Traffic Safety on Two Continents
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SPEED CHOICE WITHIN EUROPE

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SARTRE 2 QUESTIONNAIRE

- speed as a contributory factor in accidents (Q.4)

- other drivers speeding behaviour (Q.8)

- personal driving speed compared to other drivers (Q.9) and on different types of road (Q.10)

- enjoyment of speed (Q.28)

- enforcement and desired speed limits (Q.11, Q.12)

- attitudes towards some possible countermeasures (Q.3c, Q.27b, Q.31b)
ANALYSIS METHODS

- average of all European Union (EU) countries
- changes in the 5 years between the two SARTRE surveys
- implications of the results for the improvement of road safety
SPEED AS A CONTRIBUTORY FACTOR IN ACCIDENTS

Differences between countries

4 out of 5 drivers (79%) from countries within the EU felt that “driving too fast” was a major cause of accidents (either often, very often or always).
Drivers’ feelings about speed being a cause of accidents changed between the first and second survey. In most of the cases (except NL, D, UK) drivers felt that speed has become more of a cause of accidents.
There is a very widespread (82%) and strong belief that other drivers often exceeded speed limits (either often, very often or always).
Drivers’ feelings about other drivers’ speeding behaviour changed between the first and second surveys in a non uniform way.
Over half of all EU drivers (53%) considered that they drove about the same speed as other drivers, with 21% judging that they drove ‘a little or much faster’ while 25% responded that they drive ‘a little or much slower’.

Percentage responding ‘a little faster’ or ‘much faster’
Drivers’ feelings about own speeding behaviour did not change considerably between the first and second surveys.
CONCLUSIONS

- There are marked and important differences in the attitudes of drivers in different countries towards speed and speeding.

- Excess speed is widely recognised as being a major cause of accidents - but drivers still admit to speeding much of the times.

- The differences identified between countries - and changes observed between SARTRE 1 and 2 - are likely to be the result of many factors, such as different social attitudes, regulations, enforcement and education/publicity programmes.
CONCLUSIONS

- The results of SARTRE 1 and 2 showed that:
  - Most countries felt that speed as a factor in accidents had increased (with exception of Netherlands and Germany).
  - Only half of the countries felt speeding had increased. However, drivers in all countries feel that other drivers exceed the speed limit much of the time.

- The results of the SARTRE surveys can help inform individual countries about “good practice” with regard to this very important safety problem.