

# NEAR

NEW EDUCATION  
APPROACHES FOR  
ROAD SAFETY



aktivns

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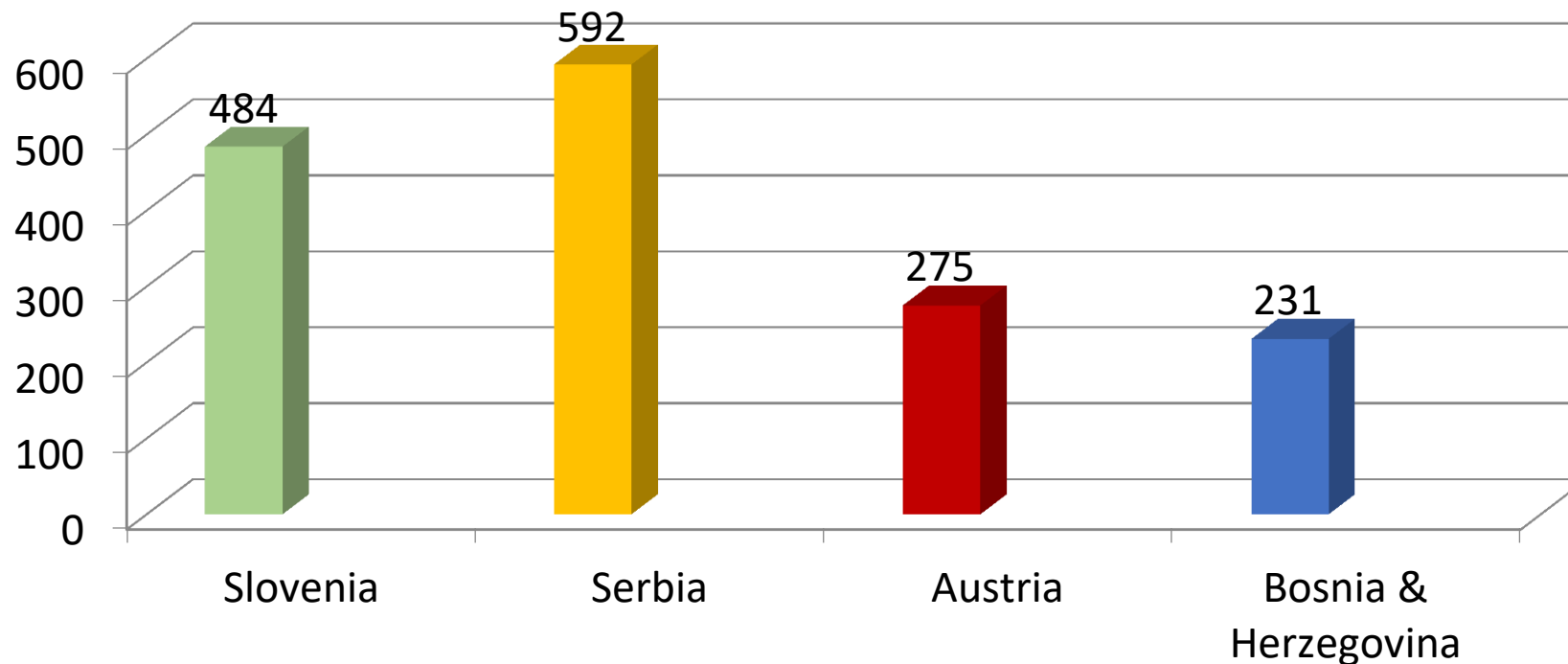
# *NEAR Survey on attitudes and behaviors of young people in traffic*

Results and conclusions

February, 2023

# Number of participants

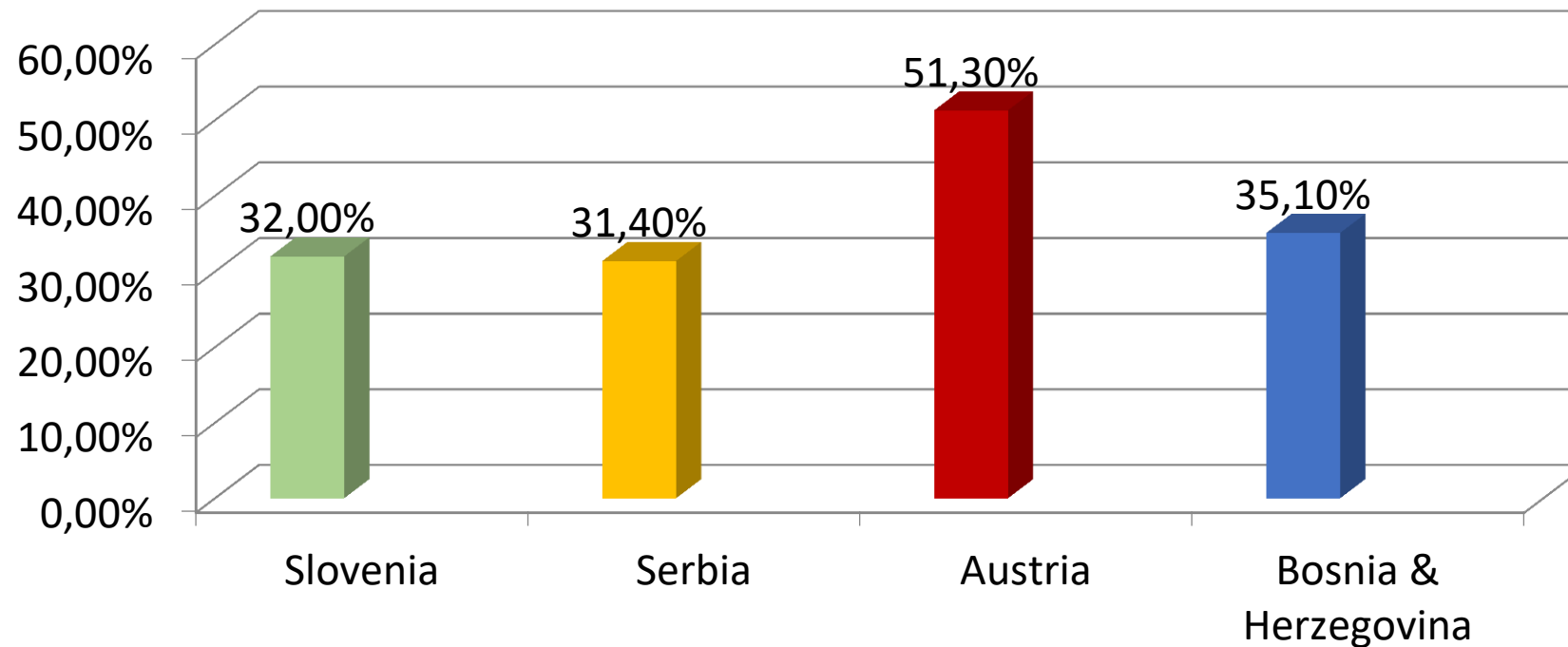
Total number of survey participants: 1582



Survey participants were young people aged 15 – 24 years.

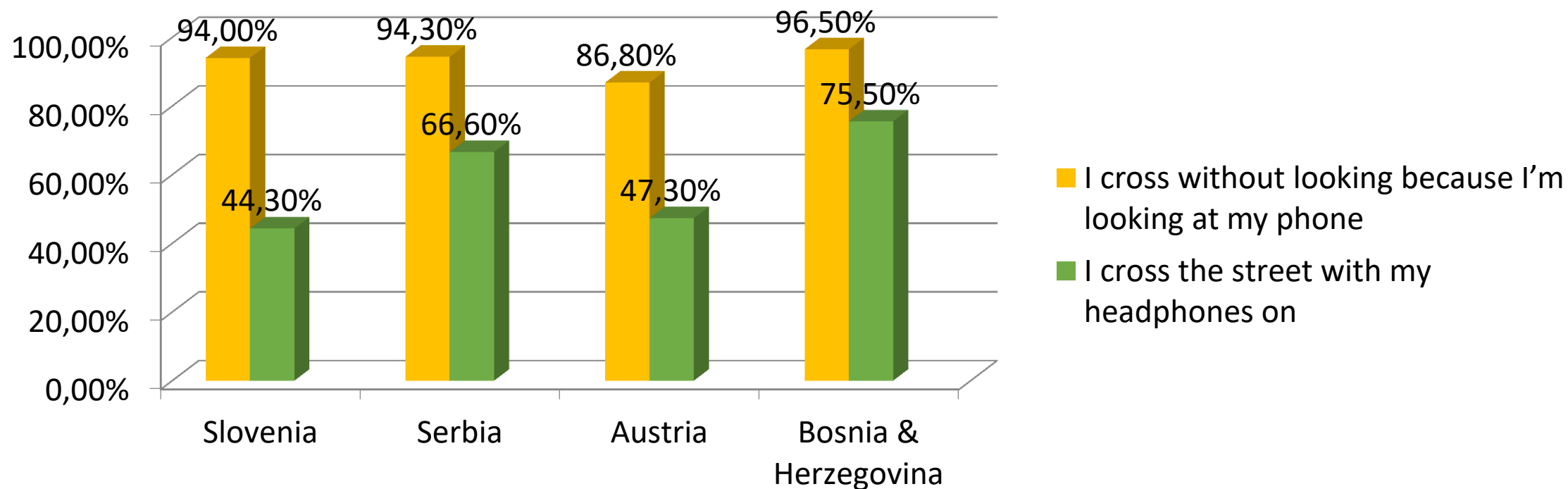
# Road crash experiences

Have you ever had experience with traffic collisions? – Answered YES.



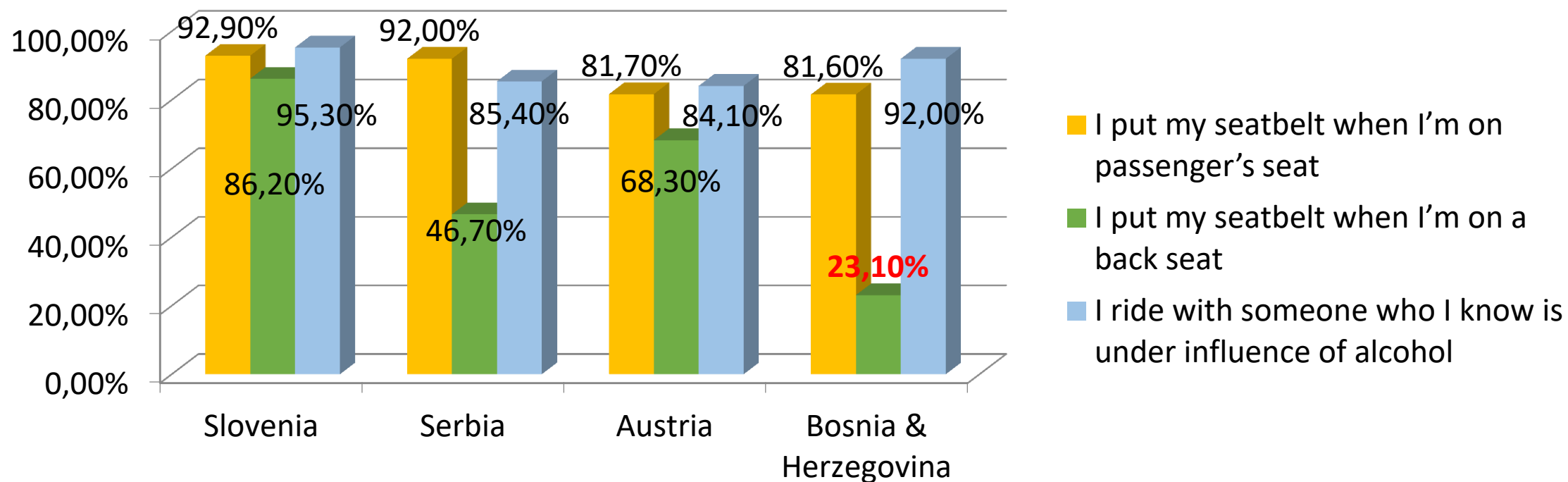
# Roles in traffic and behavior – pedestrians

How often do you practice the following behaviour? – Combined answers „Never“ (1) and „Rarely“ (2)



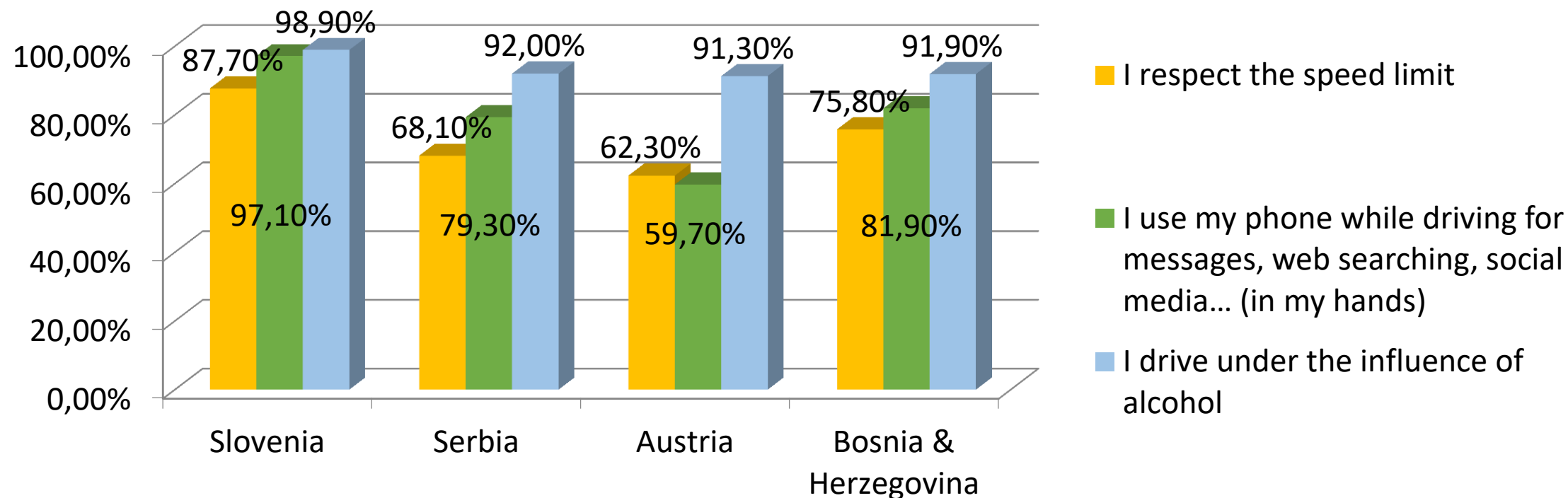
# Roles in traffic and behavior – passengers in a car

How often do you practice the following behaviour? – Combined answers „Always“ (5) and „Often“ (4) for seat belt use, and combined answers „Never“ (1) and „Rarely“ (2) for alcohol use



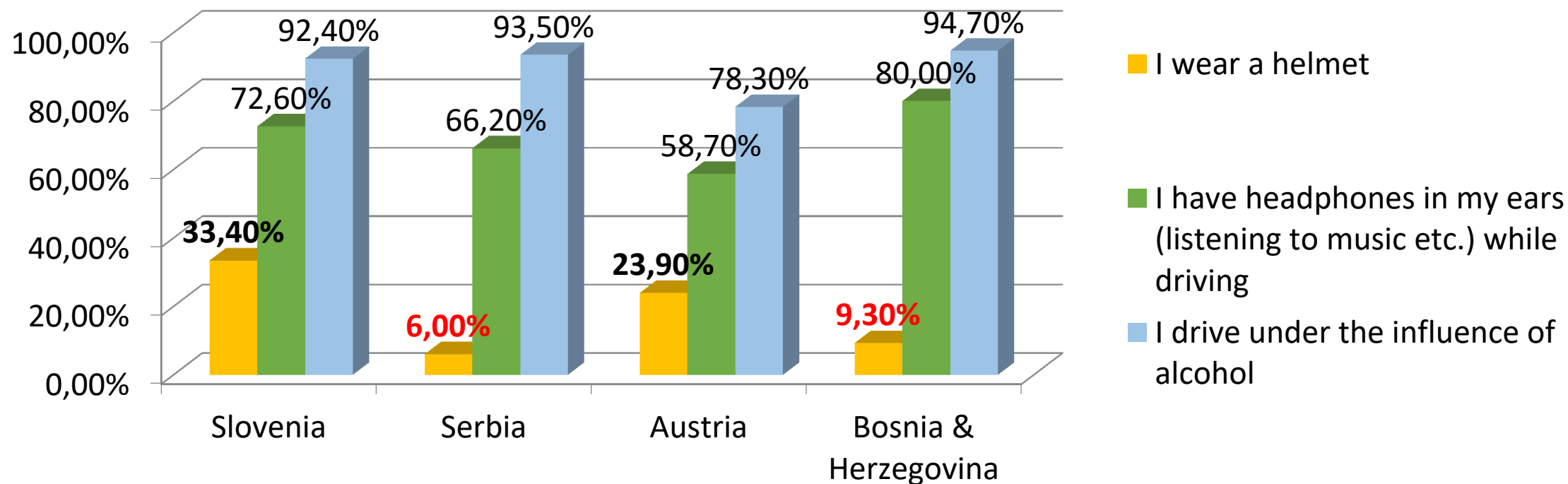
# Roles in traffic and behavior – car drivers

**How often do you practice the following behaviour?** – Combined answers „Always“ (5) and „Often“ (4) for speeding, and combined answers „Never“ (1) and „Rarely“ (2) for telephone and alcohol use



# Roles in traffic and behavior – bicycle riders

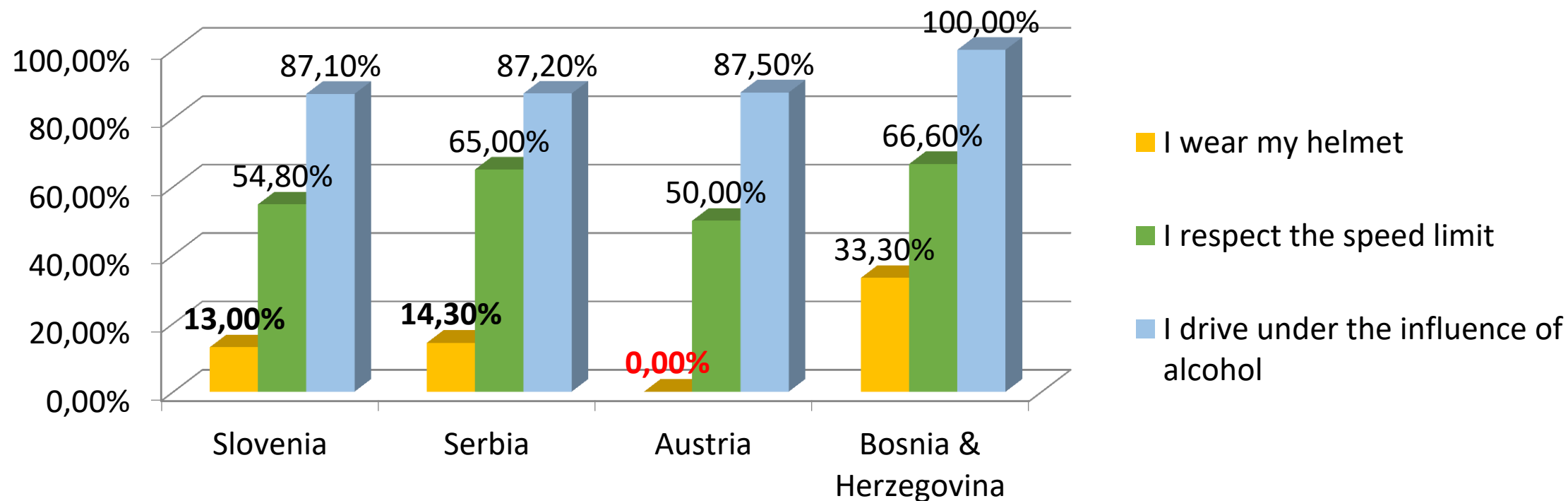
How often do you practice the following behaviour? – Combined answers „Always“ (5) and „Often“ (4) for helmet use, and combined answers „Never“ (1) and „Rarely“ (2) for headphones and alcohol use





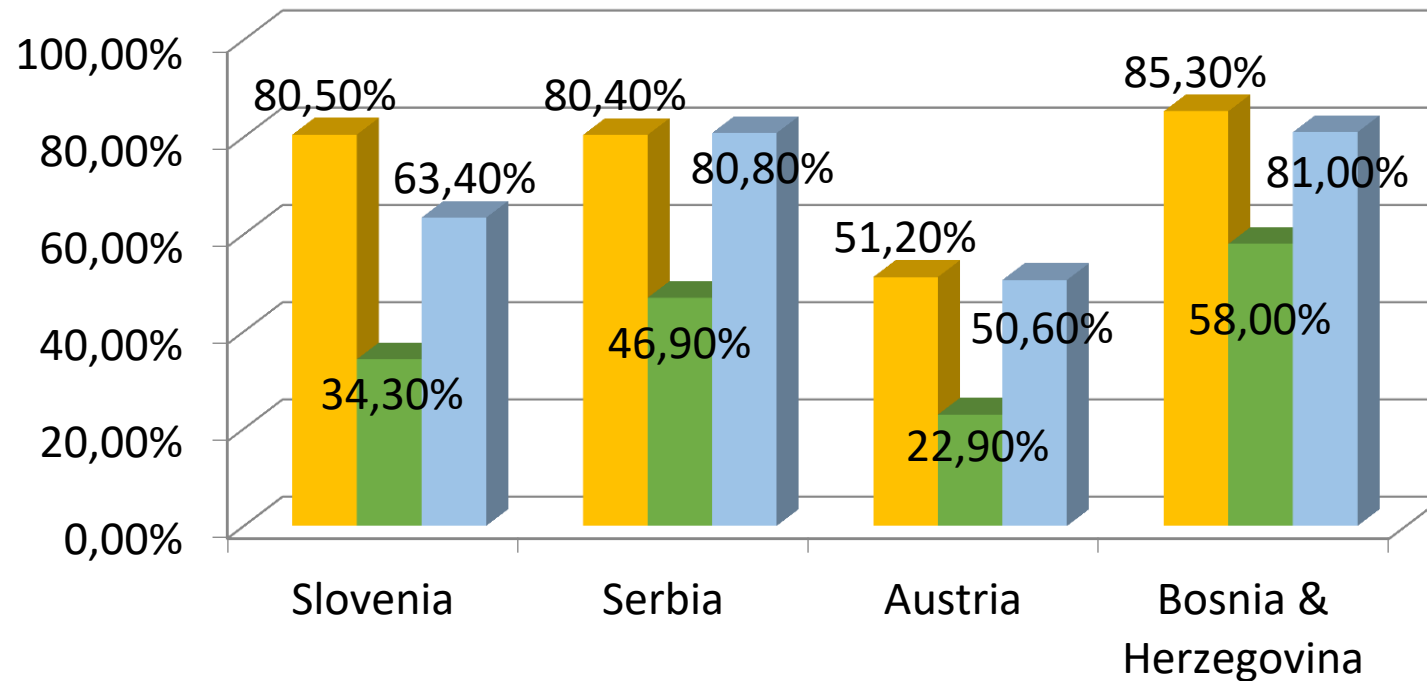
# Roles in traffic and behavior – scooter/e-scooter drivers

How often do you practice the following behaviour? – Combined answers „Always“ (5) and „Often“ (4) for helmet use and speed, and combined answers „Never“ (1) and „Rarely“ (2) for alcohol use



# Attitudes about road safety

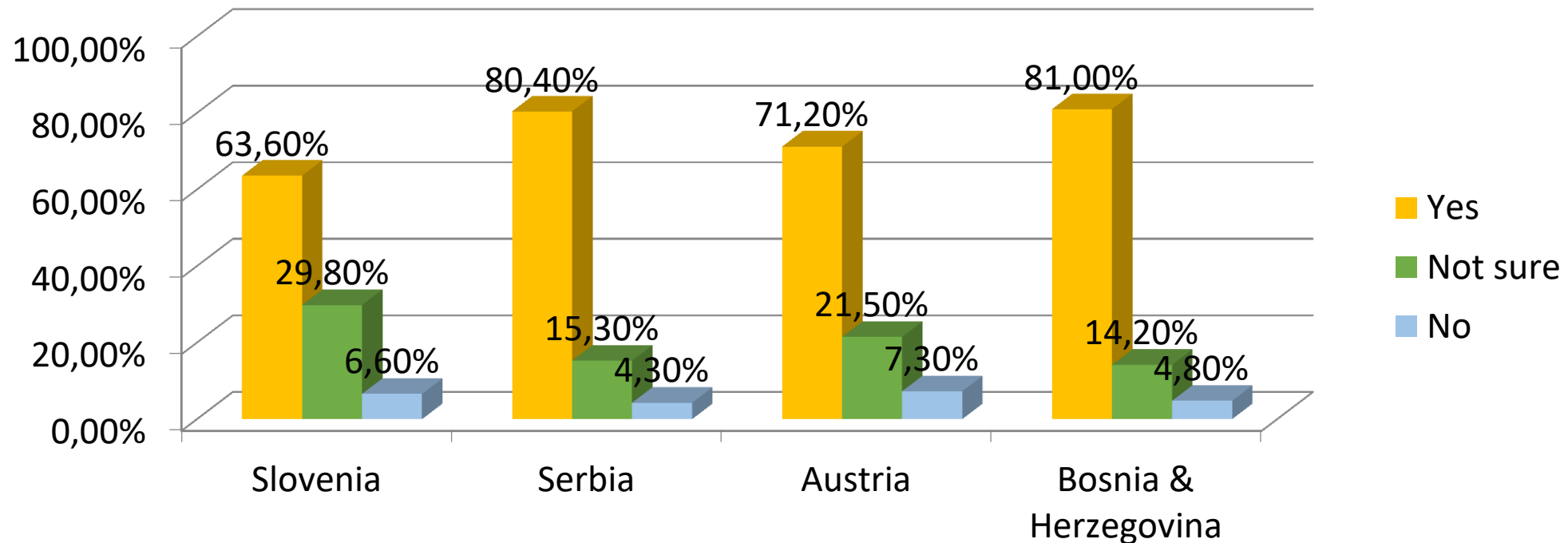
To what extent do you agree or disagree with the following statements. – Combined answers „Completely agree“ (5) and „Mostly agree“ (4)



- Traffic rules must be respected regardless of road and weather conditions.
- Punishments for speeding should be more severe.
- Traffic safety should be more present in formal education (kindergardens, schools, universities etc)

# Prevention activities

Should there be more prevention programs for traffic safety for young people?



# *Main findings*

1. The most widespread risky behaviours include not wearing a helmet during bike or scooter ride, speeding, drug and alcohol abuse and telephone use.
2. There are noticeable differences between individual countries in certain risky behaviour, e.g. seat belt use in a rear seat is a real problem in Bosnia & Herzegovina with only around 12 % of regular users. Also, the survey in Austria showed a much bigger problem in drug and alcohol abuse compared to other participating countries.
3. More than 30 % of the survey participants have reported some kind of experience with the consequences of road crashes, which indicates the need for adequate support also for secondary road crash victims.
4. The young people would like to receive more information on safe mobility, as they have not received extensive or repetitive content on this subject during their formal education.



# Conclusions – Slovenia

- The most noticeable risky behaviour is not wearing a helmet on a bicycle as well as on an electric scooter and motorbike.
- The most risky behaviour is observed in motorcyclists, especially in relation to speed. Motorcyclists are a vulnerable group in traffic and therefore particularly at risk. It is important that young people understand what the consequences of speeding can be, especially when not wearing a helmet.
- Driving under the influence of alcohol or drugs has not proved to be a big problem, and there is a high level of responsibility among young people in Slovenia towards driving under the influence of alcohol or drugs. However, we see a challenge in the use of a phone while involved in traffic, in any capacity.

# Conclusions – Serbia

- The most noticeable risky behaviour is not wearing a helmet on a bicycle as well as on an electric scooter and motorbike.
- Another risky behaviour is seen in car drivers and passengers in terms of using the seatbelt. The number of people who regularly use them were shockingly low, especially at passengers in the back seat.
- Generally, the riskiest behaviour is connected with speed limit. In most cases, the drivers of any vehicle tend not to obey the speed limit rules.
- Driving under the influence of alcohol or drugs has not proved to be a problem, and there is a high level of responsibility among young people in Serbia towards driving under the influence of alcohol or drugs.

# Conclusions – Austria

- The most noticeable risky behaviour is alcohol abuse in car drivers, bike riders, motorcyclists and e-scooter drivers. This is an issue that has existed in Austria for a long time and has to be addressed with even more emphasis in the future.
- Another risky behaviour is seen in car drivers and passengers in terms of using the seatbelt. The number of people who regularly use them were shockingly low.
- Abiding by the traffic rules also seems to be a problem for car drivers, motorcyclists and e-scooter drivers. This is quite concerning and suggests that a lot more work has to be done in terms of teaching and enforcing traffic rules in Austria.
- The most risky behaviour observed in cyclists seems to be helmet use. A concerningly low number of people wear helmets while driving a bike which might stem from the fact that wearing a helmet is only mandatory until the age of 12 in Austria.

# Conclusions – Bosnia & Herzegovina

- The most noticeable risky behaviour is not wearing a helmet on a bicycle.
- There is a concerningly low share of regular users of the seat belt on the back seat.
- Generally, the riskiest behaviour is connected with speed limit and rules when there is no one on the road. In most cases, the drivers of any vehicle tend not to obey the speed limit rules.
- Driving under the influence of alcohol or drugs has not proved to be a problem, and there is a high level of responsibility among young people in Bosnia towards driving under the influence of alcohol or drugs.
- The problem that occurs and will probably become even worse is the use of mobile phones while driving.





The opinions expressed in this presentation are solely those of the authors and do not necessarily represent a position of the European Commission who will not be liable for the use made of the information presented.



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