

Traffic Safety on Two Continents

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VTI, TRB, LNEC, FERSI

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)

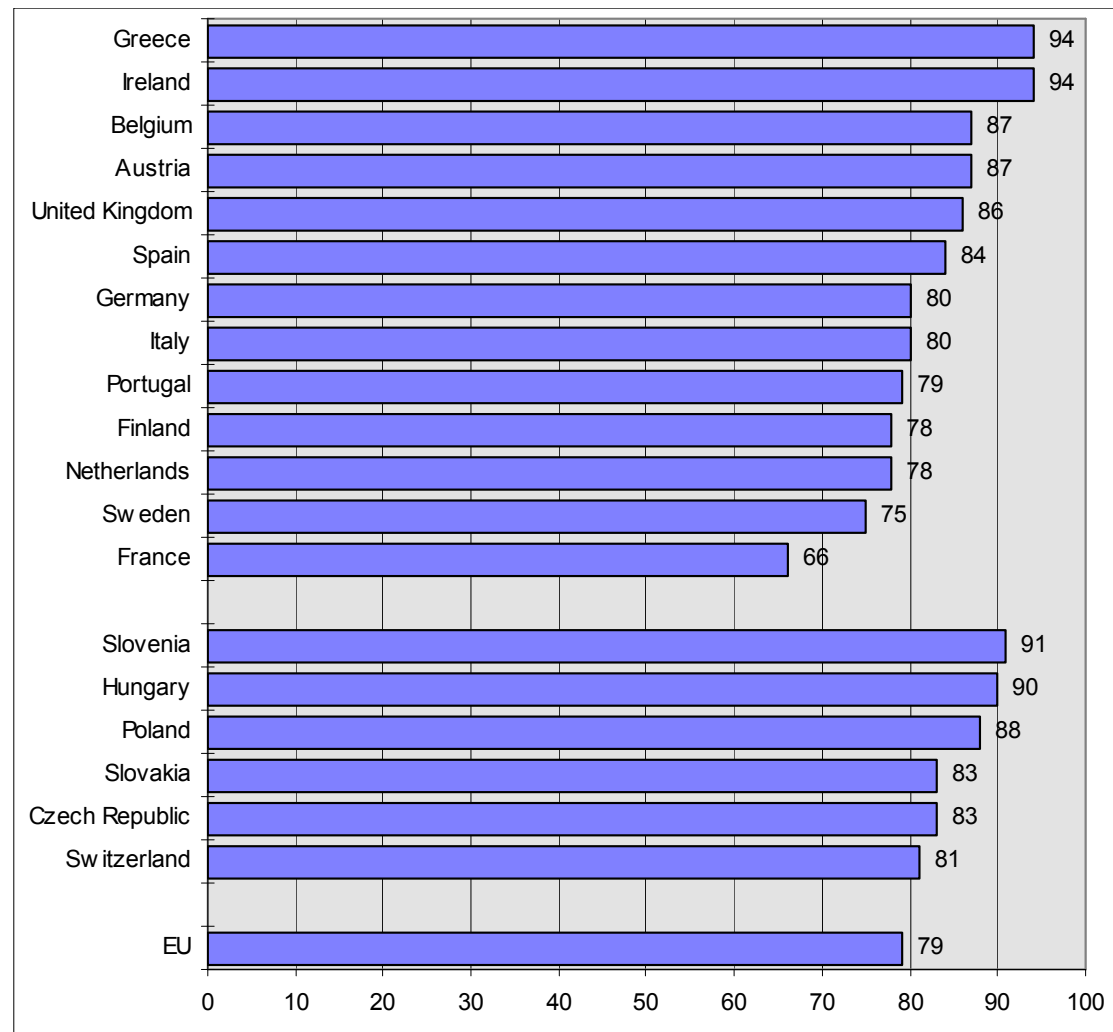
ANALYSIS METHODS

- 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

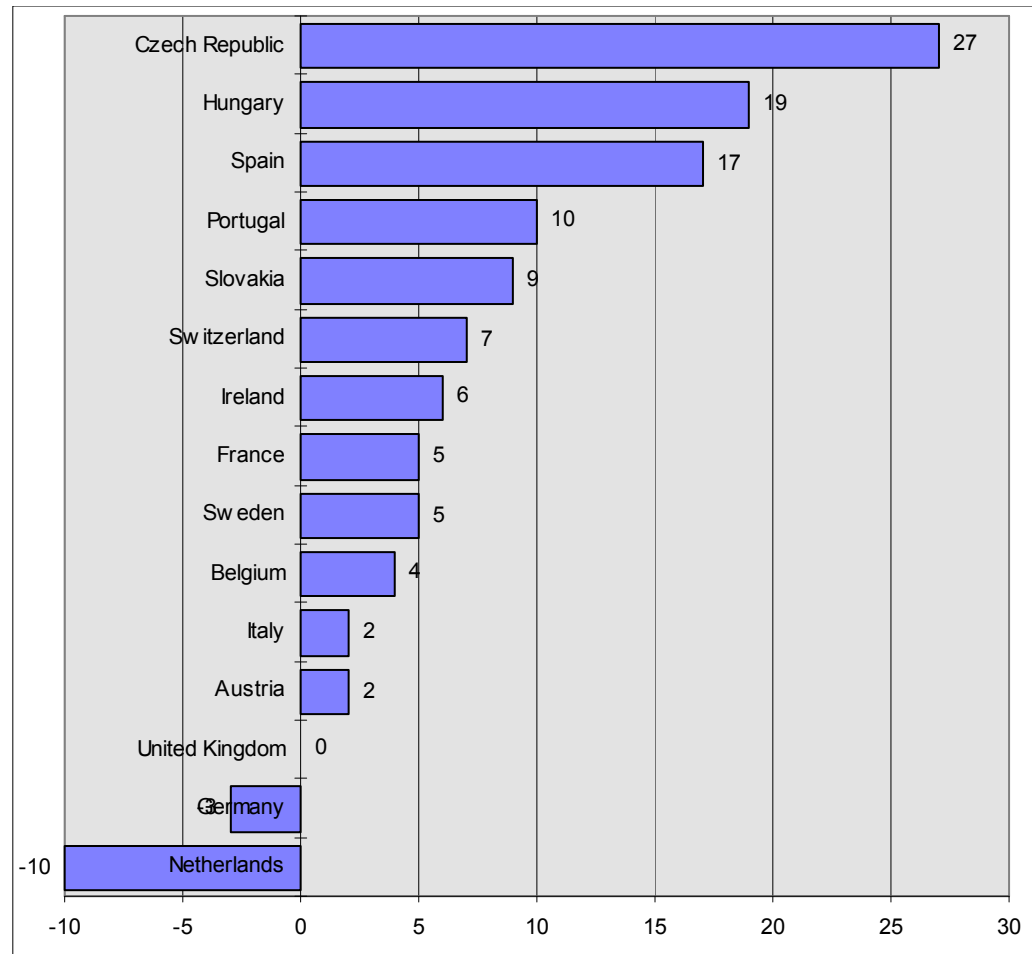
4 out of 5 drivers
(79%) from countries
within the EU felt that
“driving too fast”
was a major cause of
accidents (either often,
very often or always).



SPEED AS A CONTRIBUTORY FACTOR IN ACCIDENTS

Changes between SARTRE 1 and 2

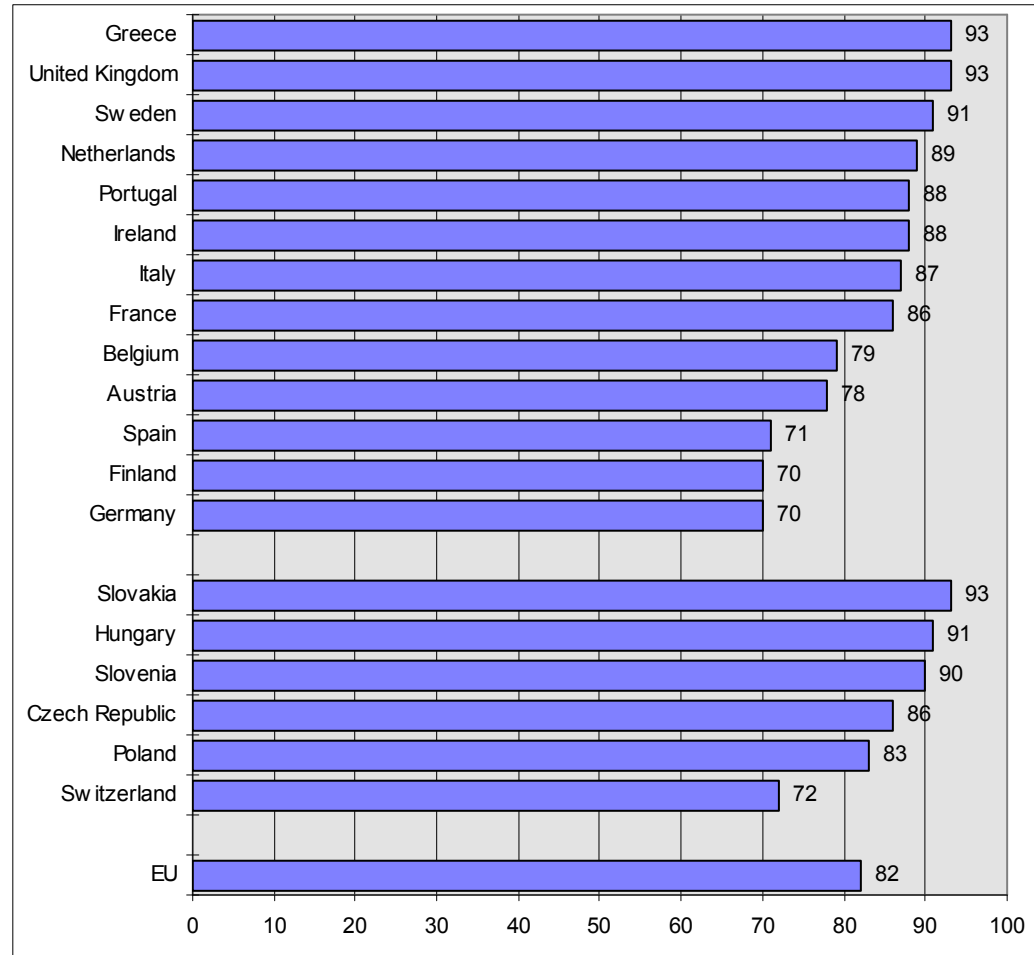
Drivers' feelings about speed being a cause of accidents **changed between the first and second survey**. In most of the cases (except NL, D, UK) drivers felt that speed has become more of a cause of accidents.



OTHER DRIVERS' SPEEDING BEHAVIOUR

Differences between countries

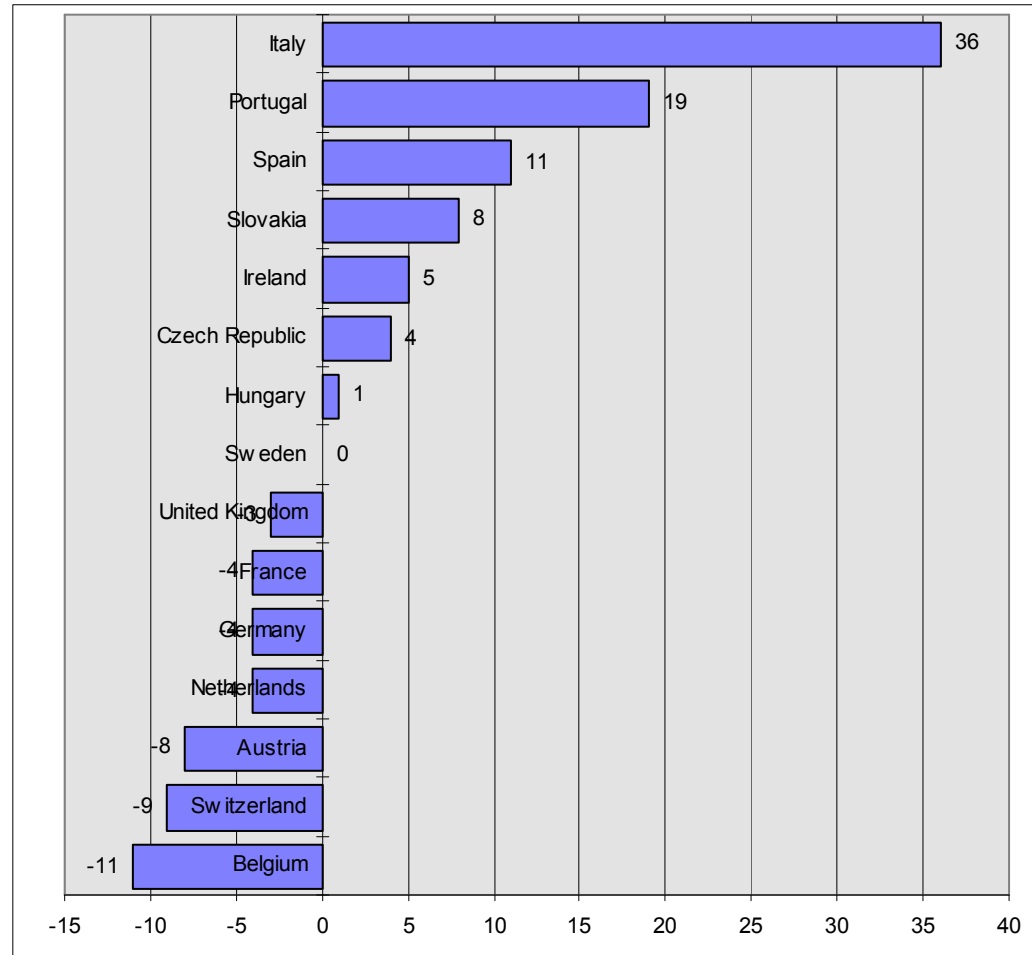
There is a very widespread (82%) and strong belief that **other drivers often exceeded speed limits** (either often, very often or always).



OTHER DRIVERS' SPEEDING BEHAVIOUR

Changes between SARTRE 1 and 2

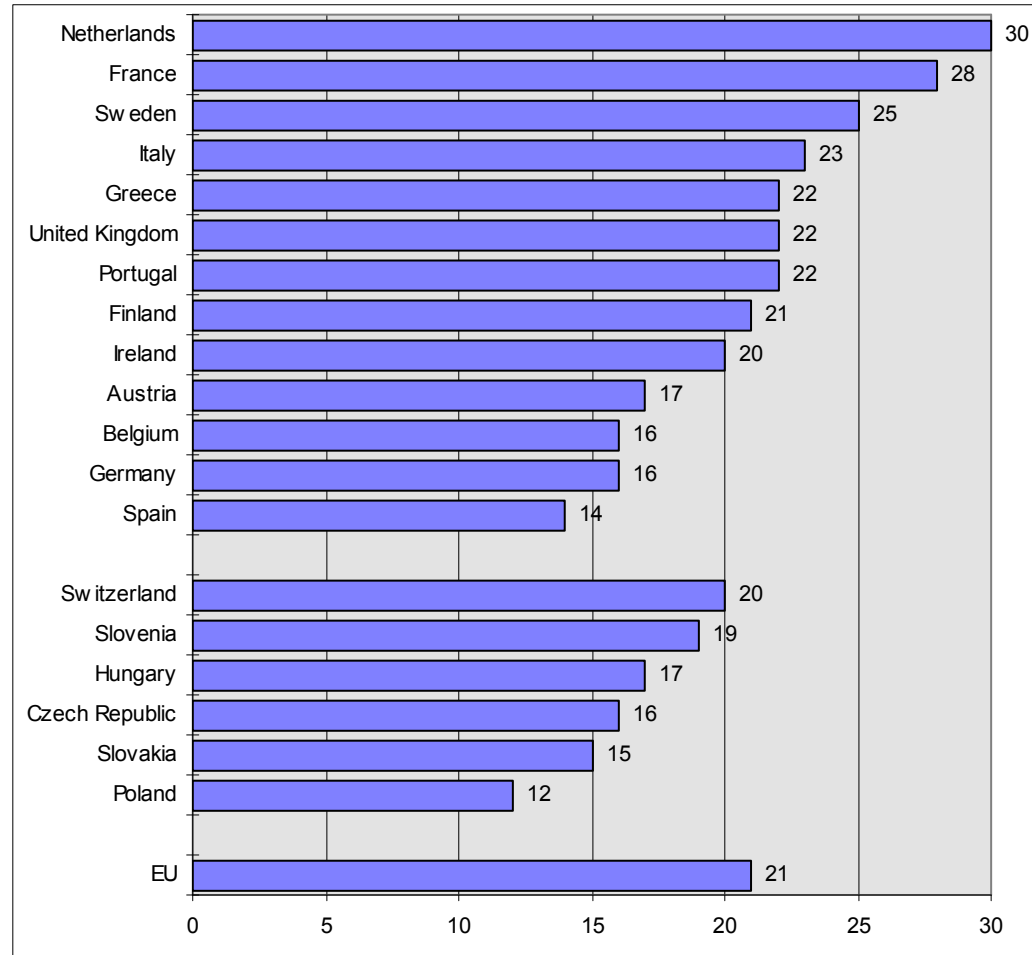
Drivers' feelings about **other drivers' speeding behaviour** changed between the first and second surveys in a non uniform way.



OWN SPEEDING BEHAVIOUR

Differences between countries

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’.

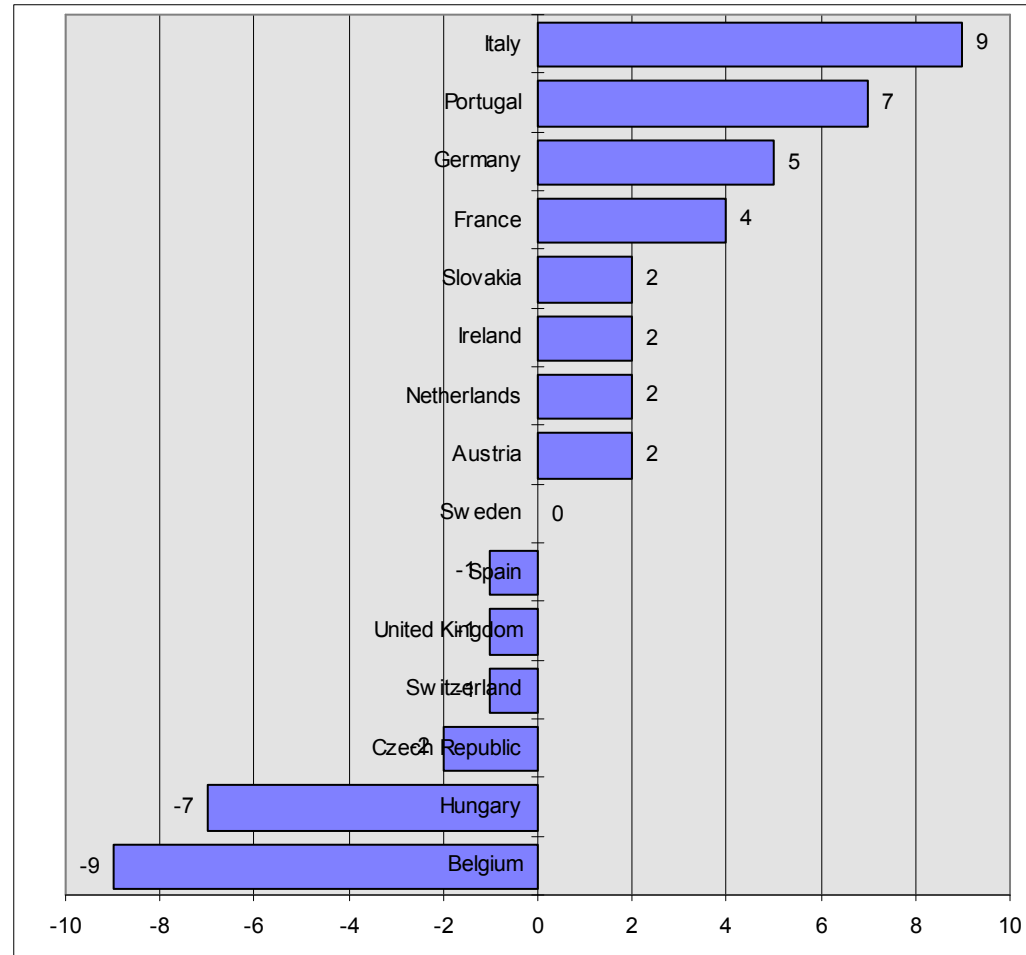


Percentage responding ‘a little faster’ or ‘much faster’

OWN SPEEDING BEHAVIOUR

Changes between SARTRE 1 and 2

Drivers' feelings
about own
speeding behaviour
**did not change
considerably**
between the first
and second
surveys.



Percentage change for responding 'a little faster' or 'much faster'

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.