

At-work drivers



SPEED

THE FACTS: SPEED

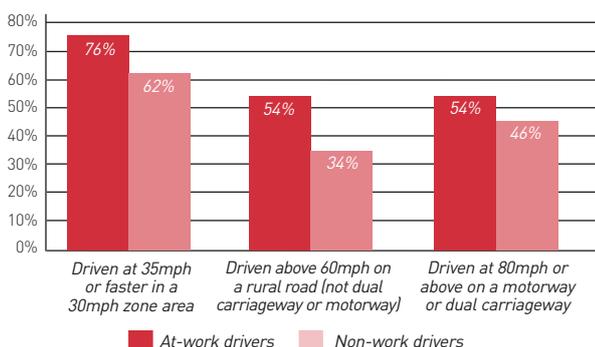
- There is a direct and evidenced link between traffic speed and road safety because at lower speeds drivers have far shorter stopping distances, and are therefore better able to react and stop in an emergency. Slowing average traffic speed by just 1mph on average cuts crash rates by 5% on any given road¹.
- Slight increases in speed mean big increases in stopping distances, which can mean the difference between causing a devastating crash, death or injury, or avoiding it altogether. The safest maximum speed for built up areas is 20mph, because it gives greater protection to people on foot and bike. At this speed, your stopping distance is about 12 metres, giving you a good chance of stopping in time if someone, such as a child, suddenly steps out. At 30mph, your stopping distance is almost double this: 23m, or nearly six car lengths.
- If you need to stop suddenly while driving at 70mph, you will travel 21 metres while you're thinking, before you even hit the brakes. And you'll travel that distance in less than a second. Your total stopping distance at this speed is 96m, or 21 car lengths².
- 54% of the 18,392,000 fixed penalty notices for driving offences in 2010 were for speeding offences.
- In 2011, 112,761 fines were imposed for speeding offences by magistrates' courts and the average fine was £162³.

Q5: Within the past 12 months, how often have you driven faster than the speed limit on 30mph, 60mph, or 70mph roads?

At-work drivers are much more likely than non-work drivers to speed on any kind of road.

- 76% of at-work drivers speed at more than 35mph on a 30mph road, compared to 62% of non-work drivers
- 54% of at-work drivers speed at more than 65mph on a 60mph road, compared with 34% of non-work drivers
- 54% of at-work drivers speed at more than 80mph on a 70mph limit motorway or dual carriageway, compared with 46% of non-work drivers.

Figure 4: Speeding by type of road

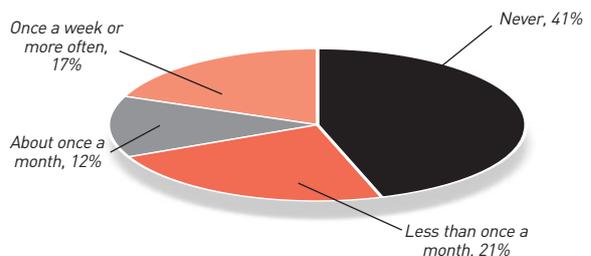


Q6: Within the past 12 months, on motorways, how often have you left less than a two-second gap between your vehicle and the vehicle in front?

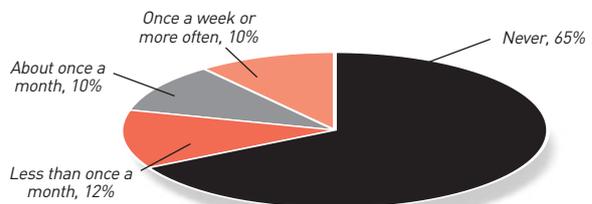
Alarming, more than a third (36%) of at-work drivers are failing to leave sufficient gap between their vehicle and the one in front on motorways once a month or more: far more than people who don't drive for work.

- 17% of at-work drivers fail to leave a two-second gap at least once a week, compared with 10% of non-work drivers
- 12% of at-work drivers fail to leave a two-second gap about once a month, compared with 10% of non-work drivers
- 21% of at-work drivers fail to leave a two-second gap less than once a month, compared with 12% of non-work drivers
- 41% of at-work drivers always leave a two-second gap on the motorway, compared with 65% of non-work drivers.

Figure 5: At-work drivers leaving less than a two second gap



Non-work drivers leaving less than a two second gap



ADVICE FOR DRIVERS: JOURNEY PLANNING

- Careful planning can reduce journey time, stress and tiredness, and help avoid temptation to take risks like speeding, eating or using a phone at the wheel.
- Plan journeys to make use of major trunk roads as much as possible, avoiding minor rural roads and 'rat-runs' through residential areas. Plan where you can safely park (and unload if needed).
- Don't read a map, programme a sat nav or make calls for directions while driving.
- Plan where you will stop for breaks at least every two hours. Use the time to stretch your legs, eat and drink, check your phone and return calls, making sure you spend 15 minutes resting quietly, or having a nap.
- Check for bad weather or roadworks beforehand and allow for potential hold-ups. Check www.highways.gov.uk for updates.

At-work drivers

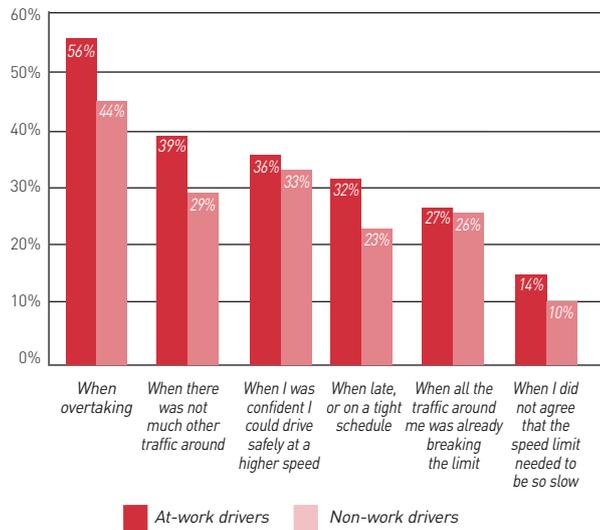


Q7: Within the past 12 months on any roads, have you broken the speed limit even once in any of the following circumstances?

At-work drivers are more likely to admit speeding for every reason given than those who only drive for non-work purposes. The difference is particularly pronounced for the reasons of being on a tight schedule or there not being much other traffic around.

- 56% of at-work drivers admit speeding while overtaking, compared to 44% of non-work drivers
- 39% of at-work drivers admit speeding when there isn't much traffic around, compared with 29% of non-work drivers
- 36% of at-work drivers admit speeding when they think they can drive safely at higher speed, compared with 33% of non-work drivers
- 32% of at-work drivers admit speeding when late or on a tight schedule, compared to 23% of non-work drivers
- 27% of at-work drivers admit speeding when all the traffic around was speeding, compared to 26% of non-work drivers
- 14% of at-work drivers admit speeding when they think the speed limit is too low, compared with 10% of non-work drivers.

Figure 6: reasons for speeding



OVERTAKING

LOST LIVES

Ken McLeod, 44

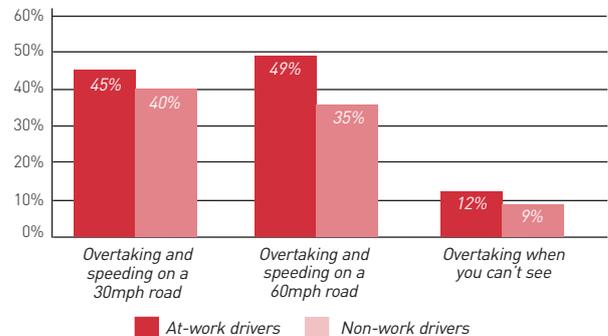
Ken was a much-loved father of two, whose family say they have been 'destroyed' by his death. Ken was driving down the A78 in Ayreshire, Scotland, in August 2008. Marcus Brown was coming the other way, overtaking on a bend at 60mph. Brown's car smashed head on into Ken; Brown said he didn't see Ken's car until it was too late. Ken had to be cut free from his crushed vehicle, and was pronounced dead at the scene. Brown was sentenced to five years and seven months in prison for causing Ken's death by dangerous driving.

Q8: How often in the past 12 months have you overtaken while speeding in a 30mph limit, in a 60mph limit, or when you couldn't see what was coming?

Speeding while overtaking and overtaking blind are both incredibly dangerous, as you risk a head-on collision at high speed. At work drivers are one and a half-times as likely as non-work drivers to overtake when they can't see what's coming, and much more likely to speed while overtaking than non-work drivers.

- 45% of at-work drivers admit speeding while overtaking on a 30mph road, compared with 40% of drivers who only drive for non-work purposes
- 49% of at-work drivers admit speeding while overtaking on a 60mph road, compared with 35% of non-work drivers
- 12% of at-work drivers admit overtaking when they can't see what's coming compared with 8% of non-work drivers.

Figure 9: Risky overtaking



ADVICE: OVERTAKING

- Overtaking on a single carriageway road is incredibly dangerous because it's impossible to be certain you have sufficient clear road to complete the manoeuvre.
- Where overtaking is concerned, a small error of judgement can easily be fatal, especially if high speeds are involved. The gap between you and oncoming traffic can disappear very fast. If you are driving at 60mph and an oncoming vehicle is also travelling at 60mph, the gap between you closes at 120mph, or about 60 metres a second.
- Overtaking on single carriageways should be avoided unless it's absolutely essential, such as overtaking an extremely slow moving vehicle. Even then, it should only be done on a long, open stretch with plenty of room to get past and no risk of something coming the other way in that time.
- If you're stuck behind a faster moving vehicle, hang back and relax, bearing in mind that an overtake will make minimal difference to your journey time, but could have devastating consequences.

End notes

1. M C Taylor, D A Lynam and A Baruya, *The effects of drivers' speed on the frequency of road accidents*, Transport Research Laboratory, 2000
2. *Stopping distances as contained in the Highway Code*, Department for Transport, 2012
3. *Police Powers and Procedures 2010-11*, Home Office, 2012