

Road safety

Analytical report

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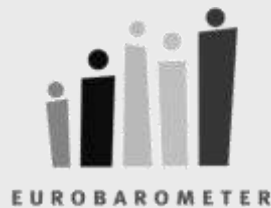
This survey was requested by Directorate-General Mobility and Transport and coordinated by Directorate-General Communication

This document does not represent the point of view of the European Commission. The interpretations and opinions contained in it are solely those of the authors.

Flash EB Series #301

Road safety

Survey conducted by The Gallup Organization,
Hungary upon the request of
Directorate-General Mobility and Transport



Coordinated by Directorate-General
Communication

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THE GALLUP ORGANIZATION

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Introduction

The European Commission is committed to making a contribution to the goal of safer roads in Europe. It has been estimated that if everybody fastened their seatbelt, respected speed limits and did not drive under the influence of alcohol, more than 12,000 lives could be saved each year on European roads¹. In order to be in the position to make more progress in this field, the European Commission's Directorate-General for Mobility and Transport requested a survey to ascertain the awareness of, and attitudes towards, road safety issues among citizens of the 27 EU Member States.

The specific objectives of the Flash Eurobarometer survey – “*FL301 Road safety*” – were:

- to derive greater insights into which road safety problems are perceived as the most serious by EU citizens
- to improve the understanding of the areas of road safety where EU citizens would like national governments to do more and those where they feel that governments are already doing enough
- to identify those areas of road safety policy that EU citizens would like their national governments to prioritise.

The survey obtained interviews – fixed-line, mobile phone and face-to-face – with nationally representative samples of EU citizens (aged 15 and older) living in the 27 Member States. The target sample size in most countries was 1,000 interviews; in total, 25,629 interviews were conducted by Gallup's network of fieldwork organisations from June 14 to June 18, 2010. Statistical results were weighted to correct for known demographic discrepancies.

¹ See: http://ec.europa.eu/transport/road_safety/topics/behaviour/index_en.htm

Main findings

- When asked if they drove a car, about 7 in 10 EU citizens responded positively: 49% of respondents said that they drove a car *most days* of the week, 16% drove a car *1-3 times per week*, 3% drove *1-3 times per month* and 1% drove *less than once per month*.
- In 13 Member States, at least three-quarters of respondents said that they drove a car (from 76% in Italy and Germany to 82% in Slovenia), while in some of the eastern European countries – Romania, Bulgaria, Latvia and Hungary – this proportion was less than half (36%-49%).

Perceptions about the seriousness of road safety problems

- **People driving under the influence of alcohol** was considered to be a *major* safety problem by 94% of EU citizens, followed by **drivers exceeding speed limits** (78%) and **drivers/passengers not wearing seatbelts** (74%).
- Although 76% of EU citizens thought that people **driving while talking on a mobile phone without a hands-free kit** constituted a *major* safety problem in their country, just 26% said the same about people **driving while talking on a hands-free mobile phone**.
- In all Member States, except Ireland, more than 8 in 10 interviewees felt that people driving under the influence of alcohol constituted a *major* road safety problem in their country. The situation in Ireland was a clear outlier with just 62% of respondents regarding drink-driving as a *major* threat to road safety in their country and 31% simply regarding it as a *minor* problem.
- The proportion of respondents who said that drivers exceeding speed limits constituted a *major* safety problem in their country ranged from 52% in Sweden to 94% in Cyprus. Although in some countries respondents were less likely to identify drivers who exceeded speed limits as a *major* safety problem, the proportion of respondents who said that this was *not a problem* in their country was 5% or less in all EU Member States.
- Cypriot, Italian, French, Spanish and Greek respondents were more likely than others to regard drivers and passengers not wearing seatbelts as a *major* safety problem in their country (84%-89%); in Ireland and Sweden, less than half of respondents felt that way (both 47%).
- In about half of the Member States, at least three-quarters of respondents regarded people driving while talking on a hand-held mobile phone as a *major* safety problem in their country; Maltese, Portuguese, Italian and Spanish interviewees were the most likely to express this view (87%-90%). In all Member States, respondents were considerably less likely to say that people driving while talking on a hands-free mobile phone constituted a *major* road safety problem in their country.
- The survey found a relationship between the **perceived seriousness of a road safety problem** and “concerned”² respondents’ **calls for their national government to do more to combat the issue**. While drink-driving, for instance, was seen as the major road safety problem, it was also identified as the area that most needed extra attention from national governments. Similarly, people driving while talking on a hands-free mobile phone was considered less of a threat to road safety than the other issues listed and “concerned” respondents were also the least likely to say that their government should take more action to reduce the associated risks.

² The questions about road safety problems that should receive more attention from national governments were only presented to respondents who considered that a particular issue (such as drink-driving) was either a “major” or “minor” safety problem or who had not answered the question about that issue.

Measures that national governments should focus on to improve road safety

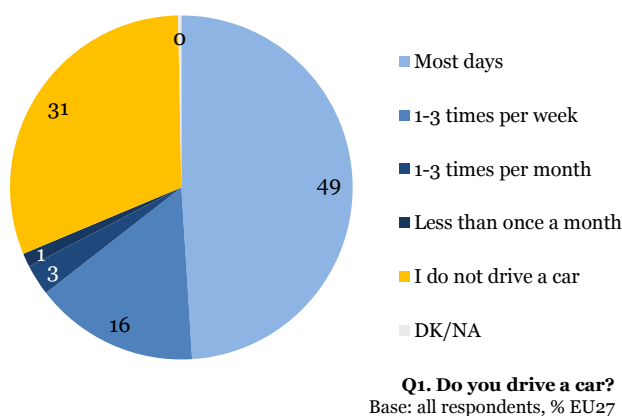
- A slim majority of EU citizens (52%) said that **road infrastructure safety should be improved** as either a *first* or *second* priority. About 3 in 10 respondents (31%) answered that this should be the first measure that their government should focus on in order to improve road safety.
- **Improving the enforcement of traffic laws** was the second most frequently selected measure that governments should concentrate on in order to enhance road safety: roughly 4 out of 10 respondents (42%) chose this measure as either a *first* or *second* priority for their government. **Dealing equally forcefully with resident and foreign traffic offenders** was selected by 36% of EU citizens as a measure that should be prioritised by government authorities.
- Three in 10 respondents were of the opinion that their national government should **initiate more road safety awareness campaigns** as a priority action in order to improve road safety. About a quarter of EU citizens (26%) held the view that their government ought to assign priority, for all drivers, to the **introduction of periodic driver re-training schemes** in order to improve road safety.
- As for the EU results overall, in a majority of Member States (18 out of 27), improving road infrastructure safety in their country was selected as either a *first* or *second* priority for government action by the largest proportion of respondents.
- In Denmark, Italy, Cyprus, Lithuania and Luxembourg, interviewees prioritised improving the enforcement of traffic laws over improving road infrastructure safety. Respondents in Austria, France and the Netherlands, on the other hand, gave more priority to measures to deal equally forcefully with resident and foreign traffic offenders.

1. Frequency that respondents drive a car

When asked if they drove a car, about 7 in 10 EU citizens (69%) responded positively: about half of respondents said that they drove a car *most days* of the week (49%), 16% drove a car *1-3 times per week*, 3% drove *1-3 times per month* and 1% drove *less than once per month*. About 3 in 10 EU citizens (31%) said that they did not drive a car.

Note: for simplicity, in the remainder of this report, car drivers will be referred to as “drivers”. Those who said they drove a car *most days* of the week will be referred to as “frequent drivers”; all others will be referred to as “occasional drivers”.

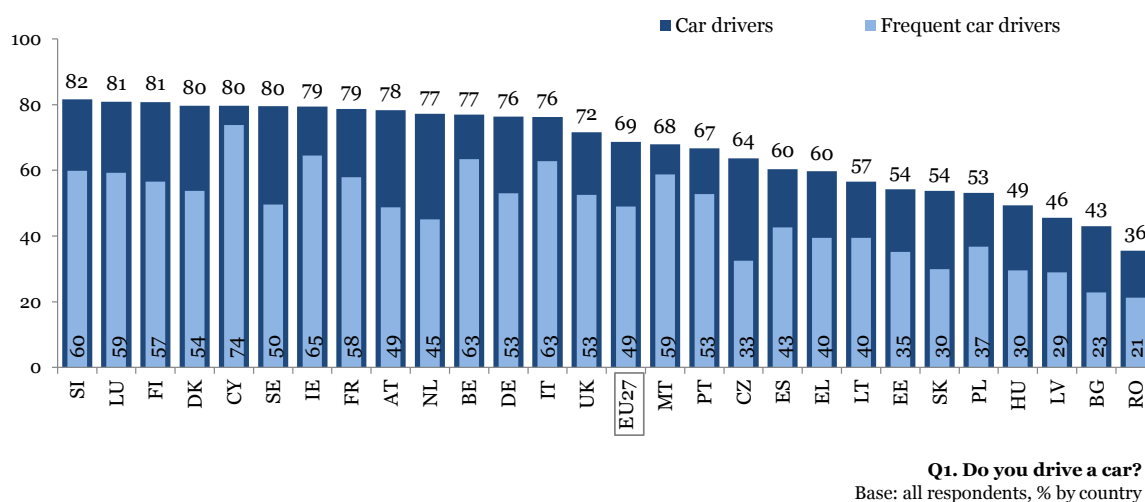
Frequency that respondents drive a car



Country variations

Individual country results showed considerable differences in the proportions of drivers and non-drivers: the proportion of drivers ranged from 36% in Romania to 82% in Slovenia. In 13 Member States, at least three-quarters of respondents said that they drove a car (from 76% in Italy and Germany to 82% in Slovenia), while in some of the eastern European countries – Romania, Bulgaria, Latvia and Hungary – this proportion was less than half (between 36% and 49%).

Proportion of car drivers – by country



The highest ratios of *frequent drivers* (i.e. those who drove on most days) were seen in Cyprus (74%), Ireland (65%), Belgium and Italy (both 63%); the lowest proportions were again registered in Romania and Bulgaria (21% and 23%, respectively).

In all EU countries, citizens were more likely to say that they were *frequent* (i.e. drove on most days) rather than *occasional drivers* (i.e. those who drove 1-3 times per week or less). However, in the Czech Republic, Slovakia and Bulgaria, the difference between those who drove frequently and occasionally was less pronounced. In the Czech Republic, for example, 33% of respondents said they drove on *most days*, while almost an equal share of 31% drove *occasionally*.

Socio-demographic characteristics of drivers

Looking at the various socio-demographic groups, men, 25-54 year-olds, those with a high level of education, self-employed respondents and employees, and residents from rural areas, were more likely to drive a car than their counterparts in other groups:

- Roughly 8 in 10 men (79%) said they drove a car, compared to about 6 in 10 women (59%).
- While 80% of 25-54 year-olds answered that they drove a car, this proportion was 61% for over 54 year-olds and 46% for 15-24 year-olds³.
- Respondents with a higher level of educational attainment were more likely to drive; for example, 82% of highly-educated respondents said they drove, compared to 55% of interviewees with the lowest level of education.
- More than 8 in 10 employees and self-employed respondents were drivers (85%-86%), compared to lower proportions of manual workers (75%) and non-working respondents (52%).
- Rural residents were slightly more likely to say they drove a car than residents from urban or metropolitan areas (72% vs. 66%-68%).

Members of those socio-demographic groups who were more likely to drive a car were also more liable to be *frequent drivers* (i.e. driving on most days). For example, 24% of full-time students and 36% of respondents with a low level of education said they drove a car frequently compared to 53% of respondents with an average level of education and 60% of those with the highest level.

For more details, see annex table 1b.

³ When 15-17 year-olds (i.e. those not allowed to drive in most EU Member States) were excluded, the proportion of drivers among the youngest age group increased to 63%.

2. Perceptions about the seriousness of road safety problems

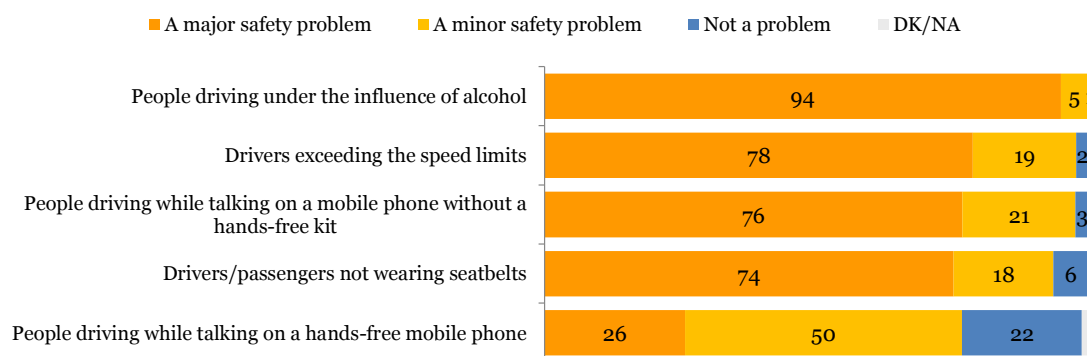
EU citizens were asked about five potential road safety problems: for each one, they were requested to say if it was perceived as a problem in their country and if so, whether it constituted a *major* or *minor* safety issue.

EU citizens clearly perceived the issue of **people driving under the influence of alcohol** (often referred to as drink-driving in this report) to be the *major* safety problem in their country (94% “a major safety problem”), with just 1 in 20 respondents seeing this as a *minor* issue. Virtually none of the respondents (1%) said it was *not a safety problem* in their country.

Three of the other safety issues (as listed in the survey) were selected as *major* problems in their respective countries by similar proportions of respondents. **Drivers exceeding speed limits** were considered to be a *major* safety problem by 78% of respondents, followed by **people driving while talking on a mobile phone without a hands-free kit** (76%) and **drivers/passengers not wearing seatbelts** (74%). The proportions of interviewees who said that these issues represented *minor* road safety problems in their country varied between 18% and 21%; the proportions of respondents *not* regarding these issues as *a problem* ranged from 2% to 6%.

Although about three-quarters of respondents thought that people driving while talking on a mobile phone without a hands-free kit constituted a *major* safety problem in their country, just about a quarter (26%) said the same about **people driving while talking on a hands-free mobile phone**. In fact, half of respondents considered this behaviour to be a *minor* problem and 22% said that, in their country, it was *not a problem at all*.

Perceptions about the seriousness of road safety problems



Q2. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]?
Base: all respondents, % EU27

Country variations

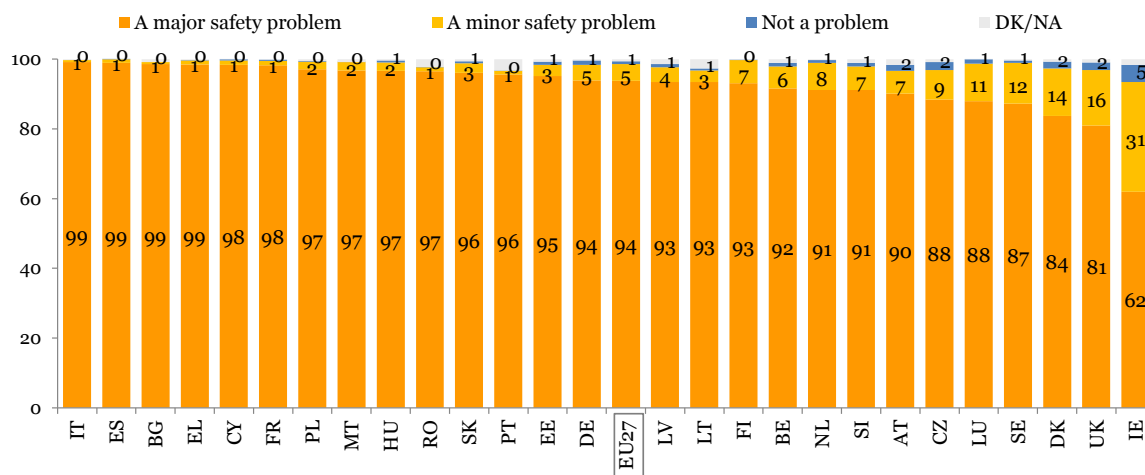
Individual country results revealed that in all Member States, except Ireland, more than 8 in 10 interviewees felt that **people driving under the influence of alcohol** constituted a *major* road safety problem in their country. Furthermore, in about a third of the countries, virtually all respondents felt this way (97%-99% in Romania, Hungary, Malta, Poland, France, Cyprus, Greece, Bulgaria, Spain and Italy). Citizens in almost all Member States had rather similar views regarding the seriousness of this road safety problem – in 25 Member States, the largest proportion of respondents stated that this behaviour was a *major* threat to road safety in their country.

The situation in Ireland was a clear outlier with just 62% of respondents regarding drink-driving as a *major* threat to road safety in their country and 31% simply regarding it as a *minor* problem. In addition, 1 in 20 Irish respondents felt that this was *not a problem at all*. Two explanations can be

formulated to explain this result: (1) respondents in Ireland were less likely to perceive drink-driving as constituting problem behaviour, and/or (2) stricter laws against driving after drinking alcohol, and an intensification of enforcement of these laws, have led to people perceiving that the problem is no longer so serious in Ireland⁴. The former explanation, however, seems less plausible: in *Special Eurobarometer “EU citizens’ attitudes towards alcohol”*, conducted in October 2009, Irish citizens appeared to have a rather strict attitude, compared to citizens from other Member States, when it came to judging people who drove under the influence of alcohol⁵.

Perceptions about the seriousness of road safety problems

People driving under the influence of alcohol



Q2. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]?
Base: all respondents, % by country

The variations between individual countries, concerning the four remaining road safety problems, were more pronounced than in the case of drink-driving.

The proportion of respondents who said that **drivers exceeding speed limits** constituted a *major* safety problem in their country ranged from 52% in Sweden to 94% in Cyprus. Italy, Spain and Bulgaria were other countries where more than 9 in 10 respondents felt this way (91%-92%). As well as Sweden, less than two-thirds of respondents in the Netherlands (56%), Austria (60%) and Finland (64%) considered that the issue of drivers exceeding speed limits was a *major* safety problem in their country.

Although in some of the above-mentioned countries respondents were less likely to identify drivers who exceeded speed limits as a *major* safety problem, the proportion of respondents who said that this was *not a problem* in their country was 5% or less in all EU Member States. In Finland, Austria, the Netherlands and Sweden, between 34% and 44% of respondents answered that drivers not respecting speed limits was a *minor* safety problem (rather than *major*).

As noted above, in almost all Member States, the largest proportion of respondents agreed that drink-driving constituted a *major* road safety problem in their country. In Ireland, on the other hand, the issue of drivers not respecting speed limits was the number one concern regarding road safety: 78% of respondents said this was a *major* problem in Ireland vs. 62% who said the same about drink-driving (a difference of 16 percentage points).

⁴ For example, Ireland has introduced mandatory alcohol testing in July 2006 which was followed by a 22% drop in total road deaths in the first 12 months.

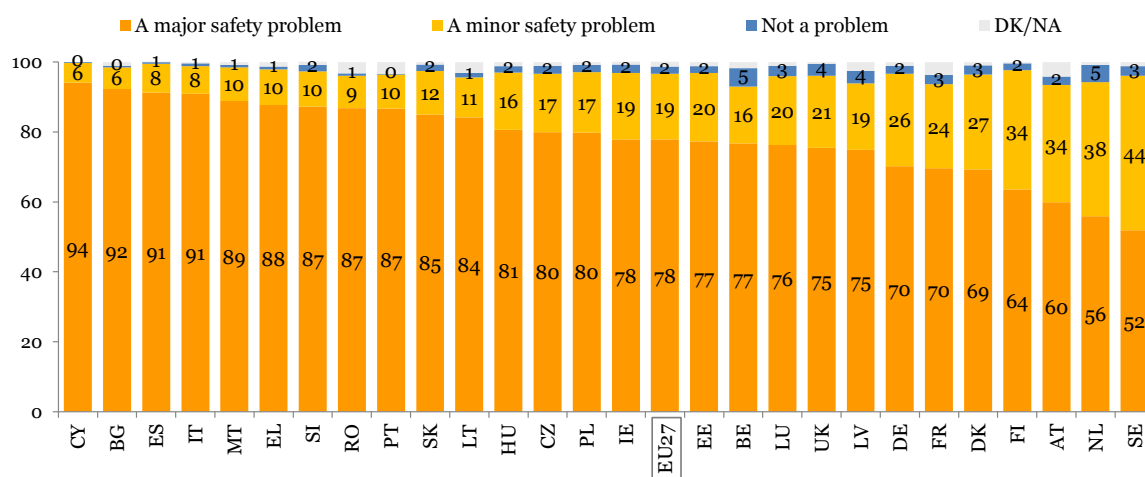
(see: http://www.etsc.eu/documents/copy_of_05.05%20-%20PIN%20Flash%2016.pdf)

⁵ For example, 29% of Irish respondents said that a driver should not drink alcohol at all when driving; compared to an EU average of 15%. At the same time, 4% of Irish respondents said a person could still drive after consuming more than two drinks; this value was 10 percentage points below the EU average (14%).

(see: http://ec.europa.eu/public_opinion/archives/ebs/ebs_331_en.pdf)

Perceptions about the seriousness of road safety problems

Drivers exceeding the speed limits



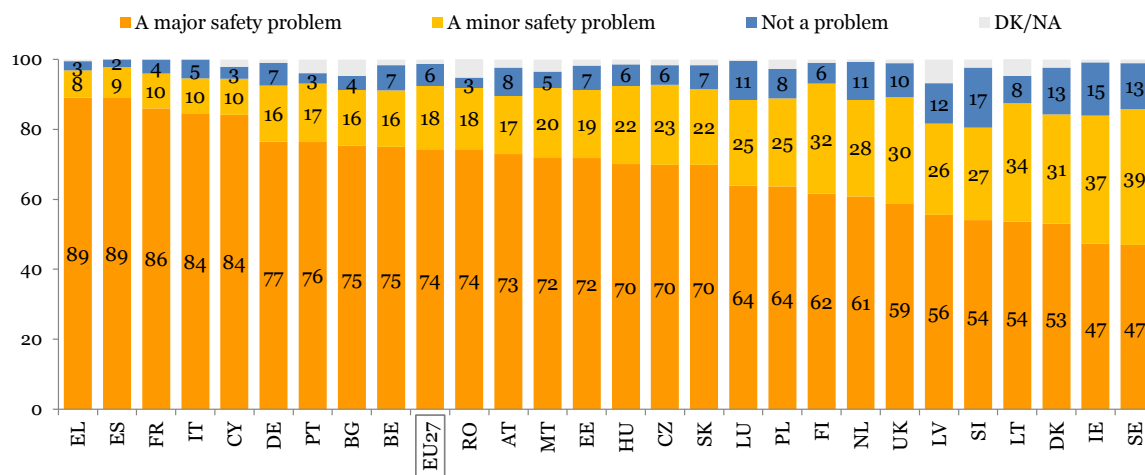
Q2. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]?

Base: all respondents, % by country

Cypriot, Italian, French, Spanish and Greek respondents were more likely than others to regard **drivers and passengers not wearing seatbelts** as a *major* safety problem in their country (84%-89%); in Ireland and Sweden, less than half of respondents felt that way (both 47%). Almost 4 in 10 Irish and Swedish respondents considered drivers and passengers not wearing seatbelts to be a *minor* safety problem in their country (37% and 39%, respectively), and about one in seven said it was *not a problem* (13%-15%). Slovenes were the most likely to state that this was *not a problem* in their country (17%).

Perceptions about the seriousness of road safety problems

Drivers and passengers not wearing seatbelts



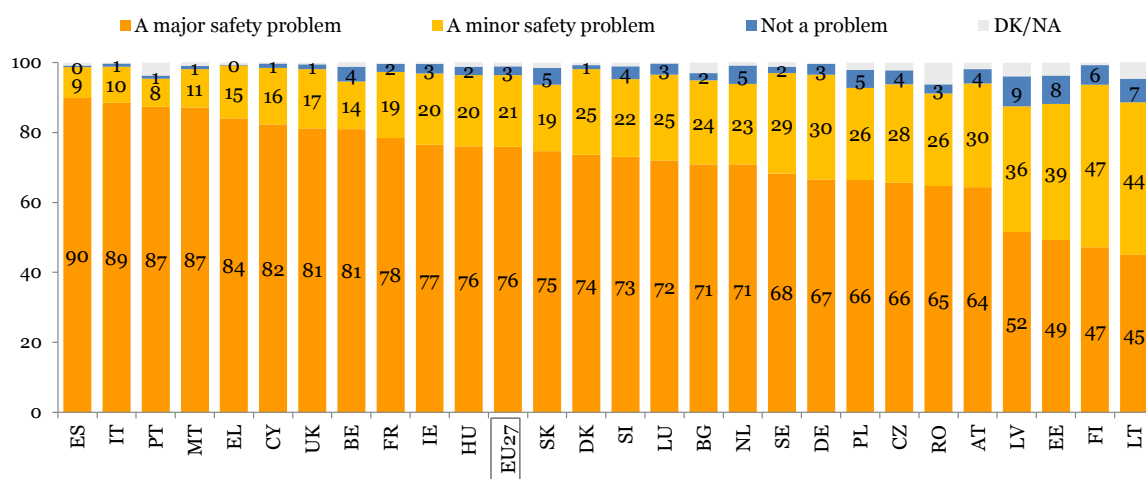
Q2. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]?

Base: all respondents, % by country

Respondents from the three Baltic states and Finland – four countries with a very high proportion of mobile-only households⁶ – were the least likely to answer that **people driving while talking on a mobile phone without a hands-free kit** was a *major* road safety problem in their country (45%-52%). Between 36% and 47% of interviewees in these countries identified this as a *minor* safety problem; the proportion who said this was *not a problem* in their country, however, remained – once again – below 10% in each of these countries (6%-9%).

In about half of the Member States, at least three-quarters of respondents regarded people driving while talking on a hand-held mobile phone as a *major* safety problem in their country; Maltese, Portuguese, Italian and Spanish interviewees were the most likely to express this view (87%-90%).

Perceptions about the seriousness of road safety problems People driving while talking on a mobile phone without a hands-free kit



Q2. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]?

Base: all respondents, % by country

In all Member States, as with the average EU results, respondents were considerably less likely to say that **people driving while talking on a hands-free mobile phone** constituted a *major* road safety problem in their country⁷.

Finns and Lithuanians were once more among the least likely respondents to regard people driving while talking on a hands-free mobile as a *major* road safety problem (7% and 11%, respectively). This time they were joined by Germans (11%). Lithuanians were also clearly the most likely to say that talking on a hands-free mobile phone, while driving, did *not* pose a *problem* to road safety in their country (45%). The corresponding proportions were lower in Finland and Germany (29% and 27%, respectively).

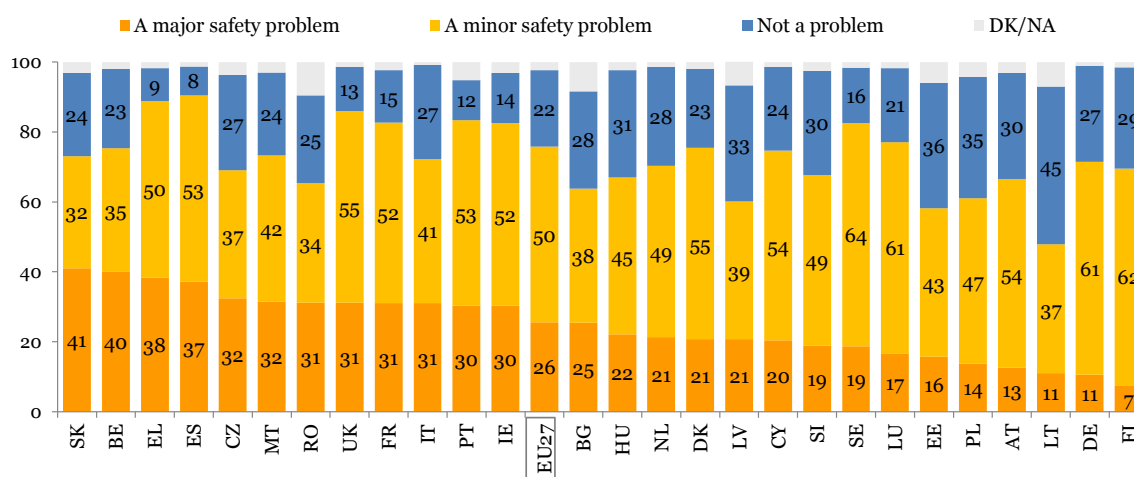
Spanish respondents, on the other hand, together with Greeks, Belgians and Slovaks, were again among the most likely to say that the issue of people driving while talking on a hands-free mobile phone was a *major* threat to road safety in their country (37%-41%). In Spain and Greece, less than a tenth of respondents felt that driving while using a hands-free mobile phone did *not* constitute a *problem* in their country (8%-9%); in Belgium and Slovakia, this opinion was shared by more than twice as many respondents (23%-24%).

⁶ According to the *Special Eurobarometer 293 "E-communications household survey"*, the percentage of mobile phone-only households was above 40% in Finland (61%), Lithuania (53%), Latvia (45%) and Estonia (41%). (See: http://ec.europa.eu/public_opinion/archives/ebs/ebs_293_full_en.pdf)

⁷ Note: in the EU, only Portugal has restricted the use of hands-free phones in addition to hand-held phones (see: http://ec.europa.eu/transport/road_safety/pdf/car_telephone_use_and_road_safety.pdf).

Perceptions about the seriousness of road safety problems

People driving while talking on a hands-free mobile phone

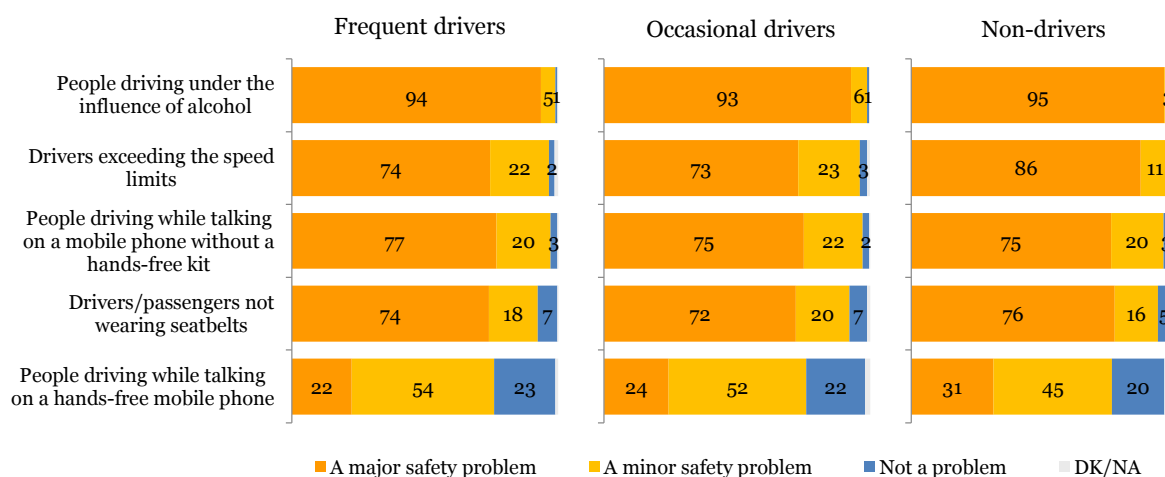


Q2. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]?
Base: all respondents, % by country

Differences in perceptions of drivers and non-drivers

Only minor differences were found between *frequent* and *occasional* drivers in their perceptions about the seriousness of different road safety problems in their country. On two points, however, drivers (frequent and occasional) differed from non-drivers. First of all, non-drivers were more likely than drivers to regard the issue of **drivers exceeding speed limits** as a *major* safety problem in their country (86% vs. 73%-74% of *occasional* and *frequent* drivers). Secondly, more non-drivers perceived **people driving while talking on a hands-free mobile phone** to be a *major* threat to road safety (31% vs. 22%-24% of drivers).

Perceptions about the seriousness of road safety problems



Q2. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]?
Base: all respondents, % EU27

Socio-demographic considerations

Across all socio-demographic groups, more than 90% of respondents thought that **people driving under the influence of alcohol** constituted a *major* road safety problem in their country (92%-95%). Larger differences, however, were observed for the other four road safety problems listed in the survey.

Women tended to be more likely to regard most issues as *major* road safety problems, while the opposite was observed for self-employed respondents when compared to those in other occupational groups. For example, 85% of women, vs. 70% of men, said that **drivers exceeding speed limits** constituted a *major* threat to road safety in their country. Meanwhile, 69% of self-employed respondents held this view vs. 76% of employees, 77% of manual workers and 81% of non-working respondents.

The probability of regarding most of the listed issues as *major* threats to road safety also seemed to increase gradually with age and decrease with level of education. For example, 57% of the youngest respondents (15-24 year-olds) felt that people **driving while talking on a mobile phone without a hands-free kit** represented a *major* road safety problem compared to 74% of 25-39 year-olds, 78% of 40-54 year-olds and 83% of respondents aged 55 or older. Similarly, 85% of respondents with a low level of education, 78% with an average level and 75% of those with the highest level of education said that driving without a hands-free kit was a danger to road safety; the corresponding proportion for full-time students was similar to that for the youngest respondents (55%).

The largest – although still relatively small – difference between respondents from various levels of urbanisation was found between metropolitan dwellers on one hand and urban and rural residents on the other: the former were comparatively less likely to say that **drivers or passengers not wearing seatbelts** were a threat to road safety (71% vs. 75% of the two latter groups).

It is also worth noting that the differences between the various socio-demographic groups in terms of perceptions about the seriousness of road safety problems – as described above – remained more or less the same when focusing solely on those respondents who drove a car. For example, the youngest drivers (18-24 year-olds) were the most likely to say that **drivers exceeding speed limits** constituted a *major* safety problem in their country (67% vs. 74%-76% of the older drivers).

For more details, see annex tables 2b through 10b.

3. Road safety problems that should receive more attention from national governments

As a next step, for all five of the listed problem areas, all respondents except those who had considered that a certain issue was NOT a road safety problem⁸ were asked whether it should receive more attention from their national government or whether enough was already being done.

Note: as defined above, the interviewees who were asked this question have been referred to throughout this chapter as “concerned” respondents.

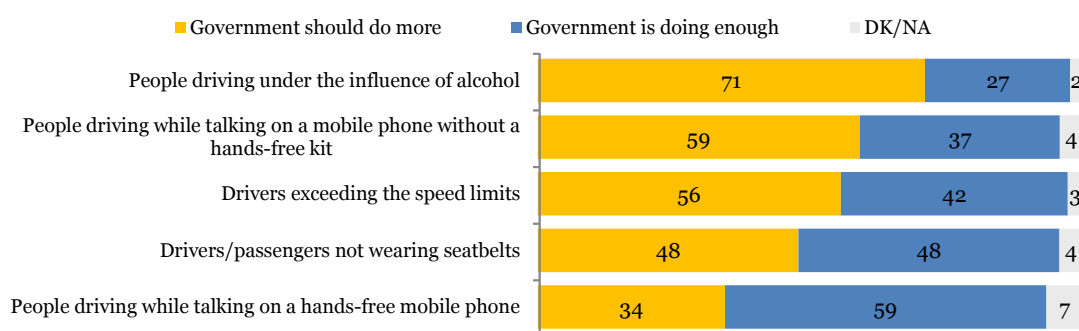
EU citizens were clearly most likely to say that their national government should do more to reduce the problem of **people driving under the influence of alcohol**: 7 in 10 “concerned” respondents felt this way (71%) and about a quarter (27%) said that enough was being done to fight the problem of drink-driving.

In regard to people **driving while talking on a hands-free mobile phone**, a majority of “concerned” respondents felt that their respective governments were already doing enough to reduce this risk to road safety (59%), compared to one-third (34%) who felt that more needed to be done to reduce this problem.

Almost 6 in 10 “concerned” respondents (59%), however, said that their government should take more measures to prevent people from **driving while talking on a mobile phone without a hands-free kit**, while 37% felt that their government was already doing enough in this respect.

A majority of “concerned” respondents (56%) wanted their government to step up efforts to tackle the problem of **drivers exceeding speed limits** and 42% believed that their national authorities already did enough in this regard. On the issue of **drivers and passengers not wearing seatbelts**, however, “concerned” respondents were evenly divided (both 48%), between those saying that their government should take further action to convince people to wear seatbelts and those who said that their government’s actions were already sufficient.

Road safety problems that should receive more attention from national governments



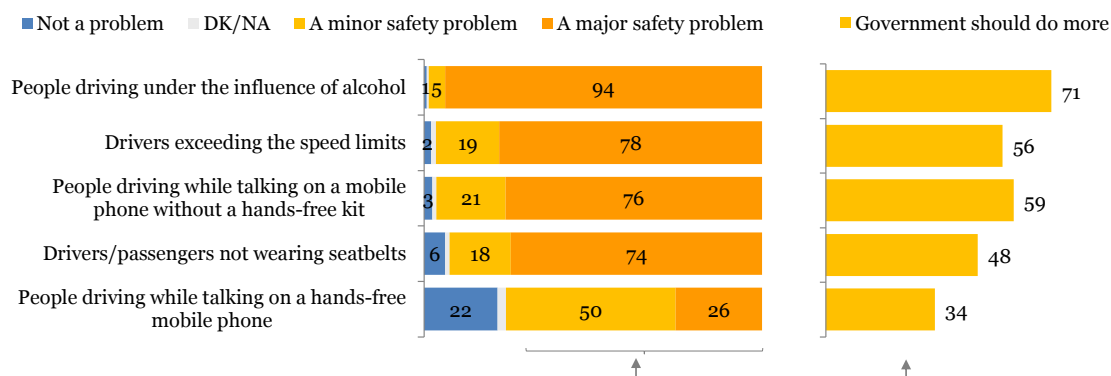
Q3. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not?

Base: all except those who do not consider the issue to be a problem, % EU27

The survey found a relationship between the perceived seriousness of a road safety problem and “concerned” respondents’ calls for their national government to do more to combat the issue. While drink-driving, for instance, was seen as the major road safety problem, it was also identified as the area that most needed extra attention from national governments. Similarly, people driving while talking on a hands-free mobile phone was considered less of a threat to road safety than the other issues listed and “concerned” respondents were also the least likely to say that their government should take more action to reduce the associated risks.

⁸ This meant that the questions were presented to respondents who considered that a particular issue (such as drink-driving) was either a “major” or “minor” safety problem or who had not answered the question about that issue.

Road safety problems that should receive more attention from national governments



Q2. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]? Base: all respondents, % EU27

Q3. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not? Base: all except those who do not consider the issue to be a problem, % EU27

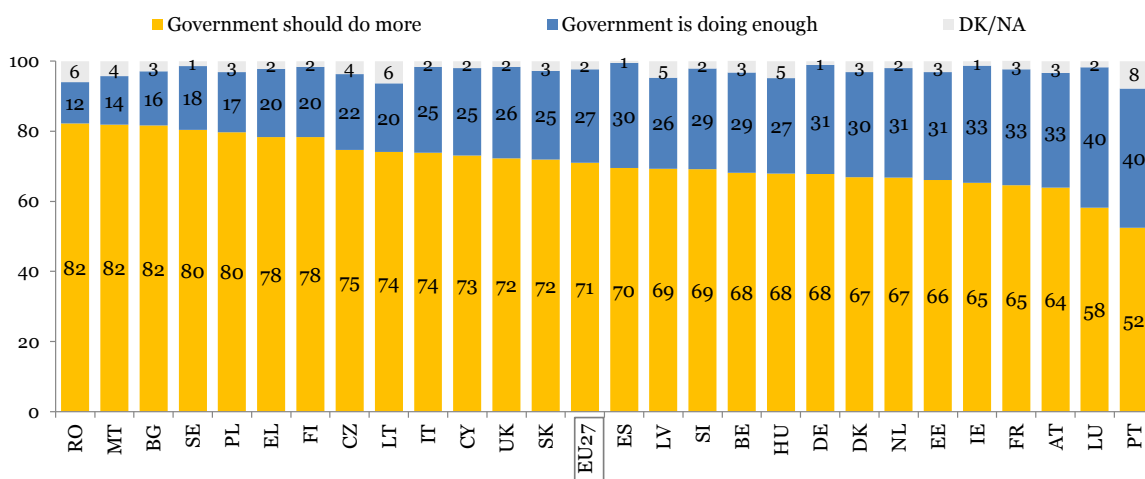
Country variations

In 26 of the 27 Member States, roughly 6 in 10 or more “concerned” respondents wanted their national government to do more to reduce the risk of **people driving under the influence of alcohol**. At least 8 in 10 “concerned” respondents from Poland, Sweden, Bulgaria, Malta and Romania held this view (80%-82%)⁹. Portugal was an outlier with just 52% of “concerned” respondents saying that their government should do more to reduce the problem of drink-driving in their country; 40% of “concerned” respondents in Portugal were of the opinion that their government was already doing enough to tackle the problem.

In Ireland, where respondents were by far the least likely to regard people driving under the influence of alcohol as a *major* road safety problem in their country (see chapter 2), 65% of “concerned” respondents felt that their national government should step up efforts to fight drink-driving.

Reduction of road safety problems by national governments

People driving under the influence of alcohol



Q3. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not?

Base: all except those who do not consider the issue to be a problem, % by country

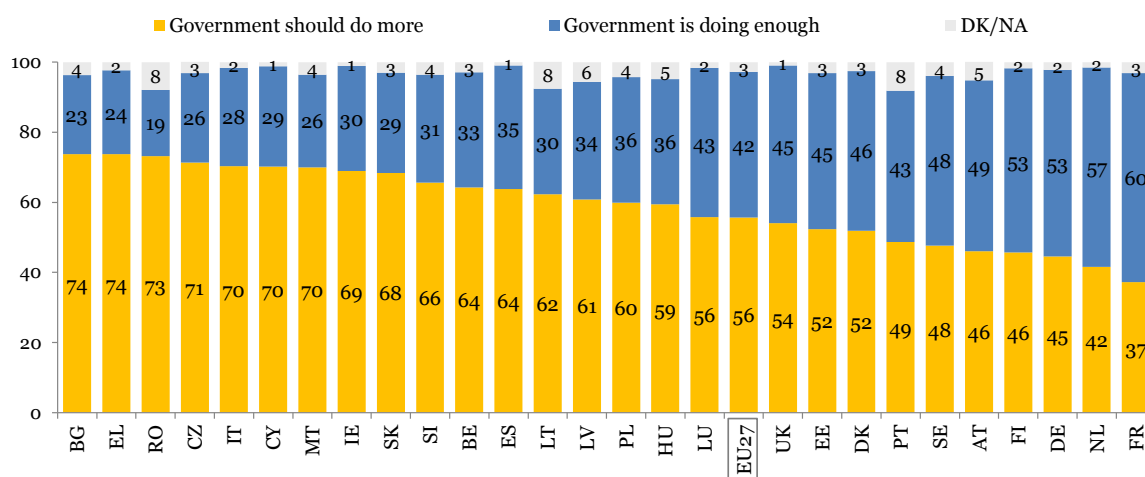
⁹ Perceptions about whether governments should take more action to reduce the risks associated with drink-driving were not necessarily linked to actions already taken at the time of the survey. For example, Polish and Swedish respondents were as likely to think that their government should do more in this regard; however, in Sweden, the number of roadside police checks for alcohol per 1,000 inhabitants is among the highest in the EU, whereas in Poland the number is one of the lowest.

(see: http://www.etsc.eu/documents/copy_of_05.05%20-%20PIN%20Flash%2016.pdf)

It was noted in chapter 2 that interviewees in Cyprus, Italy and Bulgaria were among the most likely to think that **drivers exceeding speed limits** constituted a *major* problem in their country. Furthermore, “concerned” respondents in those three countries were also among the most likely to answer that their government should do more to tackle this safety problem (70%-74%). Similar proportions of “concerned” respondents demanding that their government should do more to reduce the risks caused by drivers exceeding speed limits were seen in Malta, the Czech Republic, Romania and Greece (also 70%-74%)¹⁰.

“Concerned” respondents in France and the Netherlands – two countries where safety cameras and section controls have been used extensively¹¹ – were the least likely to answer that their government should do more to tackle this road safety problem (37% and 42%, respectively). Six in 10 “concerned” respondents in France and 57% in the Netherlands answered that their government was already doing enough to reduce the problem of non-compliance with speed limits. Other countries where more than half of “concerned” respondents said that their government was already doing enough in this respect were Germany and Finland (both 53%).

Road safety problems that should receive more attention from national governments Drivers exceeding the speed limits



Q3. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not?

Base: all except those who do not consider the issue to be a problem, % by country

Looking at the EU overall, “concerned” respondents were equally divided (48% on each side) as to whether their national government should do more to avoid the **problems caused by drivers and passengers not wearing seatbelts**. At the country level, despite the fact that French citizens were among the most likely to regard this as a *major* threat to road safety (see chapter 2), their “concerned” respondents were some of the most liable to say that their government was already doing enough to tackle this problem. Indeed, 63% of French “concerned” respondents took this stance, as did similar numbers in the Netherlands (62%), Germany (60%) and Denmark (59%). It is, however, worth noting that each of these countries has recorded extremely high rates of people wearing seat belts in both the front and rear of cars¹².

The opposite was true for “concerned” respondents in Ireland: almost 6 in 10 (59%) said that their government should do more to reduce the problems caused by people not wearing seatbelts, despite the fact that its citizens were among the least likely to say it was a *major* problem in their country. Italy, Romania and Greece were the countries where “concerned” respondents were most in favour of their

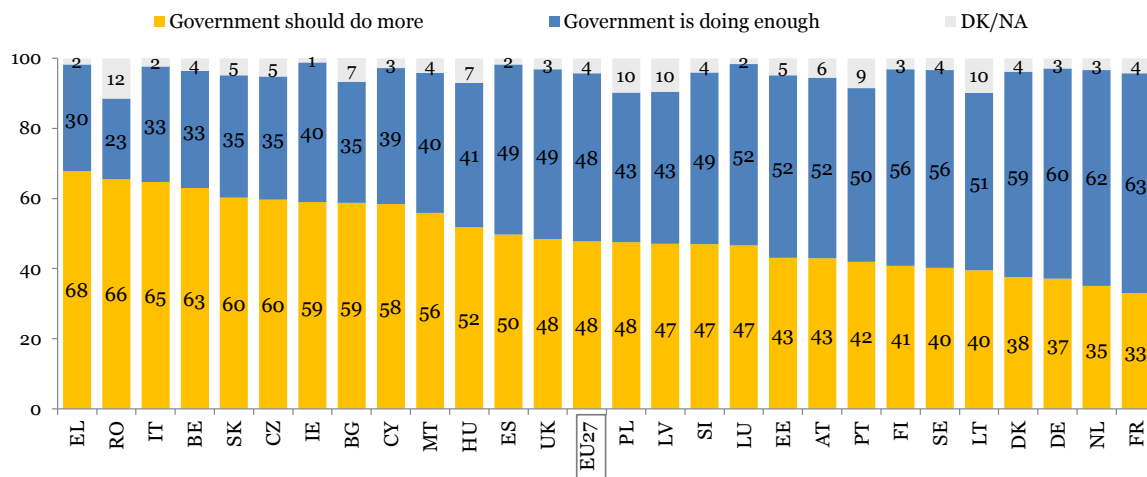
¹⁰ Note: statistics show that being fined for speeding is the exception rather than the rule in some of these Member States; for more details, see: http://www.etsc.eu/documents/copy_of_05.05%20-%20PIN%20Flash%2016.pdf.

¹¹ Ibid.

¹² See: http://www.etsc.eu/documents/copy_of_05.05%20-%20PIN%20Flash%2016.pdf

national government doing more to reduce the impact of this issue (65%-68%); note that Italians and Greeks were also among those EU citizens who were the most inclined to regard this as a *major* problem.

Road safety problems that should receive more attention from national governments
Drivers and passengers not wearing seatbelts



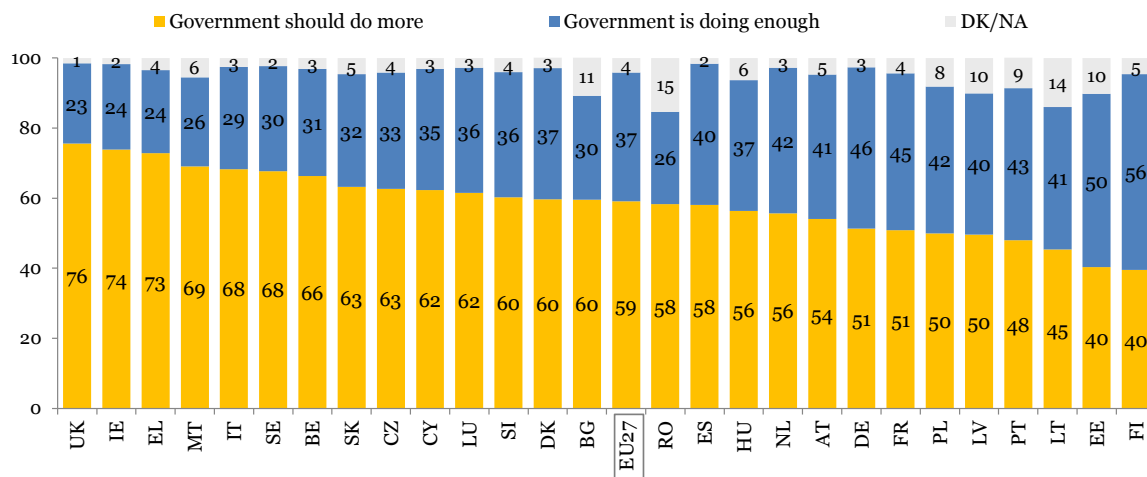
Q3. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not?

Base: all except those who do not consider the issue to be a problem, % by country

As seen previously, citizens of the Baltic states and Finland were the least likely to say that people **driving while talking on a mobile phone without a hands-free kit** constituted a *major* road safety problem in their country. Their “concerned” respondents were also among those being the least inclined to urge their government to take more action to reduce the problem: in Estonia and Finland, 4 in 10 “concerned” respondents said more action was needed, while in Lithuania and Latvia the proportions were, respectively, 45% and 50%. Portugal was also part of this grouping (48%) where “concerned” respondents were less likely to call for governmental action, despite the fact that its citizens were some of the most apt to consider this issue to be a *major* safety problem in their country.

On the other hand, the view that the government should do more to prevent people from driving while talking on a mobile phone without a hands-free kit was most widespread among “concerned” respondents in Greece, Ireland and the UK (73%-76%).

Road safety problems that should receive more attention from national governments
People driving while talking on a mobile phone without a hands-free kit



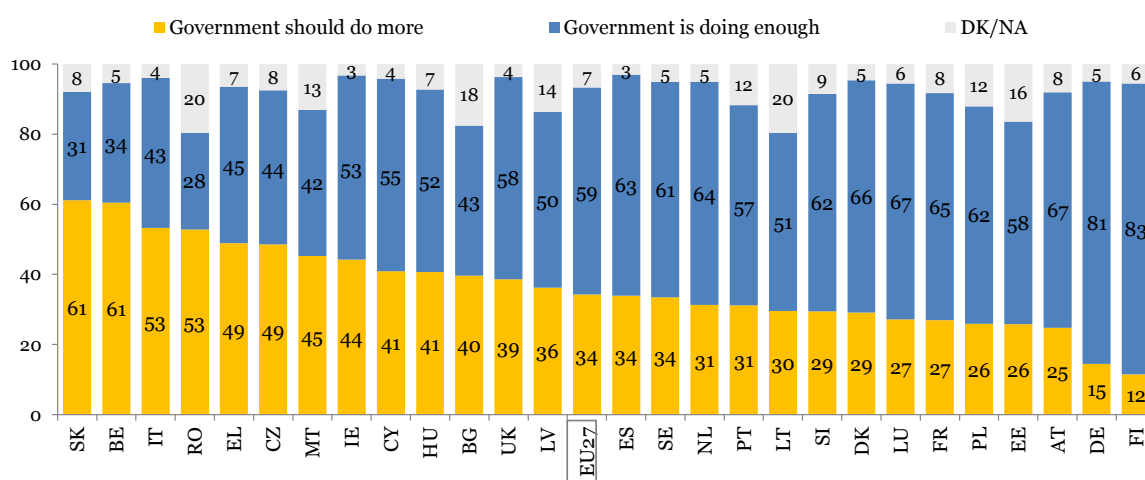
Q3. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not?

Base: all except those who do not consider the issue to be a problem, % by country

Finally, similarities could also be seen with the same countries appearing at the higher and lower ends of the distribution regarding citizens' perceptions about whether people driving while **talking on a hands-free mobile phone** constituted a *major* safety issue and the opinion of “concerned” respondents that their government should do more to tackle this problem.

Finns and Germans were not only among the least likely to regard the use of hands-free mobile phones as a *major* road safety problem in their country, their “concerned” respondents were also the least likely, by far, to say that their government should do more to improve the situation (12% and 15%, respectively). On the other hand, Slovaks and Belgians were the most inclined to state that this behaviour was actually a *major* safety problem in their country and their “concerned” respondents were also the most likely to say that this problem should receive more attention from their national government (both 61%).

Road safety problems that should receive more attention from national governments People driving while talking on a hands-free mobile phone



Q3. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not?

Base: all except those who do not consider the issue to be a problem, % by country

Differences in perceptions of drivers and non-drivers

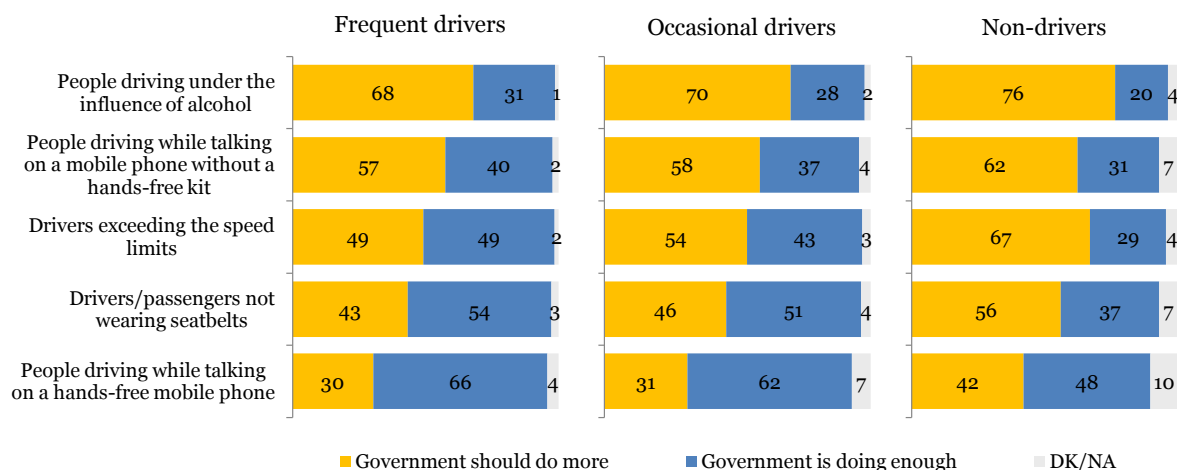
A clear pattern emerged when comparing the answers of “concerned” *frequent* drivers, *occasional* drivers and non-drivers. The non-drivers were always more likely than drivers (be they frequent or occasional) to feel that their government should do more to reduce road safety problems, while *occasional* drivers tended to be slightly more liable than *frequent* drivers to feel this way.

The biggest difference in the opinions of “concerned” drivers and non-drivers appeared when they were asked about **drivers exceeding speed limits**: slightly more than two-thirds of “concerned” non-drivers were of the opinion that their government had to do more to prevent drivers from exceeding speed limits (67%), with 54% of the “concerned” *occasional* drivers and 49% of such *frequent* drivers voicing that opinion.

Considerable differences were also noticed in the opinions of “concerned” drivers and non-drivers, in regard to **drivers/passengers not wearing seatbelts** and **drivers talking on a hands-free mobile phone**. Over half (56%) of “concerned” non-drivers wanted their national government to do more to convince drivers and passengers to wear seatbelts, a gap of at least 10 percentage points when comparing them to “concerned” *occasional* (46%) and *frequent* drivers (43%). As for whether a national government should do more to reduce the risks caused by people driving while talking on a hands-free mobile phone, more than 4 out of 10 “concerned” non-drivers would like to see their government doing more in this regard (42%), compared to 30%-31% of “concerned” *occasional* and *frequent* drivers.

Somewhat smaller differences were observed for the issues of whether national governments should step up efforts to reduce **the problem of people driving under the influence of alcohol** (76% of “concerned” non-drivers vs. 70% and 68% of “concerned” *occasional* and *frequent* drivers, respectively), and pay more attention to the problem of **people driving while talking on a mobile phone without a hands-free kit** (62% of “concerned” non-drivers vs. 57%-58% of “concerned” *occasional* and *frequent* drivers).

Road safety problems that should receive more attention from national governments



Q3. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not?

Base: all except those who do not consider the issue to be a problem, % EU27

Socio-demographic considerations

The patterns found between the various socio-demographic groups mostly mirrored those described in the previous chapter. In other words, the groups of citizens that were more likely to view an issue as a *major* safety problem were similar to the groups of “concerned” respondents that were more inclined to demand that their government should do more to reduce that problem. Some examples of this pattern are:

- Half (51%) of “concerned” female respondents held the view that their national government should step up efforts to reduce the problem of **drivers and passengers not wearing seat belts**, compared to 44% of men.
- While 64% of “concerned” self-employed respondents would like to see their government doing more to diminish **drink-driving**, 70%-73% of “concerned” manual workers, employees and non-working respondents felt this way.
- The proportion of “concerned” respondents who said that their government should do more to reduce the **problem of speeding** ranged from 51% of those with the highest level of education to 63% of those with the lowest level.
- The oldest “concerned” respondents (aged 55 or older) were more likely to call for government action to reduce road safety problems caused by **drivers talking on the phone** without a hands-free kit (63% vs. 51% of 15-24-year-olds) and with such a kit (40% vs. 24% of 15-24 year-olds).

One exception is worth noting: the youngest “concerned” respondents (15-24 year-olds) were somewhat more likely to demand more government efforts to fight **drink-driving** (74% vs. 70%-71% of those “concerned” respondents aged 25 or older). Furthermore, when focusing solely on “concerned” drivers, this difference across age groups was somewhat larger: while 72% of the youngest drivers (18-24 year-olds) thought that their government should do more in this regard, this proportion decreased to 66% for drivers over the age of 54.

Minor differences were found when looking at the “concerned” respondents’ place of residence; in all five cases, urban residents were slightly more likely to say their national government should do more

to improve road safety. For example, half of the “concerned” urban residents wanted more action taken to prevent **drivers and passengers from not wearing seatbelts** compared to 46% of such metropolitan dwellers and respondents from rural areas.

For more details, see annex tables 7b through 11b.

4. Measures that national governments should focus on to improve road safety

As a last step, all respondents were asked which measures national governments should focus on to improve road safety. Interviewers read out five potential measures and asked respondents to choose the measures that their national government should focus on, firstly and secondly.

A slim majority of EU citizens (52%) said that **road infrastructure safety should be improved** as either a *first* or *second* priority. Furthermore, about 3 in 10 respondents (31%) answered that this should be the first measure that their government should focus on in order to improve road safety.

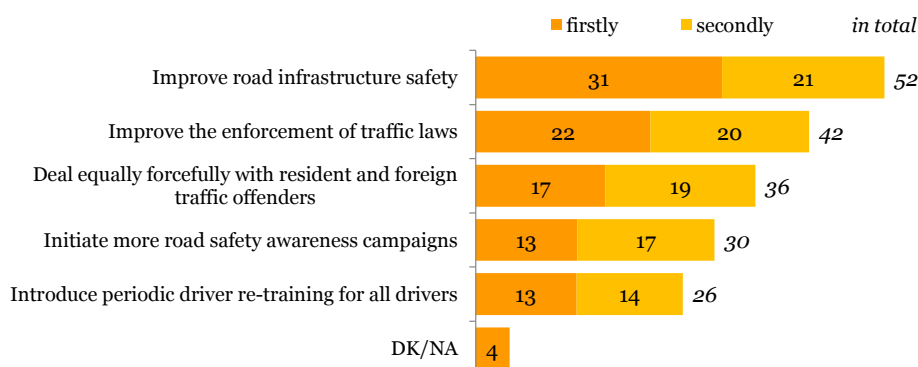
Improving the enforcement of traffic laws was the second most frequently selected measure that governments should concentrate on in order to enhance road safety: roughly 4 out of 10 respondents (42%) chose this measure as either a *first* or *second* priority for their government. About a quarter (22%) said this should be their government's first priority.

Dealing equally forcefully with resident and foreign traffic offenders was selected by 36% of EU citizens as a measure that should be prioritised by government authorities. Furthermore, roughly equal proportions of respondents opted for this as either a *first* or *second* priority (17% and 19%, respectively).

Three in 10 respondents were of the opinion that their national government should **initiate more road safety awareness campaigns** as a priority action in order to improve road safety; nonetheless, this measure was more frequently chosen as a *second* priority than as a *first* one (17% and 13%, respectively).

About a quarter of EU citizens (26%) held the view that their government ought to assign priority, for all drivers, to the **introduction of periodic driver re-training schemes** in order to improve road safety. As for the previous measure, slightly more than 1 in 10 respondents (13%) said this should be the top priority for their government.

Measures that national governments should focus on to improve road safety



Q4. In order to improve road safety, which measure should [OUR COUNTRY] government focus on firstly? And secondly?
Base: all respondents, % EU27

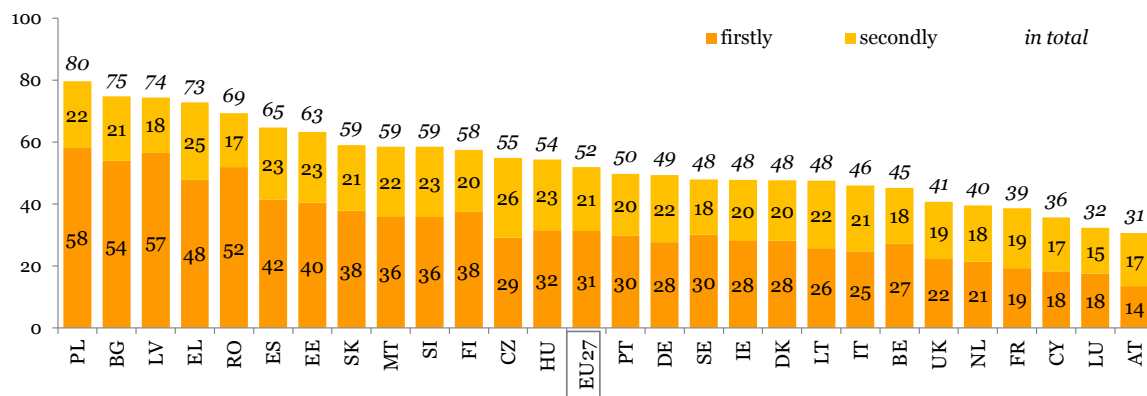
Country variations

While less than a third of Austrian and Luxembourgish respondents (31%-32%) said that **the improvement of road infrastructure safety** should be either a *first* or *second* priority for their government, 8 in 10 Polish respondents felt this way. Similarly, in Austria, Luxembourg, Cyprus and France, less than a fifth of respondents felt that improving the safety of road infrastructure should be the top priority of their national government (14%-19%), while in Romania, Bulgaria, Latvia and Poland, a majority of respondents wanted this measure to receive the highest priority (52%-58%).

As for the EU results overall, in a majority of Member States (18 out of 27), improving road infrastructure safety in their country was selected as either a *first* or *second* priority for government action by the largest proportion of respondents.

Measures that national governments should focus on to improve road safety

Improve road infrastructure safety



Q4. In order to improve road safety, which measure should [OUR COUNTRY] government focus on firstly? And secondly?

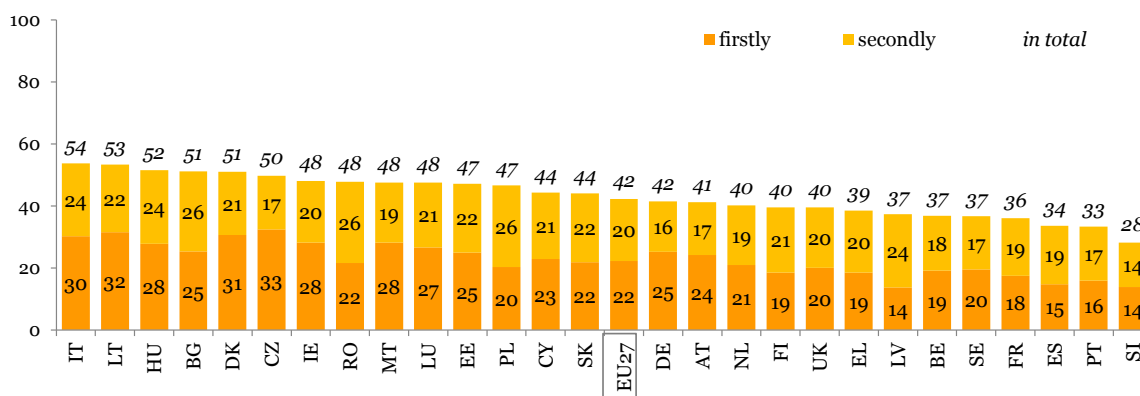
Base: all respondents, % by country

The proportion of respondents saying that **enforcement of traffic laws** should be a national government priority in order to increase road safety ranged from less than a third in Slovenia (28%) to a slim majority in Denmark, Bulgaria, Hungary, Lithuania and Italy (51%-54%). Between 30% and 33% of Italians, Danes, Lithuanians and Czechs said this measure should be their government's number one priority in order to improve road safety, while in Latvia, Slovenia, Spain and Portugal, less than a sixth of interviewees shared this opinion (14%-16%).

It was noted above that improving road infrastructure safety was selected by the largest number of EU citizens (52%); in Italy, Lithuania, Denmark, Luxembourg and Cyprus, on the other hand, interviewees prioritised improving the enforcement of traffic laws over improving road infrastructure safety (for example, Italy: 54% vs. 46% who wanted to improve road infrastructure safety).

Measures that national governments should focus on to improve road safety

Improve the enforcement of traffic laws



Q4. In order to improve road safety, which measure should [OUR COUNTRY] government focus on firstly? And secondly?

Base: all respondents, % by country

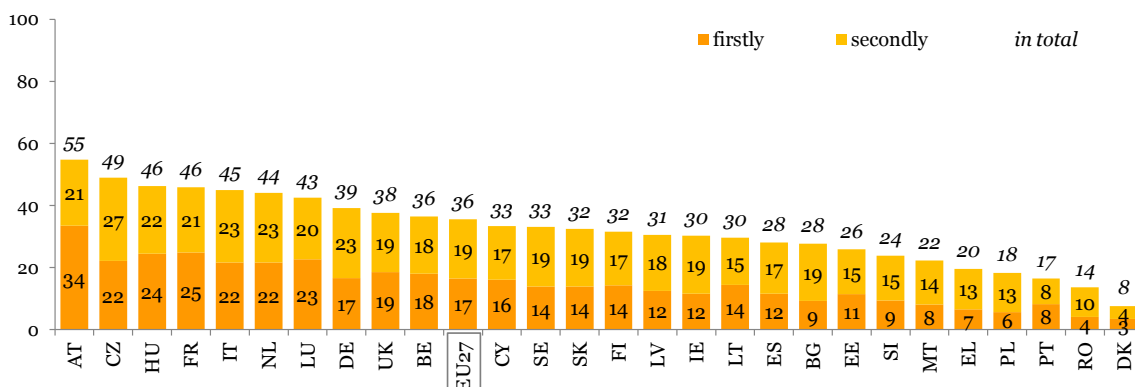
A large variation across EU Member States was also seen in terms of the need to prioritise measures that ensured that **resident and foreign traffic offenders were dealt with equally forcefully**. While a majority of Austrians (55%) said that this should be a *first* or *second* priority for their government, less than 1 in 10 Danes shared that view (8%). In Austria, respondents were also the most likely to say that this should be at the top of their government's road safety agenda (34%); in eight Member States, less

than 1 in 10 respondents felt that way, with the lowest proportions being seen in Denmark and Romania (3%-4%).

Austrians were not only the most likely citizens in the EU to answer that their government should deal equally forcefully with resident and foreign traffic offenders in order to improve road safety, they were also more likely to select this measure above all others (that were listed in the survey); for example, 55% of Austrians selected this response – compared to 41% who gave priority to better enforcement of traffic laws and 31% who mentioned improving road infrastructure safety. Similar results were seen in France and the Netherlands¹³.

Measures that national governments should focus on to improve road safety

Deal equally forcefully with resident and foreign traffic offenders



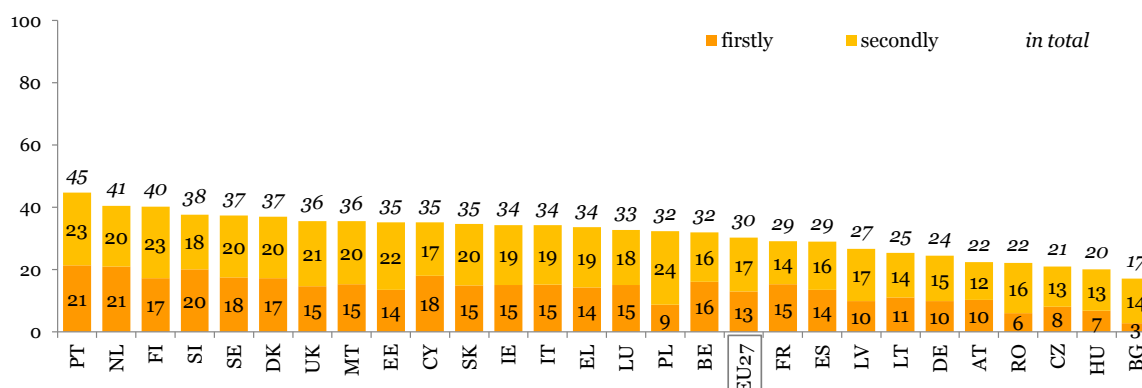
Q4. In order to improve road safety, which measure should [OUR COUNTRY] government focus on firstly? And secondly?

Base: all respondents, % by country

Portuguese respondents were the most likely to say that their government should prioritise the **introduction of more road safety awareness campaigns**: 21% selected this as a first priority to improve road safety in their country and 23% as a second priority. Finland and the Netherlands were close to Portugal with 40%-41% of interviewees who selected this measure as a *first* or *second* priority. In Bulgaria, Hungary, the Czech Republic, Romania and Austria, on the other hand, half as many respondents said that launching more awareness campaigns should be one of their governments’ priorities (17%-22%); in the first four of those countries, and in Poland, less than 1 in 10 respondents saw this measure as the top priority for their government (3%-9%).

Measures that national governments should focus on to improve road safety

Initiate more road safety awareness campaigns



Q4. In order to improve road safety, which measure should [OUR COUNTRY] government focus on firstly? And secondly?

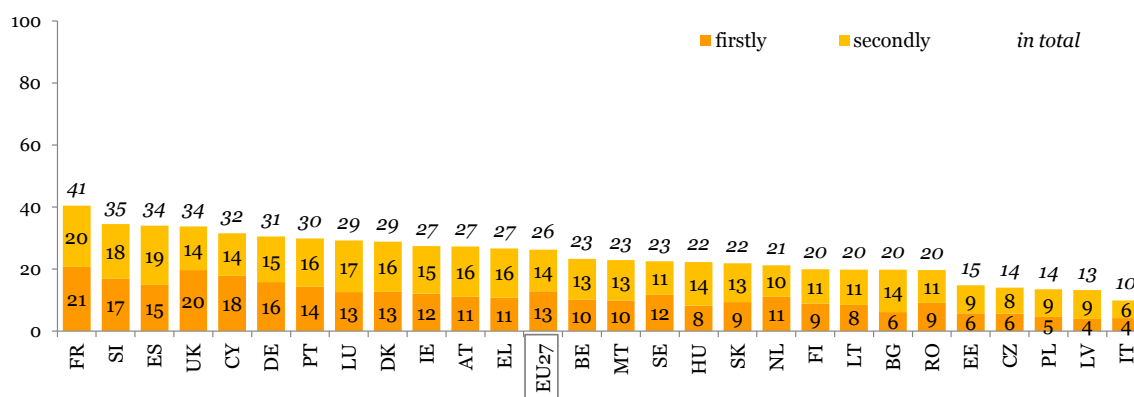
Base: all respondents, % by country

¹³ Note: the yearly numbers of speeding tickets per thousand of the population were among the highest in the EU in these countries (see: http://www.etsc.eu/documents/copy_of_05.05%20-%20PIN%20Flash%2016.pdf).

French respondents were the most likely to say that their government should focus on **the introduction, for all drivers, of periodic driver re-training schemes** in order to improve road safety (41%); they were followed by Slovene (35%), Spanish and British (both 34%) respondents. In comparison, just 10% of Italians, 13% of Latvians, 14% of Poles and Czechs, as well as 15% of Estonians held a similar view about periodic driver re-training. The proportion of respondents who wanted their government to primarily focus on this measure ranged from roughly 5% in Italy, Latvia, Poland, the Czech Republic, Estonia and Bulgaria (4%-6%) to a fifth in the UK and France (20%-21%).

Measures that national governments should focus on to improve road safety

Introduce periodic driver re-training for all drivers



Q4. In order to improve road safety, which measure should [OUR COUNTRY] government focus on firstly? And secondly?

Base: all respondents, % by country

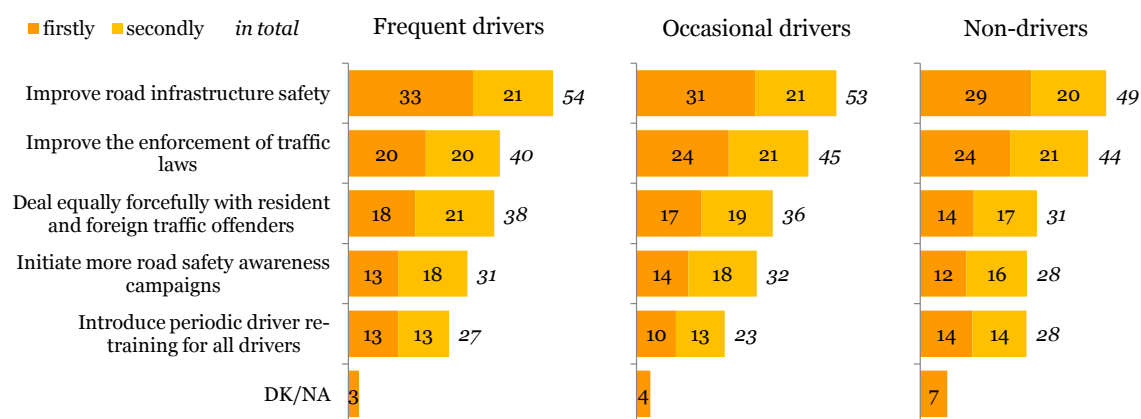
Differences in perceptions of drivers and non-drivers

Across all groups – *frequent* and *occasional* drivers and non-drivers – the same ranking of priority measures to improve road safety was observed: **improving safety of the road infrastructure** was the number one priority and **introducing periodic driver re-training schemes, for all drivers**, received the least amount of support. Some differences were, nonetheless, noticed in the exact proportions of respondents who selected each measure to improve road safety as a *first* and/or *second* priority.

Occasional and frequent drivers were slightly more inclined to say that their government should focus – as a *first* or *second* priority – on **improving road infrastructure safety** (53%-54% vs. 49% of non-drivers). A similar pattern was observed for measures to **deal equally forcefully with resident and foreign traffic offenders**: 36%-38% of *occasional* and *frequent* drivers selected this response, compared to 31% of non-drivers.

Non-drivers and *occasional* drivers, on the other hand, were somewhat more inclined to say that improving the **enforcement of traffic laws** should be a government priority (44%-45% vs. 40% of *frequent* drivers). Both *frequent* drivers and non-drivers were equally liable to give priority to the introduction, for all drivers, of **periodic driver re-training schemes** (27%-28%); *occasional* drivers, however, were somewhat less likely to select this measure (23%).

Measures that national governments should focus on to improve road safety



Q4. In order to improve road safety, which measure should [OUR COUNTRY] government focus on firstly? And secondly?

Base: all respondents, % EU27

Socio-demographic considerations

Men were more likely to say that their government should focus on **improving road infrastructure** in order to increase road safety (56% gave this as a *first* or *second* priority vs. 48% of women); furthermore, they were clearly more inclined to say that this should be a top priority (36% vs. 27% of women). As for the remaining four measures to improve road safety, women were slightly more likely to demand that their government should address them as a first priority.

Looking at the results for the various age groups, the youngest respondents (15-24 year-olds) were more likely to state that their government should prioritise the introduction of **more road safety campaigns** (37% gave this as a *first* or *second* priority vs. 28%-30% of the other age groups) as well as, for all drivers, the introduction of **periodic driver re-training schemes** (33% *in total* vs. 21% of over 54 year-olds and 28%-29% of 25-54 year-olds). The 25-54 year-olds were, however, more inclined to say that their government should focus on **improving road infrastructure safety** (54%-56% wanted this to be a *first* or *second* priority vs. 47% of 15-24 year-olds and 50% of the over 54 year-olds).

Highly-educated respondents were more likely to demand that the **improvement of road infrastructure safety** should become a government priority (55% gave this as a *first* or *second* priority vs. 47% of full time students, 49%-52% of respondents with a low or average level of education), while being less likely to urge the government to **deal equally forcefully with resident and foreign traffic offenders** (32% *in total* vs. 34% of full-time students and 37%-38% of respondents with a low or average level of education). As with the youngest respondents, full-time students were more inclined to say that their government should focus on **initiating more road safety campaigns** (38% selected this as a *first* or *second* priority vs. 28%-32% of those no longer in education) as well as on introducing, for all drivers, **periodic driver re-training schemes** (32% *in total* vs. 20% of respondents with a low level of education and 27% of respondents with an average or high level).

More self-employed respondents wanted to see their government prioritise the **improvement of road infrastructure safety** (59% opted for this as a *first* or *second* priority vs. 48% of non-working respondents and 54%-55% of employees and manual workers), while the opposite was true for an improvement in the **enforcement of traffic laws** (35% *in total* vs. 41%-44% of the other occupational groups). Manual workers and the self-employed were more likely to call for **dealing equally forcefully with resident and foreign traffic offenders** (39% of both groups said that this should be a *first* or *second* priority vs. 34%-35% of other occupational groups). Finally, more employees felt that introducing **periodic driver re-training** – for all drivers – should become a priority for their government (31% *in total* vs. 23%-25% of the other occupational groups).

Rural residents were less likely to state that their government should focus on the **improvement of road infrastructure safety** (49% gave this as a *first* or *second* priority vs. 54% of inhabitants of metropolitan and urban areas) or on an improvement in the **enforcement of traffic laws** (40% *in total* vs. 44%). Instead, rural residents were more liable to say that **dealing equally forcefully with resident and foreign traffic offenders** should be a priority on their government's agenda (38% selected this as a *first* or *second* priority vs. 34% of metropolitan and urban dwellers).

For more details, see annex tables 12b and 13b.

Flash EB Series #301

Road safety

Annex
tables and
survey
details

THE GALLUP ORGANIZATION

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Table 1a. Frequency that respondents drive a car – *by country*

QUESTION: Q1. Do you drive a car?





























	Total N	% Most days	% 1-3 times per week	% 1-3 times per month	% Less than once a month	% I do not drive a car	% DK/NA
 EU27	25629	49	15.5	2.9	1.3	31	0.3
COUNTRY							
 Belgium	1002	63.4	9.7	2.6	1.3	22.6	0.5
 Bulgaria	1002	22.8	9.9	4.8	5.5	56	0.9
 Czech Rep.	1005	32.5	19.7	10.3	1.2	35.4	1
 Denmark	1015	53.7	22.1	2.9	1	19.8	0.6
 Germany	1002	53	20	2.4	0.9	23.4	0.3
 Estonia	1010	35.2	12.5	3.8	2.7	44.6	1.2
 Greece	1004	39.5	14.1	4.5	1.6	40.2	0
 Spain	1004	42.6	14.3	2.5	1	39.6	0
 France	1003	57.9	15.3	3.5	2	21.4	0
 Ireland	1000	64.5	13.5	1	0.4	20.5	0.1
 Italy	1022	62.8	11	1.9	0.5	23.3	0.4
 Cyprus	501	73.8	4.2	0.5	1.1	20.3	0
 Latvia	1000	28.9	9.5	4.6	2.6	53.8	0.5
 Lithuania	1001	39.5	11.6	2.8	2.6	43.1	0.3
 Luxembourg	500	59.3	19	1.8	0.8	19.1	0
 Hungary	1011	29.5	12.4	4.7	2.7	50.6	0.1
 Malta	506	58.7	7.5	1	0.7	32.1	0
 Netherlands	1008	45.1	27.3	4.1	0.7	22.7	0.1
 Austria	1009	48.7	24.6	3.9	1.1	21.1	0.6
 Poland	1003	36.8	11.9	3.5	0.9	46.7	0.1
 Portugal	1007	52.8	10.4	2.6	0.9	32.4	0.8
 Romania	1008	21.2	10.5	1.9	1.9	63.5	1
 Slovenia	1002	59.9	17.8	2.7	1.2	18.4	0
 Slovakia	1002	29.9	14.6	6.8	2.5	45.9	0.4
 Finland	1000	56.6	17.2	4.7	2.3	19.1	0.1
 Sweden	1000	49.6	23	4.9	2	20.3	0.3
 United Kingdom	1002	52.5	16.6	1.3	1.2	28.3	0.1

Table 1b. Frequency that respondents drive a car – *by segment*

QUESTION: Q1. Do you drive a car?







	Total N	% Most days	% 1-3 times per week	% 1-3 times per month	% Less than once a month	% I do not drive a car	% DK/NA
EU27	25629	49	15.5	2.9	1.3	31	0.3
 SEX							
Male	12399	58.7	16.6	2.8	1.1	20.5	0.3
Female	13230	39.9	14.6	3	1.5	40.8	0.3
 AGE							
15 - 24	3493	29.2	12.8	2.9	1.4	53.2	0.5
25 - 39	6313	64	12.6	2.4	1.4	19.6	0.1
40 - 54	6715	62.4	13.8	2.9	1.1	19.6	0.1
55 +	8881	35.9	20	3.4	1.3	39	0.3
 EDUCATION (end of)							
Until 15 years of age	4185	36.2	16.4	2	0.8	44.2	0.3
16 - 20	11151	53.3	15.7	2.5	1.2	27.2	0.2
20 +	7301	59.9	16.2	4.1	1.6	18.1	0.2
Still in education	2410	24.2	12.6	3.4	1.3	57.8	0.7
 URBANISATION							
Metropolitan	4619	45.2	16.3	4.7	2.1	31.3	0.3
Urban	11037	46.6	15.5	2.9	1.2	33.6	0.3
Rural	9915	53.6	15.3	2.1	1	27.8	0.2
 OCCUPATION							
Self-employed	2344	71.2	11.5	2.1	0.8	14.3	0.1
Employee	8947	67.1	13.8	2.6	1.5	14.9	0.1
Manual worker	2190	61.5	10.6	2.2	1	24.6	0.1
Not working	12091	29	18.5	3.5	1.3	47.3	0.5
 DRIVERS							
Frequent drivers	12553	100	0	0	0	0	0
Occasional drivers	5066	0	78.6	14.9	6.5	0	0
Non-drivers	7942	0	0	0	0	100	0

Table 2a. Perceptions about the seriousness of road safety problems: Drivers and passengers not wearing seatbelts – *by country*

QUESTION: Q2_A. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]? - Drivers/passengers not wearing seatbelts





























	Total N	% A major safety problem	% A minor safety problem	% Not a problem	% DK/NA
 EU27	25629	74.3	18.1	6.3	1.3
COUNTRY					
 Belgium	1002	75	16.1	7.2	1.7
 Bulgaria	1002	75.3	15.9	4.1	4.7
 Czech Rep.	1005	69.8	22.9	5.7	1.6
 Denmark	1015	53	31.3	13.4	2.3
 Germany	1002	76.5	16	6.5	1
 Estonia	1010	71.8	19.4	7	1.8
 Greece	1004	89.1	7.8	2.6	0.5
 Spain	1004	89	8.8	2.2	0
 France	1003	86	9.9	4	0.1
 Ireland	1000	47.3	36.6	15.3	0.8
 Italy	1022	84.4	10.2	5.3	0.2
 Cyprus	501	84.2	10.3	3.4	2
 Latvia	1000	55.5	26.1	11.6	6.8
 Lithuania	1001	53.6	33.9	7.7	4.9
 Luxembourg	500	63.9	24.5	11.2	0.4
 Hungary	1011	70.1	22.3	6.2	1.4
 Malta	506	72	19.8	4.7	3.5
 Netherlands	1008	60.8	27.6	10.9	0.7
 Austria	1009	72.9	16.6	8.1	2.4
 Poland	1003	63.7	25.2	8.4	2.7
 Portugal	1007	76.4	16.7	3	3.8
 Romania	1008	74.3	17.5	3	5.3
 Slovenia	1002	54	26.5	17.2	2.2
 Slovakia	1002	69.8	21.7	6.8	1.6
 Finland	1000	61.6	31.5	5.9	1
 Sweden	1000	46.9	38.9	13.1	1.1
 United Kingdom	1002	58.8	30.4	9.7	1.1

Table 2b. Perceptions about the seriousness of road safety problems: Drivers and passengers not wearing seatbelts – *by segment*

QUESTION: Q2_A. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]? - Drivers/passengers not wearing seatbelts







	Total N	% A major safety problem	% A minor safety problem	% Not a problem	% DK/NA
EU27	25629	74.3	18.1	6.3	1.3
 SEX					
Male	12399	70.2	20.5	8.4	0.9
Female	13230	78.2	15.8	4.4	1.6
 AGE					
15 - 24	3493	72.2	22.6	4.7	0.6
25 - 39	6313	73.8	18.8	7	0.4
40 - 54	6715	72.6	19.1	7.3	1
55 +	8881	77.1	15.1	5.6	2.2
 EDUCATION (end of)					
Until 15 years of age	4185	77.5	13.5	6.4	2.6
16 - 20	11151	75.1	17.8	6.1	1
20 +	7301	72	20.2	7.1	0.7
Still in education	2410	72.3	22.5	4.5	0.6
 URBANISATION					
Metropolitan	4619	71.3	20	7.6	1.1
Urban	11037	75.4	17.3	6.1	1.2
Rural	9915	74.5	18	6	1.4
 OCCUPATION					
Self-employed	2344	68.2	20.2	10.6	1
Employee	8947	72.5	20.4	6.6	0.5
Manual worker	2190	76.5	17.1	5.4	1
Not working	12091	76.5	16.1	5.4	1.9
 DRIVERS					
Frequent drivers	12553	74	18.4	7.3	0.4
Occasional drivers	5066	72.1	20.1	6.6	1.2
Non-drivers	7942	76.4	16.3	4.7	2.6

Table 3a. Perceptions about the seriousness of road safety problems: People driving under the influence of alcohol – *by country*

QUESTION: Q2_B. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]? - People driving under the influence of alcohol





























	Total N	% A major safety problem	% A minor safety problem	% Not a problem	% DK/NA
 EU27	25629	93.8	4.8	0.8	0.6
COUNTRY					
 Belgium	1002	91.6	6.3	1	1.1
 Bulgaria	1002	98.6	0.5	0	0.9
 Czech Rep.	1005	88.4	8.5	2.3	0.8
 Denmark	1015	83.7	13.6	2	0.7
 Germany	1002	93.9	4.5	1.2	0.4
 Estonia	1010	95.1	3.3	0.9	0.7
 Greece	1004	98.5	1.1	0.1	0.3
 Spain	1004	98.9	1	0.1	0
 France	1003	98.2	1.3	0.3	0.2
 Ireland	1000	62	31.4	4.9	1.6
 Italy	1022	99.2	0.5	0	0.3
 Cyprus	501	98.3	1.3	0.3	0.2
 Latvia	1000	93.4	4.2	1	1.4
 Lithuania	1001	93.4	3.3	0.6	2.7
 Luxembourg	500	87.9	10.8	1.2	0.2
 Hungary	1011	96.6	2.4	0.6	0.4
 Malta	506	96.7	2.4	0.1	0.8
 Netherlands	1008	91.1	7.8	0.8	0.3
 Austria	1009	90.1	6.5	1.8	1.6
 Poland	1003	97.1	2.2	0.2	0.4
 Portugal	1007	95.6	1	0.1	3.3
 Romania	1008	96.5	1.2	0.1	2.1
 Slovenia	1002	91.1	6.8	1	1.1
 Slovakia	1002	96	2.8	0.6	0.6
 Finland	1000	93.1	6.6	0.1	0.2
 Sweden	1000	87.2	11.7	0.7	0.4
 United Kingdom	1002	81	15.8	2.2	1

Table 3b. Perceptions about the seriousness of road safety problems: People driving under the influence of alcohol – *by segment*

QUESTION: Q2_B. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]? - People driving under the influence of alcohol







	Total N	% A major safety problem	% A minor safety problem	% Not a problem	% DK/NA
EU27	25629	93.8	4.8	0.8	0.6
 SEX					
Male	12399	92.6	5.9	1.1	0.3
Female	13230	94.9	3.7	0.5	0.9
 AGE					
15 - 24	3493	94.8	4.5	0.4	0.4
25 - 39	6313	93.8	5.3	0.7	0.1
40 - 54	6715	93.2	5.5	0.7	0.5
55 +	8881	94.2	3.9	0.8	1.1
 EDUCATION (end of)					
Until 15 years of age	4185	94.1	3.6	0.8	1.5
16 - 20	11151	94.5	4.3	0.7	0.4
20 +	7301	92.3	6.5	0.9	0.3
Still in education	2410	95.3	4.3	0.2	0.2
 URBANISATION					
Metropolitan	4619	93.2	5.4	1	0.5
Urban	11037	94.3	4.5	0.6	0.6
Rural	9915	93.6	4.9	0.8	0.6
 OCCUPATION					
Self-employed	2344	92.6	6.2	1.1	0.1
Employee	8947	92.5	6.2	0.9	0.4
Manual worker	2190	94.5	4.5	0.3	0.7
Not working	12091	94.9	3.6	0.6	0.9
 DRIVERS					
Frequent drivers	12553	93.5	5.4	0.8	0.3
Occasional drivers	5066	92.8	6	0.8	0.3
Non-drivers	7942	95	3.1	0.7	1.2

Table 4a. Perceptions about the seriousness of road safety problems: Drivers exceeding the speed limits – *by country*

QUESTION: Q2_C. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]? - Drivers exceeding the speed limits





























	Total N	% A major safety problem	% A minor safety problem	% Not a problem	% DK/NA
 EU27	25629	77.8	18.8	2.1	1.4
COUNTRY					
 Belgium	1002	76.7	16.3	5.2	1.8
 Bulgaria	1002	92.3	6.2	0.4	1.1
 Czech Rep.	1005	79.9	16.7	2.3	1.1
 Denmark	1015	69.3	27.1	2.6	0.9
 Germany	1002	70.2	26.4	2.3	1.1
 Estonia	1010	77.3	19.5	2	1.2
 Greece	1004	87.7	10.2	0.8	1.3
 Spain	1004	91.2	8.3	0.5	0.1
 France	1003	69.6	24	2.7	3.7
 Ireland	1000	77.9	19	2.4	0.8
 Italy	1022	90.9	7.9	0.8	0.4
 Cyprus	501	94.1	5.6	0.3	0
 Latvia	1000	74.9	19	3.5	2.5
 Lithuania	1001	84.2	11.4	1.2	3.2
 Luxembourg	500	76.3	19.6	3	1.1
 Hungary	1011	80.6	16.4	1.8	1.2
 Malta	506	88.8	9.7	0.6	0.9
 Netherlands	1008	55.9	38.3	5	0.8
 Austria	1009	59.9	33.5	2.4	4.1
 Poland	1003	79.8	17.3	2.1	0.8
 Portugal	1007	86.7	9.7	0.2	3.4
 Romania	1008	86.8	9.3	0.6	3.3
 Slovenia	1002	87.2	10.1	1.8	1
 Slovakia	1002	85	12.4	1.9	0.7
 Finland	1000	63.6	34.1	1.9	0.4
 Sweden	1000	51.9	44.2	2.7	1.2
 United Kingdom	1002	75.4	20.6	3.5	0.5

Table 4b. Perceptions about the seriousness of road safety problems: Drivers exceeding the speed limits – *by segment*

QUESTION: Q2_C. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]? - Drivers exceeding the speed limits







	Total N	% A major safety problem	% A minor safety problem	% Not a problem	% DK/NA
EU27	25629	77.8	18.8	2.1	1.4
 SEX					
Male	12399	70.4	25.2	3.1	1.3
Female	13230	84.7	12.8	1.1	1.4
 AGE					
15 - 24	3493	70.2	26.4	2.6	0.8
25 - 39	6313	77	19.9	2.3	0.8
40 - 54	6715	77	20	1.7	1.2
55 +	8881	82.1	14	1.8	2
 EDUCATION (end of)					
Until 15 years of age	4185	84.5	12.1	1.9	1.5
16 - 20	11151	78.2	18.3	2.1	1.4
20 +	7301	74.7	21.8	2.3	1.2
Still in education	2410	72.3	25.6	1.2	0.9
 URBANISATION					
Metropolitan	4619	75.7	20.2	2.5	1.5
Urban	11037	79.2	17.8	1.9	1.1
Rural	9915	77.1	19.2	2.1	1.6
 OCCUPATION					
Self-employed	2344	69.1	27.3	2.6	1
Employee	8947	75.6	21.6	1.9	0.9
Manual worker	2190	76.9	18.8	2.8	1.5
Not working	12091	81.2	15.1	2	1.7
 DRIVERS					
Frequent drivers	12553	74.4	22.1	2.2	1.3
Occasional drivers	5066	72.9	23.2	2.7	1.1
Non-drivers	7942	86.2	10.7	1.5	1.6

Table 5a. Perceptions about the seriousness of road safety problems: People driving while talking on a mobile phone without a hands-free kit – *by country*

QUESTION: Q2_D. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]? - People driving while talking on a mobile phone without a hands-free kit





























	Total N	% A major safety problem	% A minor safety problem	% Not a problem	% DK/NA
 EU27	25629	75.9	20.5	2.5	1.1
COUNTRY					
 Belgium	1002	80.9	13.7	4.2	1.3
 Bulgaria	1002	70.9	24	2.1	3
 Czech Rep.	1005	65.6	28.2	4	2.2
 Denmark	1015	73.6	24.5	1.2	0.6
 Germany	1002	66.5	30	3.1	0.4
 Estonia	1010	49.2	38.9	8.2	3.7
 Greece	1004	84	15.1	0.3	0.6
 Spain	1004	89.9	8.8	0.4	0.8
 France	1003	78.4	18.9	2.3	0.4
 Ireland	1000	76.5	20.4	2.7	0.5
 Italy	1022	88.5	10.3	0.9	0.3
 Cyprus	501	82.3	16.2	1.2	0.4
 Latvia	1000	51.5	36	8.5	4
 Lithuania	1001	45	43.6	6.8	4.7
 Luxembourg	500	72	24.5	3.2	0.3
 Hungary	1011	76	20.4	2.4	1.3
 Malta	506	87.1	11	0.9	1.1
 Netherlands	1008	70.9	23	5.2	1
 Austria	1009	64.4	29.6	4.1	1.8
 Poland	1003	66.4	26.3	5.2	2
 Portugal	1007	87.4	8	0.9	3.7
 Romania	1008	64.7	26.4	2.7	6.2
 Slovenia	1002	73.1	22.2	3.6	1.1
 Slovakia	1002	74.6	19	4.9	1.5
 Finland	1000	47.2	46.5	5.6	0.7
 Sweden	1000	68.2	28.8	1.8	1.3
 United Kingdom	1002	81.2	16.9	1.4	0.4

Table 5b. Perceptions about the seriousness of road safety problems: People driving while talking on a mobile phone without a hands-free kit – *by segment*

QUESTION: Q2_D. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]? - People driving while talking on a mobile phone without a hands-free kit







	Total N	% A major safety problem	% A minor safety problem	% Not a problem	% DK/NA
EU27	25629	75.9	20.5	2.5	1.1
 SEX					
Male	12399	71.5	24.4	3.4	0.7
Female	13230	79.9	16.9	1.6	1.5
 AGE					
15 - 24	3493	56.5	38.3	4.5	0.7
25 - 39	6313	73.5	23.1	3	0.4
40 - 54	6715	78.4	19	1.8	0.8
55 +	8881	83.2	13	1.7	2
 EDUCATION (end of)					
Until 15 years of age	4185	85	11.4	0.9	2.7
16 - 20	11151	77.7	19.2	2.3	0.7
20 +	7301	74.5	22.2	2.7	0.6
Still in education	2410	54.8	39.6	4.9	0.7
 URBANISATION					
Metropolitan	4619	74.8	21.7	2.7	0.8
Urban	11037	77.6	19.4	2.1	0.9
Rural	9915	74.5	21.4	2.7	1.5
 OCCUPATION					
Self-employed	2344	69.7	24.5	4.6	1.2
Employee	8947	75.6	22.1	2	0.3
Manual worker	2190	77.1	19.2	2.7	1.1
Not working	12091	77	18.9	2.3	1.7
 DRIVERS					
Frequent drivers	12553	76.9	20.3	2.5	0.4
Occasional drivers	5066	75.1	22.1	2.4	0.4
Non-drivers	7942	75	19.7	2.5	2.7

Table 6a. Perceptions about the seriousness of road safety problems: People driving while talking on a hands-free mobile phone – *by country*

QUESTION: Q2_E. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]? - People driving while talking on a hands-free mobile phone





























	Total N	% A major safety problem	% A minor safety problem	% Not a problem	% DK/NA
 EU27	25629	25.5	50.3	21.8	2.4
COUNTRY					
 Belgium	1002	40	35.3	22.7	1.9
 Bulgaria	1002	25.4	38.4	27.8	8.4
 Czech Rep.	1005	32.4	36.6	27.3	3.7
 Denmark	1015	20.7	54.7	22.6	2
 Germany	1002	10.5	61	27.4	1.1
 Estonia	1010	15.7	42.5	35.8	6
 Greece	1004	38.4	50.4	9.4	1.8
 Spain	1004	37.2	53.3	8.2	1.3
 France	1003	31	51.7	14.9	2.3
 Ireland	1000	30.3	52.3	14.2	3.2
 Italy	1022	31	41.3	26.8	0.9
 Cyprus	501	20.4	54.3	23.9	1.4
 Latvia	1000	20.7	39.4	33.2	6.8
 Lithuania	1001	11	36.9	45.1	7
 Luxembourg	500	16.5	60.6	21.1	1.8
 Hungary	1011	22.1	44.9	30.6	2.4
 Malta	506	31.5	41.8	23.7	2.9
 Netherlands	1008	21.3	49	28.3	1.3
 Austria	1009	12.6	53.9	30.4	3.1
 Poland	1003	13.8	47.2	34.7	4.3
 Portugal	1007	30.4	52.9	11.5	5.2
 Romania	1008	31.2	34.2	25	9.6
 Slovenia	1002	18.9	48.8	29.7	2.6
 Slovakia	1002	41	32.1	23.8	3.1
 Finland	1000	7.4	62.1	29	1.5
 Sweden	1000	18.7	63.9	15.7	1.7
 United Kingdom	1002	31.2	54.8	12.6	1.4

Table 6b. Perceptions about the seriousness of road safety problems: People driving while talking on a hands-free mobile phone – *by segment*

QUESTION: Q2_E. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]? - People driving while talking on a hands-free mobile phone







	Total N	% A major safety problem	% A minor safety problem	% Not a problem	% DK/NA
EU27	25629	25.5	50.3	21.8	2.4
 SEX					
Male	12399	22.1	50.9	25.3	1.6
Female	13230	28.6	49.7	18.5	3.1
 AGE					
15 - 24	3493	14.5	53.4	31.5	0.6
25 - 39	6313	21.3	53.7	24.3	0.8
40 - 54	6715	26.1	52.2	20.2	1.6
55 +	8881	31.9	45.6	17.6	4.9
 EDUCATION (end of)					
Until 15 years of age	4185	35.2	44.2	15.4	5.2
16 - 20	11151	26.2	49.5	22.3	2
20 +	7301	22	54.5	22.1	1.4
Still in education	2410	14.2	55.1	29.9	0.8
 URBANISATION					
Metropolitan	4619	24.7	51	22.4	1.8
Urban	11037	26.6	50.6	20.7	2.1
Rural	9915	24.5	49.8	22.7	3
 OCCUPATION					
Self-employed	2344	17.9	54.7	25.8	1.7
Employee	8947	22.2	54.9	22.3	0.7
Manual worker	2190	27.1	49.3	21.7	1.9
Not working	12091	29	46.4	20.7	3.9
 DRIVERS					
Frequent drivers	12553	22.4	53.6	23	1
Occasional drivers	5066	24.2	51.7	22.1	2
Non-drivers	7942	30.9	44.5	19.7	4.9

Table 7a. Road safety problems that should receive more attention from national governments: Drivers and passengers not wearing seatbelts – *by country*

QUESTION: Q3_A. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not? - Drivers/passengers not wearing seatbelts

Base: all except those who do not consider the issue to be a problem





























	Total N	% Government should do more	% Government is doing enough	% DK/NA
 EU27	24010	47.8	47.9	4.3
COUNTRY				
 Belgium	930	63	33.4	3.5
 Bulgaria	961	58.7	34.6	6.8
 Czech Rep.	948	59.6	35.2	5.2
 Denmark	879	37.6	58.6	3.8
 Germany	937	37.1	60	2.9
 Estonia	939	43.1	52	4.9
 Greece	978	67.8	30.4	1.8
 Spain	982	49.7	48.5	1.8
 France	963	33	62.7	4.3
 Ireland	847	59	39.8	1.3
 Italy	968	64.7	33	2.4
 Cyprus	484	58.4	38.8	2.8
 Latvia	884	47.1	43.3	9.6
 Lithuania	924	39.5	50.6	9.8
 Luxembourg	444	46.6	51.7	1.6
 Hungary	949	51.8	41.2	7
 Malta	482	55.9	39.9	4.2
 Netherlands	898	35.1	61.5	3.4
 Austria	928	42.9	51.5	5.6
 Poland	918	47.5	42.7	9.7
 Portugal	977	41.9	49.6	8.5
 Romania	978	65.5	23	11.5
 Slovenia	829	46.9	49	4.1
 Slovakia	934	60.2	34.9	4.9
 Finland	941	40.8	56	3.2
 Sweden	869	40.2	56.4	3.5
 United Kingdom	905	48.4	48.5	3.1

Table 7b. Road safety problems that should receive more attention from national governments: Drivers and passengers not wearing seatbelts – *by segment*

QUESTION: Q3_A. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not? - Drivers/passengers not wearing seatbelts

Base: all except those who do not consider the issue to be a problem







	Total N	% Government should do more	% Government is doing enough	% DK/NA
EU27	24010	47.8	47.9	4.3
 SEX				
Male	11356	44.3	52.5	3.2
Female	12653	50.9	43.8	5.3
 AGE				
15 - 24	3330	48.4	49.8	1.7
25 - 39	5871	47.9	49.5	2.7
40 - 54	6222	45.2	51.6	3.1
55 +	8386	49.6	43.2	7.1
 EDUCATION (end of)				
Until 15 years of age	3915	55	38	7.1
16 - 20	10470	48.9	47.3	3.8
20 +	6783	41.8	54.5	3.6
Still in education	2302	47.3	50.6	2.1
 URBANISATION				
Metropolitan	4268	46.3	49.6	4
Urban	10365	49.9	45.9	4.2
Rural	9320	46	49.4	4.5
 OCCUPATION				
Self-employed	2096	41.9	54.6	3.5
Employee	8354	43.9	53.3	2.8
Manual worker	2072	51.6	45.9	2.5
Not working	11436	51	43.2	5.9
 DRIVERS				
Frequent drivers	11642	43.3	54	2.7
Occasional drivers	4729	45.7	50.7	3.6
Non-drivers	7572	56	37	7

Table 8a. Road safety problems that should receive more attention from national governments: People driving under the influence of alcohol – *by country*

QUESTION: Q3_B. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not? - People driving under the influence of alcohol

Base: all except those who do not consider the issue to be a problem





























	Total N	% Government should do more	% Government is doing enough	% DK/NA
 EU27	25431	71	26.7	2.3
COUNTRY				
 Belgium	992	68.1	28.6	3.4
 Bulgaria	1002	81.6	15.5	2.9
 Czech Rep.	981	74.6	21.7	3.7
 Denmark	995	66.9	29.9	3.1
 Germany	990	67.8	31.1	1.1
 Estonia	1001	66.1	30.7	3.2
 Greece	1003	78.3	19.5	2.2
 Spain	1003	69.5	30	0.6
 France	1000	64.6	33	2.5
 Ireland	951	65.3	33.4	1.3
 Italy	1022	73.8	24.5	1.7
 Cyprus	500	73	25	1.9
 Latvia	990	69.3	25.9	4.8
 Lithuania	995	74.1	19.5	6.4
 Luxembourg	494	58.2	40	1.8
 Hungary	1005	67.9	27.2	4.8
 Malta	505	81.9	13.8	4.3
 Netherlands	1000	66.7	31.3	2
 Austria	991	63.9	32.7	3.4
 Poland	1001	79.7	17.1	3.2
 Portugal	1006	52.4	39.8	7.8
 Romania	1007	82.2	11.8	6
 Slovenia	992	69.1	28.8	2
 Slovakia	996	71.9	25.3	2.8
 Finland	999	78.3	20	1.7
 Sweden	993	80.4	18.2	1.4
 United Kingdom	980	72.3	26.1	1.5

Table 8b. Road safety problems that should receive more attention from national governments: People driving under the influence of alcohol – *by segment*

QUESTION: Q3_B. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not? - People driving under the influence of alcohol

Base: all except those who do not consider the issue to be a problem







	Total N	% Government should do more	% Government is doing enough	% DK/NA
EU27	25431	71	26.7	2.3
 SEX				
Male	12264	67.1	31.2	1.7
Female	13167	74.6	22.6	2.8
 AGE				
15 - 24	3481	74.1	24.6	1.3
25 - 39	6267	71.1	27.6	1.4
40 - 54	6669	70.1	28.5	1.4
55 +	8809	70.4	25.7	3.9
 EDUCATION (end of)				
Until 15 years of age	4152	72.7	23.5	3.8
16 - 20	11071	72.1	26	2
20 +	7232	67.3	30.8	1.9
Still in education	2406	74.1	24.8	1.1
 URBANISATION				
Metropolitan	4573	70.4	27.5	2.1
Urban	10972	71.9	26	2.1
Rural	9833	70.2	27.3	2.6
 OCCUPATION				
Self-employed	2318	64.4	33.9	1.8
Employee	8862	69.9	28.9	1.1
Manual worker	2183	71.5	26.6	1.9
Not working	12013	72.9	23.8	3.3
 DRIVERS				
Frequent drivers	12455	68	30.6	1.4
Occasional drivers	5024	69.9	27.9	2.2
Non-drivers	7886	76.4	19.9	3.7

Table 9a. Road safety problems that should receive more attention from national governments: Drivers exceeding the speed limits – *by country*

QUESTION: Q3_C. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not? - Drivers exceeding the speed limits

Base: all except those who do not consider the issue to be a problem





























	Total N	% Government should do more	% Government is doing enough	% DK/NA
 EU27	25091	55.6	41.6	2.8
COUNTRY				
 Belgium	950	64.2	32.9	2.9
 Bulgaria	998	73.7	22.6	3.7
 Czech Rep.	982	71.3	25.5	3.3
 Denmark	988	51.9	45.5	2.6
 Germany	978	44.5	53.3	2.2
 Estonia	990	52.3	44.5	3.2
 Greece	996	73.7	23.9	2.3
 Spain	999	63.8	35.2	1
 France	976	37.2	59.6	3.2
 Ireland	976	68.9	30	1.1
 Italy	1014	70.3	28	1.7
 Cyprus	499	70.2	28.6	1.2
 Latvia	965	60.8	33.5	5.7
 Lithuania	989	62.3	30.1	7.7
 Luxembourg	485	55.8	42.6	1.5
 Hungary	992	59.4	35.7	4.9
 Malta	503	70	26.4	3.6
 Netherlands	957	41.6	56.9	1.5
 Austria	985	46	48.8	5.3
 Poland	982	59.9	35.8	4.3
 Portugal	1004	48.7	43.1	8.1
 Romania	1002	73.2	18.8	8
 Slovenia	984	65.6	30.8	3.6
 Slovakia	983	68.3	28.7	3
 Finland	981	45.7	52.5	1.8
 Sweden	973	47.6	48.4	4
 United Kingdom	967	54	45	1

Table 9b. Road safety problems that should receive more attention from national governments: Drivers exceeding the speed limits – *by segment*

QUESTION: Q3_C. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not? - Drivers exceeding the speed limits

Base: all except those who do not consider the issue to be a problem







	Total N	% Government should do more	% Government is doing enough	% DK/NA
EU27	25091	55.6	41.6	2.8
 SEX				
Male	12012	49.8	48.2	2
Female	13079	61	35.5	3.5
 AGE				
15 - 24	3402	51.5	47.3	1.2
25 - 39	6165	54.6	44.1	1.3
40 - 54	6598	54.9	43.1	2
55 +	8718	58.7	36.4	5
 EDUCATION (end of)				
Until 15 years of age	4107	63.3	31.8	4.9
16 - 20	10911	56	41.4	2.5
20 +	7130	51.4	46.3	2.2
Still in education	2381	52.7	46.3	0.9
 URBANISATION				
Metropolitan	4501	55.1	42.7	2.3
Urban	10832	57.6	39.8	2.6
Rural	9707	53.7	43.2	3.2
 OCCUPATION				
Self-employed	2282	48.2	50.2	1.6
Employee	8776	51.4	46.9	1.7
Manual worker	2129	54.3	43.3	2.5
Not working	11851	60.4	35.7	3.9
 DRIVERS				
Frequent drivers	12274	49.1	49.3	1.6
Occasional drivers	4929	53.6	43.3	3.1
Non-drivers	7821	67	28.6	4.4

Table 10a. Road safety problems that should receive more attention from national governments: People driving while talking on a mobile phone without a hands-free kit – *by country*

QUESTION: Q3_D. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not? - People driving while talking on a mobile phone without a hands-free kit

Base: all except those who do not consider the issue to be a problem





























	Total N	% Government should do more	% Government is doing enough	% DK/NA
 EU27	24994	59.1	36.7	4.2
COUNTRY				
 Belgium	960	66.3	30.5	3.2
 Bulgaria	981	59.5	29.7	10.9
 Czech Rep.	965	62.6	33.2	4.2
 Denmark	1003	59.7	37.4	3
 Germany	971	51.3	46	2.7
 Estonia	927	40.3	49.5	10.2
 Greece	1001	72.8	23.7	3.5
 Spain	1000	58.1	40.2	1.7
 France	980	50.8	44.8	4.4
 Ireland	973	73.9	24.3	1.8
 Italy	1012	68.2	29.2	2.6
 Cyprus	495	62.3	34.6	3.1
 Latvia	915	49.6	40.3	10.1
 Lithuania	933	45.4	40.6	14
 Luxembourg	484	61.5	35.7	2.8
 Hungary	987	56.3	37.4	6.2
 Malta	502	69	25.5	5.5
 Netherlands	956	55.7	41.5	2.8
 Austria	968	54	41.2	4.7
 Poland	950	49.9	41.9	8.2
 Portugal	998	48	43.4	8.7
 Romania	981	58.3	26.3	15.4
 Slovenia	966	60.2	35.7	4.1
 Slovakia	953	63.2	32.2	4.6
 Finland	944	39.5	55.9	4.6
 Sweden	982	67.7	30	2.3
 United Kingdom	988	75.6	22.9	1.4

Table 10b. Road safety problems that should receive more attention from national governments: People driving while talking on a mobile phone without a hands-free kit – *by segment*

QUESTION: Q3_D. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not? - People driving while talking on a mobile phone without a hands-free kit

Base: all except those who do not consider the issue to be a problem







	Total N	% Government should do more	% Government is doing enough	% DK/NA
EU27	24994	59.1	36.7	4.2
 SEX				
Male	11978	56.8	40	3.2
Female	13016	61.3	33.6	5.1
 AGE				
15 - 24	3335	51.3	46.1	2.6
25 - 39	6124	57.1	40.9	2
40 - 54	6596	59.2	37	3.8
55 +	8725	63.3	30.1	6.6
 EDUCATION (end of)				
Until 15 years of age	4149	65.5	27.8	6.7
16 - 20	10889	60.4	35.5	4.1
20 +	7101	55.9	40.8	3.2
Still in education	2293	50.3	47.4	2.3
 URBANISATION				
Metropolitan	4492	59.2	37.6	3.1
Urban	10803	60.5	35.5	3.9
Rural	9648	57.4	37.6	5
 OCCUPATION				
Self-employed	2235	49.8	45.9	4.3
Employee	8765	57.6	40	2.4
Manual worker	2130	57.4	38.7	3.9
Not working	11810	62.3	32.1	5.6
 DRIVERS				
Frequent drivers	12240	57.4	40.3	2.3
Occasional drivers	4946	58.3	37.3	4.4
Non-drivers	7740	62.4	30.6	7

Table 11a. Road safety problems that should receive more attention from national governments: People driving while talking on a hands-free mobile phone – *by country*

QUESTION: Q3_E. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not? - People driving while talking on a hands-free mobile phone

Base: all except those who do not consider the issue to be a problem





























	Total N	% Government should do more	% Government is doing enough	% DK/NA
 EU27	20048	34.3	59	6.7
COUNTRY				
 Belgium	774	60.5	34.1	5.4
 Bulgaria	723	39.6	42.8	17.6
 Czech Rep.	731	48.5	44	7.5
 Denmark	785	29.1	66.3	4.6
 Germany	727	14.5	80.5	5
 Estonia	648	25.8	57.8	16.4
 Greece	910	48.9	44.6	6.5
 Spain	922	33.9	63.1	2.9
 France	854	26.9	64.8	8.4
 Ireland	858	44.2	52.5	3.3
 Italy	748	53.3	42.7	4.1
 Cyprus	381	40.9	54.9	4.2
 Latvia	668	36.2	50.1	13.7
 Lithuania	549	29.6	50.8	19.6
 Luxembourg	394	27.1	67.4	5.5
 Hungary	702	40.7	52	7.4
 Malta	386	45.2	41.7	13
 Netherlands	723	31.3	63.6	5
 Austria	702	24.8	67.1	8.2
 Poland	655	25.9	62	12.1
 Portugal	891	31.1	57.2	11.7
 Romania	756	52.8	27.6	19.6
 Slovenia	704	29.4	62.1	8.5
 Slovakia	764	61.1	31	7.8
 Finland	710	11.5	83	5.5
 Sweden	843	33.5	61.4	5.1
 United Kingdom	876	38.6	57.7	3.7

Table 11b. Road safety problems that should receive more attention from national governments: People driving while talking on a hands-free mobile phone – *by segment*

QUESTION: Q3_E. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not? - People driving while talking on a hands-free mobile phone

Base: all except those who do not consider the issue to be a problem







	Total N	% Government should do more	% Government is doing enough	% DK/NA
EU27	20048	34.3	59	6.7
 SEX				
Male	9264	32	62.2	5.7
Female	10784	36.1	56.3	7.6
 AGE				
15 - 24	2393	24.3	71.7	4.1
25 - 39	4781	31.3	65.5	3.1
40 - 54	5361	32.4	62.1	5.5
55 +	7318	40.4	48.8	10.7
 EDUCATION (end of)				
Until 15 years of age	3539	42.1	48	9.9
16 - 20	8668	35.4	58.2	6.4
20 +	5687	29.4	65.1	5.5
Still in education	1690	25.3	71.1	3.7
 URBANISATION				
Metropolitan	3584	33.2	61	5.9
Urban	8748	37	56.9	6.1
Rural	7668	31.7	60.6	7.7
 OCCUPATION				
Self-employed	1740	28.2	66.4	5.5
Employee	6954	28.1	67.3	4.6
Manual worker	1715	35.6	59.9	4.5
Not working	9591	39.5	51.6	8.9
 DRIVERS				
Frequent drivers	9666	30.3	65.5	4.2
Occasional drivers	3945	31.1	61.9	7
Non-drivers	6379	42	47.7	10.3

Table 12a. Measures that national governments should focus on to improve road safety – *first mentions – by country*

QUESTION: Q4a. In order to improve road safety, which measure should [OUR COUNTRY] government focus on firstly?





























	Total N	% Improve the enforcement of traffic laws	% Deal equally forcefully with resident and foreign traffic offenders	% Improve road infrastructure safety	% Initiate more road safety awareness campaigns	% Introduce periodic driver re-training for all drivers	% DK/NA
 EU27	25629	22.2	16.5	31.3	12.9	12.8	4.3
COUNTRY							
 Belgium	1002	19.1	18	27.2	16	10.1	9.6
 Bulgaria	1002	25.3	9.2	54	2.7	6.1	2.7
 Czech Rep.	1005	32.5	22.1	29.1	8.1	5.6	2.5
 Denmark	1015	30.6	3.4	28.2	17.2	12.7	7.9
 Germany	1002	25.2	16.6	27.7	9.9	15.8	4.8
 Estonia	1010	25	11.4	40.4	13.5	5.7	3.9
 Greece	1004	18.5	6.5	47.8	14.2	10.8	2.2
 Spain	1004	14.8	11.6	41.5	13.5	14.9	3.6
 France	1003	17.5	24.8	19.3	15.3	20.7	2.4
 Ireland	1000	28.2	11.6	28	15	12	5.1
 Italy	1022	30.3	21.6	24.7	15.1	4.2	4
 Cyprus	501	22.9	16	18.3	18	17.9	6.8
 Latvia	1000	13.7	12.4	56.7	9.9	3.9	3.4
 Lithuania	1001	31.6	14.4	25.7	11	8.4	8.9
 Luxembourg	500	26.7	22.7	17.5	15	12.6	5.6
 Hungary	1011	27.8	24.4	31.5	6.7	8.2	1.3
 Malta	506	28.2	8	36.1	15.3	9.8	2.6
 Netherlands	1008	20.9	21.6	21.4	21	11.1	3.9
 Austria	1009	24.2	33.5	13.5	10.2	11.1	7.4
 Poland	1003	20.3	5.6	58.2	8.7	4.6	2.6
 Portugal	1007	15.9	8.2	29.8	21.3	14.4	10.5
 Romania	1008	21.6	4	52	6	9.1	7.3
 Slovenia	1002	13.8	9.3	35.8	20.1	17	4
 Slovakia	1002	21.9	13.9	37.9	14.9	9.4	2.1
 Finland	1000	18.5	14.2	37.5	17.2	8.8	3.8
 Sweden	1000	19.5	13.8	30.1	17.5	11.8	7.3
 United Kingdom	1002	20	18.5	22.2	14.7	19.7	4.9

Table 12b. Measures that national governments should focus on to improve road safety – *first mentions – by segment*

QUESTION: Q4a. In order to improve road safety, which measure should [OUR COUNTRY] government focus on firstly?







	Total N	% Improve the enforcement of traffic laws	% Deal equally forcefully with resident and foreign traffic offenders	% Improve road infrastructure safety	% Initiate more road safety awareness campaigns	% Introduce periodic driver re-training for all drivers	% DK/NA
EU27	25629	22.2	16.5	31.3	12.9	12.8	4.3
 SEX							
Male	12399	21.2	15.9	36.3	12	11.3	3.4
Female	13230	23.1	17	26.7	13.8	14.2	5.2
 AGE							
15 - 24	3493	21.2	15.8	28.8	15.8	16.4	2
25 - 39	6313	22.2	15.7	33.8	12.1	13.8	2.5
40 - 54	6715	20.6	16.8	33.1	12.6	13.5	3.4
55 +	8881	23.7	16.9	29.5	12.6	10.2	7.1
 EDUCATION (end of)							
Until 15 years of age	4185	22.4	18.7	28.5	11.7	10.2	8.6
16 - 20	11151	20.6	18.3	31.8	12.4	13.4	3.5
20 +	7301	24.3	13.1	34	13.3	12.5	2.9
Still in education	2410	22.9	16.1	28.1	15.4	15.1	2.3
 URBANISATION							
Metropolitan	4619	22.9	14.7	33.5	13.1	12.3	3.6
Urban	11037	23.2	15.3	32.1	13.4	12.1	3.9
Rural	9915	20.7	18.6	29.5	12.4	13.8	5.1
 OCCUPATION							
Self-employed	2344	16	15.7	40.5	12	11.9	3.8
Employee	8947	21.6	14.9	32.1	12.8	16.2	2.5
Manual worker	2190	22.4	21	32.1	11.7	10.3	2.5
Not working	12091	23.8	16.9	28.8	13.5	10.9	6.1
 DRIVERS							
Frequent drivers	12553	20.4	17.7	32.8	13.2	13.1	2.8
Occasional drivers	5066	24.2	17.1	31.2	13.6	10.4	3.6
Non-drivers	7942	23.6	14.1	29.2	12.2	13.8	7.1

Table 13a. Measures that national governments should focus on to improve road safety – *second mentions* – *by country*

QUESTION: Q4b. In order to improve road safety, which measure should [OUR COUNTRY] government focus on secondly?

Base: those who mentioned a measure firstly





























	Total N	% Improve the enforcement of traffic laws	% Deal equally forcefully with resident and foreign traffic offenders	% Improve road infrastructure safety	% Initiate more road safety awareness campaigns	% Introduce periodic driver re-training for all drivers	% DK/NA
 EU27	24517	21	19.9	21.6	18.2	14.1	5.2
COUNTRY							
 Belgium	906	19.6	20.3	19.9	17.6	14.6	7.9
 Bulgaria	975	26.6	19	21.4	14.8	14.1	4.1
 Czech Rep.	980	17.7	27.6	26.5	13.2	8.7	6.4
 Denmark	935	22.2	4.6	21.2	21.5	17.5	13
 Germany	954	17.1	23.7	22.8	15.3	15.5	5.6
 Estonia	970	23.1	15.1	23.9	22.5	9.5	5.9
 Greece	981	20.5	13.4	25.6	19.8	16.2	4.5
 Spain	968	19.5	17.1	24.1	16.1	19.8	3.4
 France	979	19	21.6	19.8	14.2	20.3	5.2
 Ireland	949	21	19.6	20.8	20.3	16.3	2
 Italy	982	24.5	24.4	22.2	19.9	5.8	3.2
 Cyprus	467	23	18.5	18.7	18.3	14.7	6.8
 Latvia	966	24.6	18.8	18.3	17.3	9.7	11.4
 Lithuania	912	23.9	16.7	23.9	15.7	12.5	7.3
 Luxembourg	472	22	21	15.6	18.8	17.6	4.9
 Hungary	998	24	22.1	23.2	13.4	14.3	3
 Malta	493	19.9	14.5	23	20.8	13.5	8.3
 Netherlands	969	20	23.4	18.9	20.2	10.5	7
 Austria	934	18.3	23	18.5	13.2	17.4	9.4
 Poland	977	27	13	22	24.2	9.2	4.6
 Portugal	901	19.4	9.3	22.3	26.2	17.3	5.6
 Romania	934	28.3	10.3	18.8	17.4	11.4	13.8
 Slovenia	962	15	15.1	23.6	18.2	18.2	9.9
 Slovakia	981	22.7	18.9	21.6	20.1	12.8	3.8
 Finland	962	21.9	18.1	20.8	23.9	11.6	3.7
 Sweden	927	18.5	20.8	19.2	21.4	11.6	8.5
 United Kingdom	952	20.5	20.1	19.5	22	14.9	3.1

Table 13b. Measures that national governments should focus on to improve road safety – *second mentions – by segment*

QUESTION: Q4b. In order to improve road safety, which measure should [OUR COUNTRY] government focus on secondly?

Base: those who mentioned a measure firstly













	Total N	% Improve the enforcement of traffic laws	% Deal equally forcefully with resident and foreign traffic offenders	% Improve road infrastructure safety	% Initiate more road safety awareness campaigns	% Introduce periodic driver re-training for all drivers	% DK/NA
EU27	24517	21	19.9	21.6	18.2	14.1	5.2
 SEX							
Male	11981	20.7	20.8	20.5	18.8	13.6	5.6
Female	12537	21.4	19.1	22.5	17.6	14.5	4.9
 AGE							
15 - 24	3422	21.5	18.3	18.5	21.6	16.9	3.1
25 - 39	6157	20.2	18.9	23.2	18.3	15.7	3.7
40 - 54	6490	20.5	21	21.4	18.1	14.6	4.3
55 +	8251	22	20.2	21.5	16.8	11.6	7.8
 EDUCATION (end of)							
Until 15 years of age	3825	21.4	20.4	22.8	18.2	10.9	6.3
16 - 20	10760	22	20.5	21.4	16.8	14	5.3
20 +	7090	19.9	19.5	21.9	18.8	15.2	4.8
Still in education	2354	19.5	17.9	19	23.4	17.3	2.8
 URBANISATION							
Metropolitan	4452	21.7	19.7	21.8	17.3	14.2	5.3
Urban	10605	21.7	19.2	22.4	18.9	13.3	4.5
Rural	9413	20	20.8	20.6	17.8	15	5.9
 OCCUPATION							
Self-employed	2253	20.2	23.8	19.1	16.9	13.4	6.6
Employee	8727	20.2	19.5	22.6	18.7	15.2	3.8
Manual worker	2135	20.4	18.9	23.4	19.2	13.1	4.9
Not working	11354	21.9	19.6	20.9	17.9	13.6	6
 DRIVERS							
Frequent drivers	12196	20.1	21.3	21.6	18.6	13.8	4.5
Occasional drivers	4885	21.8	19.4	22.1	18.7	13.3	4.8
Non-drivers	7375	22.1	17.8	21.3	17.1	15.2	6.5

Table 13c. Measures that national governments should focus on to improve road safety – *in total – by segment*

QUESTION: Q4a. In order to improve road safety, which measure should [OUR COUNTRY] government focus on firstly? Q4b. In order to improve road safety, which measure should [OUR COUNTRY] government focus on secondly?

Base: all respondents

(DK/NA not shown)

	Total N	% Improve the enforcement of traffic laws	% Deal equally forcefully with resident and foreign traffic offenders	% Improve road infrastructure safety	% Initiate more road safety awareness campaigns	% Introduce periodic driver re-training for all drivers
EU27	25629	42.3	35.5	51.9	30.3	26.3
 SEX						
Male	12399	41.2	36	56.1	30.2	24.5
Female	13230	43.4	35.1	48.1	30.5	28
 AGE						
15 - 24	3493	42.3	33.8	46.9	37	33
25 - 39	6313	41.9	34.2	56.4	30	29.1
40 - 54	6715	40.4	37.1	53.8	30.1	27.6
55 +	8881	44.1	35.7	49.5	28.3	20.9
 EDUCATION (end of)						
Until 15 years of age	4185	41.9	37.4	49.4	28.4	20.1
16 - 20	11151	41.8	38.1	52.5	28.6	26.9
20 +	7301	43.6	32	55.3	31.5	27.2
Still in education	2410	42	33.6	46.6	38.3	32
 URBANISATION						
Metropolitan	4619	43.8	33.7	54.5	29.7	26
Urban	11037	44.1	33.7	53.6	31.6	24.9
Rural	9915	39.7	38.3	49	29.3	28.1
 OCCUPATION						
Self-employed	2344	35.5	38.6	58.9	28.3	24.7
Employee	8947	41.3	33.9	54.1	31	31
Manual worker	2190	42.3	39.4	54.9	30.5	23.1
Not working	12091	44.4	35.3	48.4	30.3	23.7
 DRIVERS						
Frequent drivers	12553					
Occasional drivers	5066	41.2	36	56.1	30.2	24.5
Non-drivers	7942	43.4	35.1	48.1	30.5	28

II. Survey details

This general population survey “Road safety” (Flash Eurobarometer N° 301) was conducted for the European Commission, Directorate General Mobility and Transport, Unit D/3 “Road Safety”.

Telephone interviews were conducted in each country, with the exception of Bulgaria, the Czech Republic, Estonia, Latvia, Lithuania, Hungary, Poland, Romania and Slovakia where both telephone and face-to-face interviews were conducted (70% webCATI and 30% F2F interviews). Note: Flash Eurobarometer surveys systematically include mobile phones in samples in Austria, Finland, Italy, Portugal and Spain.

Telephone interviews were conducted in each country between 14/06/2010 and 18/06/2010 by the following institutes:

Belgium	BE	Gallup Europe	(Interviews: 14/06/2010 - 18/06/2010)
Czech Republic	CZ	Focus Agency	(Interviews: 14/06/2010 - 18/06/2010)
Denmark	DK	Norstat Denmark	(Interviews: 14/06/2010 - 18/06/2010)
Germany	DE	IFAK	(Interviews: 14/06/2010 - 18/06/2010)
Estonia	EE	Saar Poll	(Interviews: 14/06/2010 - 18/06/2010)
Greece	EL	Metroanalysis	(Interviews: 14/06/2010 - 18/06/2010)
Spain	ES	Gallup Spain	(Interviews: 14/06/2010 - 18/06/2010)
France	FR	Effience3	(Interviews: 14/06/2010 - 18/06/2010)
Ireland	IE	Gallup UK	(Interviews: 14/06/2010 - 18/06/2010)
Italy	IT	Demoskopoea	(Interviews: 14/06/2010 - 18/06/2010)
Cyprus	CY	CYMAR	(Interviews: 14/06/2010 - 18/06/2010)
Latvia	LV	Latvian Facts	(Interviews: 14/06/2010 - 18/06/2010)
Lithuania	LT	Baltic Survey	(Interviews: 14/06/2010 - 18/06/2010)
Luxembourg	LU	Gallup Europe	(Interviews: 14/06/2010 - 18/06/2010)
Hungary	HU	Gallup Hungary	(Interviews: 14/06/2010 - 18/06/2010)
Malta	MT	MISCO	(Interviews: 14/06/2010 - 18/06/2010)
Netherlands	NL	MSR	(Interviews: 14/06/2010 - 18/06/2010)
Austria	AT	Spectra	(Interviews: 14/06/2010 - 18/06/2010)
Poland	PL	Gallup Poland	(Interviews: 14/06/2010 - 18/06/2010)
Portugal	PT	Consulmark	(Interviews: 14/06/2010 - 18/06/2010)
Slovenia	SI	Cati d.o.o	(Interviews: 14/06/2010 - 18/06/2010)
Slovakia	SK	Focus Agency	(Interviews: 14/06/2010 - 18/06/2010)
Finland	FI	Norstat Finland Oy	(Interviews: 14/06/2010 - 18/06/2010)
Sweden	SE	Norstat Sweden	(Interviews: 14/06/2010 - 18/06/2010)
United Kingdom	UK	Gallup UK	(Interviews: 14/06/2010 - 18/06/2010)
Bulgaria	BG	Vitoshia	(Interviews: 14/06/2010 - 18/06/2010)
Romania	RO	Gallup Romania	(Interviews: 14/06/2010 - 18/06/2010)

Representativeness of the results

Each national sample is representative of the population aged 15 years and above.

Sample sizes

In each EU country, the target sample size was 1000 respondents, but 500 interviews in Cyprus, Luxembourg, Malta. The table on the next page shows the achieved sample sizes by country.

A weighting factor was applied to the national results in order to compute a marginal total where each country contributes to the EU-wide result in proportion to its population.

The table below presents, for each of the countries:

- (1) the number of interviews actually carried out
- (2) the population-weighted total number of interviews

Total interviews

	Total Interviews			
	Conducted	% of Total	EU27 weighted	% of Total (weighted)
Total	25629	100	25629	100
BE	1002	3,9	540	2,1
BG	1002	3,9	409	1,6
CZ	1005	3,9	541	2,1
DK	1015	4,0	273	1,1
DE	1002	3,9	4357	17,0
EE	1010	3,9	70	,3
EL	1004	3,9	589	2,3
ES	1004	3,9	2337	9,1
FR	1003	3,9	3174	12,4
IE	1000	3,9	211	,8
IT	1022	4,0	3123	12,2
CY	501	2,0	39	,2
LV	1000	3,9	121	,5
LT	1001	3,9	175	,7
LU	500	2,0	24	,1
HU	1011	3,9	525	2,0
MT	506	2,0	21	,1
NL	1008	3,9	824	3,2
AT	1009	3,9	431	1,7
PL	1003	3,9	1973	7,7
PT	1007	3,9	551	2,1
RO	1008	3,9	1122	4,4
SI	1002	3,9	106	,4
SK	1002	3,9	278	1,1
FI	1000	3,9	269	1,0
SE	1000	3,9	465	1,8
UK	1002	3,9	3082	12,0

Questionnaires

1. The questionnaire prepared for this survey is reproduced at the end of this results volume, in English.
2. The institutes listed above translated the questionnaire in their respective national language(s).
3. One copy of each national questionnaire is annexed to the results (volume tables).

Tables of results

VOLUME A: COUNTRY BY COUNTRY

The VOLUME A tables present the European Union results country by country.

VOLUME B: RESPONDENTS' DEMOGRAPHICS

The VOLUME B tables present the European Union results with the following socio-demographic characteristics of respondents as breakdowns:

Volume B:

Sex (*Male, Female*)

Age (*15-24, 25-39, 40-54, 55 +*)

Subjective urbanisation (*Metropolitan zone, Other town/urban centre, Rural zone*)

Occupation (*Self-employed, Employee, Manual worker, Not working*)

Education (*-15, 16-20, 21+, Still in full time education*)

Sampling error

Surveys are designed and conducted to provide an estimate of a true value of characteristics of a population at a given time. An estimate of a survey is unlikely to exactly equal the true population quantity of interest for a variety of reasons. One of these reasons is that data in a survey are collected from only some – a sample of – members of the population, this to make data collection cheaper and faster. The “margin of error” is a common summary of sampling error, which quantifies uncertainty about (or confidence in) a survey result.

Usually, one calculates a 95 percent confidence interval of the format: survey estimate +/- margin of error. This interval of values will contain the true population value at least 95% of time.

For example, if it was estimated that 45% of EU citizens are in favour of a single European currency and this estimate is based on a sample of 100 EU citizens, the associated margin of error is about 10 percentage points. The 95 percent confidence interval for support for a European single currency would be (45%-10%) to (45%+10%), suggesting that in the EU the support for a European single currency could range from 35% to 55%. Because of the small sample size of 100 EU citizens, there is considerable uncertainty about whether or not the citizens of the EU support a single currency.

As a general rule, the more interviews conducted (sample size), the smaller the margin of error. Larger samples are more likely to give results closer to the true population quantity and thus have smaller margins of error. For example, a sample of 500 will produce a margin of error of no more than about 4.5 percentage points, and a sample of 1,000 will produce a margin of error of no more than about 3 percentage points.

Margin of error (95% confidence interval)

Survey estimate	Sample size (n)									
	10	50	100	150	200	400	800	1000	2000	4000
5%	13.5%	6.0%	4.3%	3.5%	3.0%	2.1%	1.5%	1.4%	1.0%	0.7%
10%	18.6%	8.3%	5.9%	4.8%	4.2%	2.9%	2.1%	1.9%	1.3%	0.9%
25%	26.8%	12.0%	8.5%	6.9%	6.0%	4.2%	3.0%	2.7%	1.9%	1.3%
50%	31.0%	13.9%	9.8%	8.0%	6.9%	4.9%	3.5%	3.1%	2.2%	1.5%
75%	26.8%	12.0%	8.5%	6.9%	6.0%	4.2%	3.0%	2.7%	1.9%	1.3%
90%	18.6%	8.3%	5.9%	4.8%	4.2%	2.9%	2.1%	1.9%	1.3%	0.9%
95%	13.5%	6.0%	4.3%	3.5%	3.0%	2.1%	1.5%	1.4%	1.0%	0.7%

(The values in the table are the margin of error – at 95% confidence level – for a given survey estimate and sample size)

The examples show that the size of a sample is a crucial factor affecting the margin of error. Nevertheless, once past a certain point – a sample size of 800 or 1,000 – the improvement is small. For example, to reduce the margin of error to 1.5% would require a sample size of 4,000.

III. Questionnaire

Q1. Do you drive a car?

- 1 – most days
- 2 – 1-3 times per week
- 3 – 1-3 times per month
- 4 – less than once a month
- 5 – I do not drive a car
- 9 – [DK/NA]

Q2. In terms of road safety, do you feel the following constitutes a major safety problem, a minor safety problem, or is not a problem [IN OUR COUNTRY]?

- 1 – a major safety problem
- 2 – a minor safety problem
- 3 – not a problem
- 9 – [DK/NA]

- a – Drivers/passengers not wearing seatbelts
- b – People driving under the influence of alcohol
- c – Drivers exceeding the speed limits
- d – People driving while talking on a mobile phone without a hands-free kit
- e – People driving while talking on a hands-free mobile phone

Q3. In your opinion, should [OUR COUNTRY] government do more to reduce each of the following road safety problems, or not?

- 1 – government should do more
- 2 – government is doing enough
- 9 – [DK/NA]

[Ask Q3_a if Q2_a = 1,2 or 9]

a – Drivers/passengers not wearing seatbelts

[Ask Q3_b if Q2_b = 1,2 or 9]

b – People driving under the influence of alcohol

[Ask Q3_c if Q2_c = 1,2 or 9]

c – Drivers exceeding the speed limits

[Ask Q3_d if Q2_d = 1,2 or 9]

d – People driving while talking on a mobile phone without a hands-free kit

[Ask Q3_e if Q2_e = 1,2 or 9]

e – People driving while talking on a hands-free mobile phone

Q4. In order to improve road safety, which measure should [OUR COUNTRY] government focus on firstly? And secondly?

[ROTATE 1-5]

- 1 – Improve the enforcement of traffic laws
- 2 – Deal equally forcefully with resident and foreign traffic offenders
- 3 – Improve road infrastructure safety
- 4 – Initiate more road safety awareness campaigns
- 5 – Introduce periodic driver re-training for all drivers
- 9 – [DK/NA]