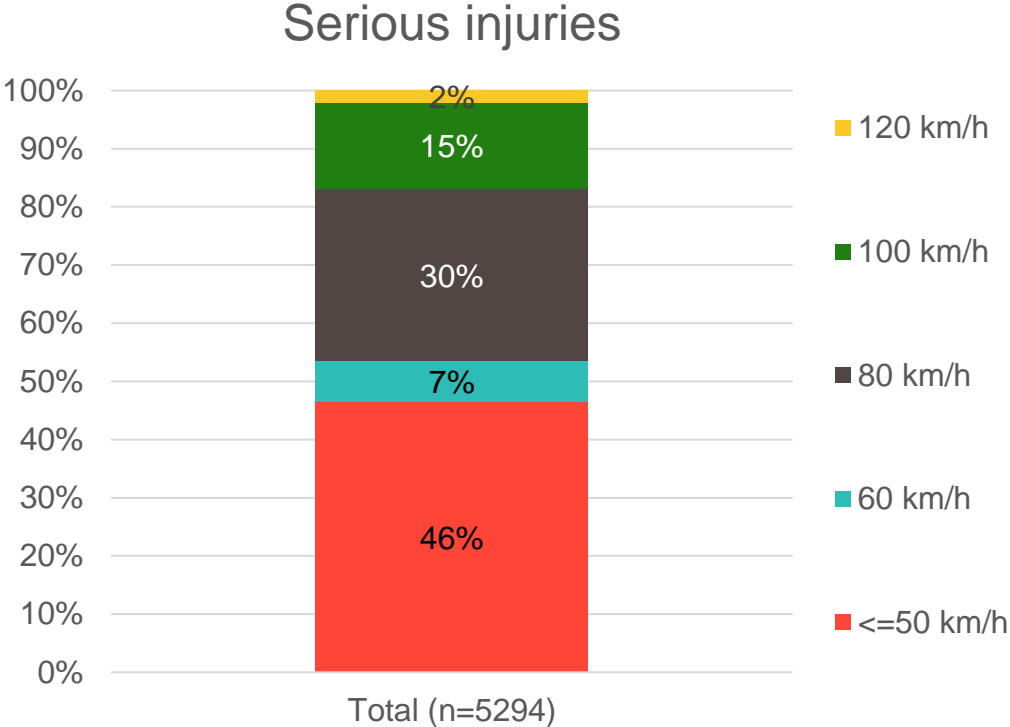
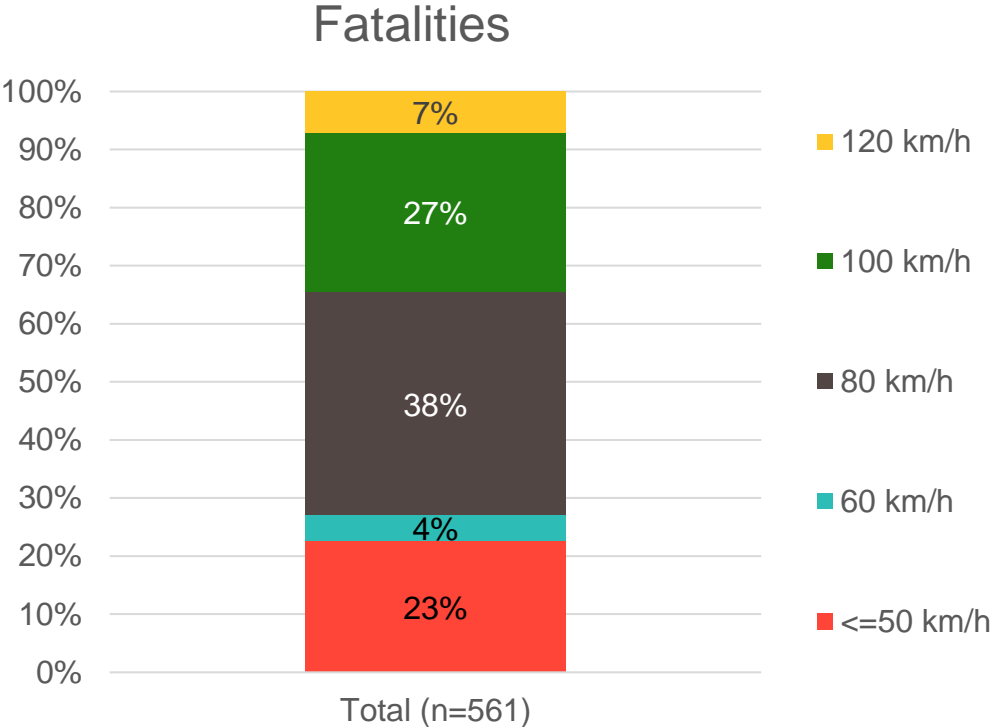
Fatalities and serious injuries by speed limit of road

Collision data, 2018-2021

Fatalities and serious injuries by speed limit of road



2018-2021



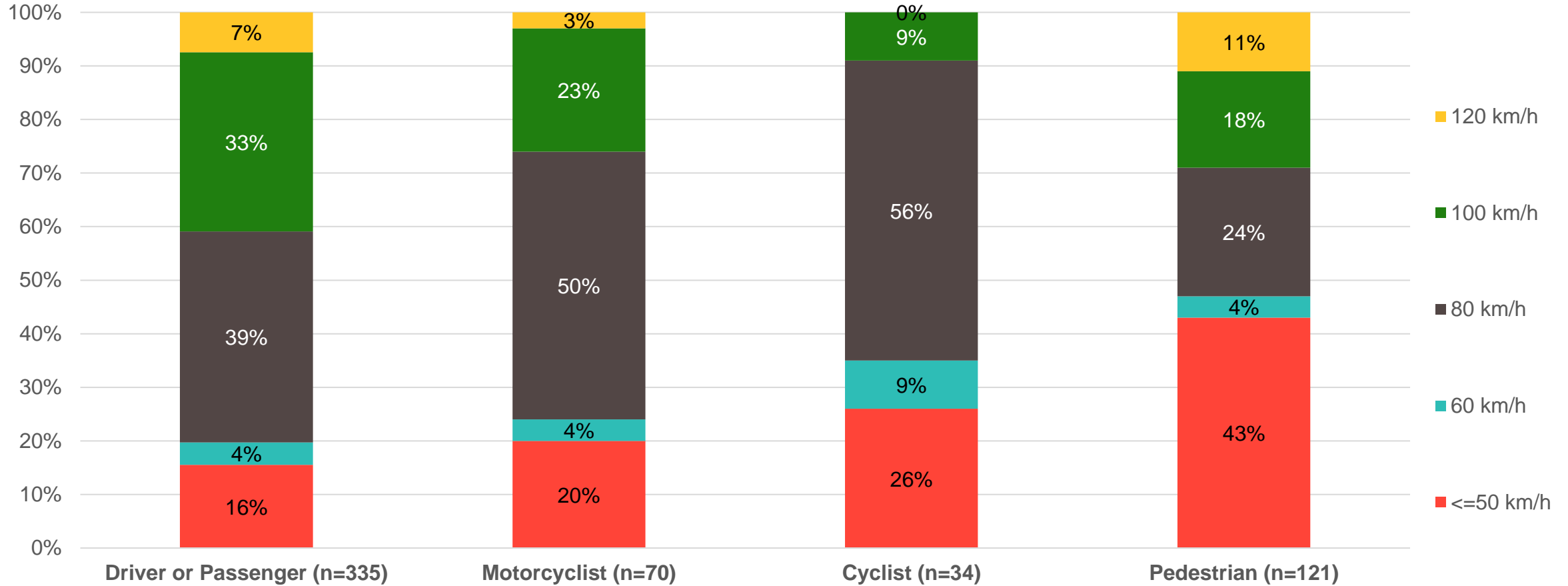
Please note, figures are provisional and subject to change. Figures may not add to 100% percent due to rounding of percentages.



Fatalities by speed limit of road, by road user type



2018-2021

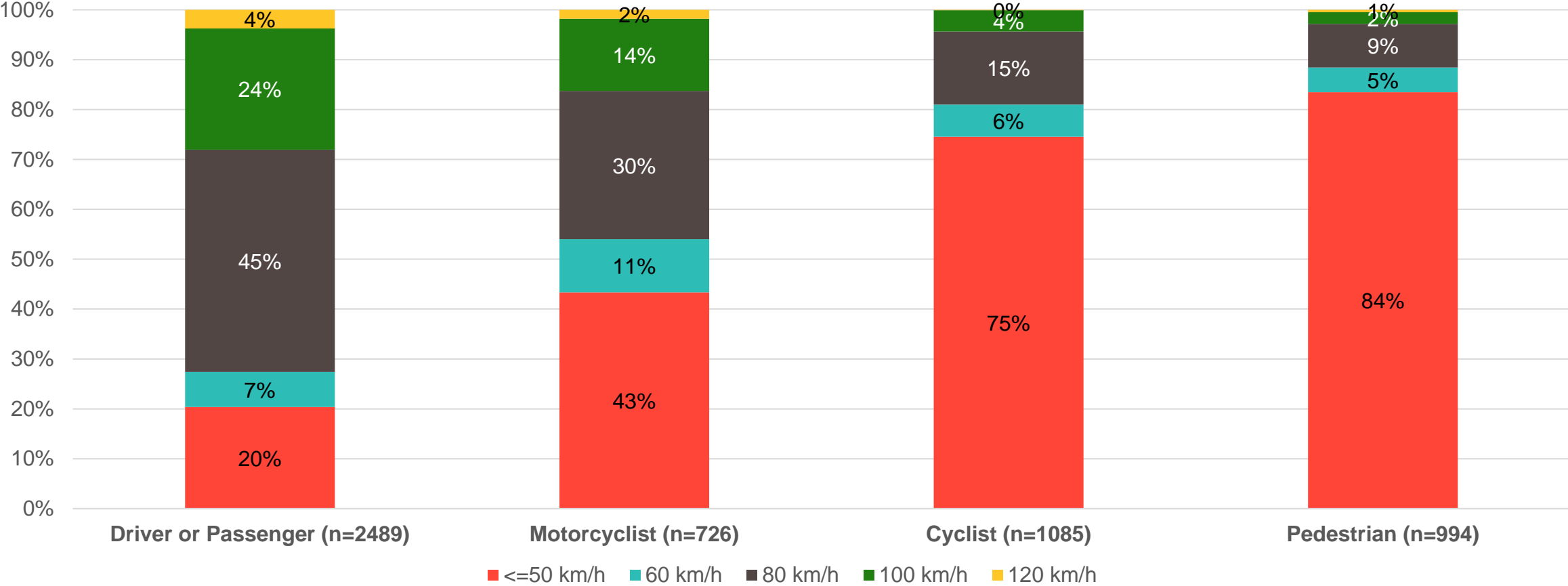


Please note, figures are provisional and subject to change. One road user fatality from 2020 is currently classified as "Other". Figures may not add to 100% percent due to rounding of percentages.

Serious injuries by speed limit of road, by road user type



2018-2021



Please note, figures are provisional and subject to change. Figures may not add to 100% percent due to rounding of percentages.

