

Road Safety Attitudes and Perceptions of Pedestrians in Europe

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Background (1)

- Pedestrians are very vulnerable road users due to different speed and mass, and lack of protection.
- Understanding pedestrian attitudes, perceptions and behavior could guide policy makers to the planning and implementation of measures to improve pedestrian safety.
- There are several studies analyzing road users' attitudes and behavior and some of them are based on the SARTRE 1, 2 & 3 (Social Attitudes to Road Traffic Risk in Europe) projects.

Background (2)

- There are not many studies that concern pedestrians' attitudes and behavior at the international level.
- Existing studies mainly focus on particular aspects and on particular populations, the samples examined are small and there is no comparison among different countries.
- More research on pedestrians' attitudes and behavior is needed.

Objectives

- The objective of the present study is to analyze **pedestrian road safety attitudes, perception and behavior** in a number of selected European countries, using the SARTRE 4 European survey data.
- For that purpose, pedestrians' responses to selected questions of the SARTRE 4 questionnaire are analyzed, highlighting the differences between countries.

Methods and data (1)

- The [SARTRE4](#) project is a EU co-funded project (a sequel to the previous three SARTRE projects) focuses on road users' attitudes and perception towards road traffic risk in Europe.
- It is based upon a common survey carried out in each participating country and upon a shared analysis of the data.
- The survey involved a personal interview for the completion of an extensive questionnaire.

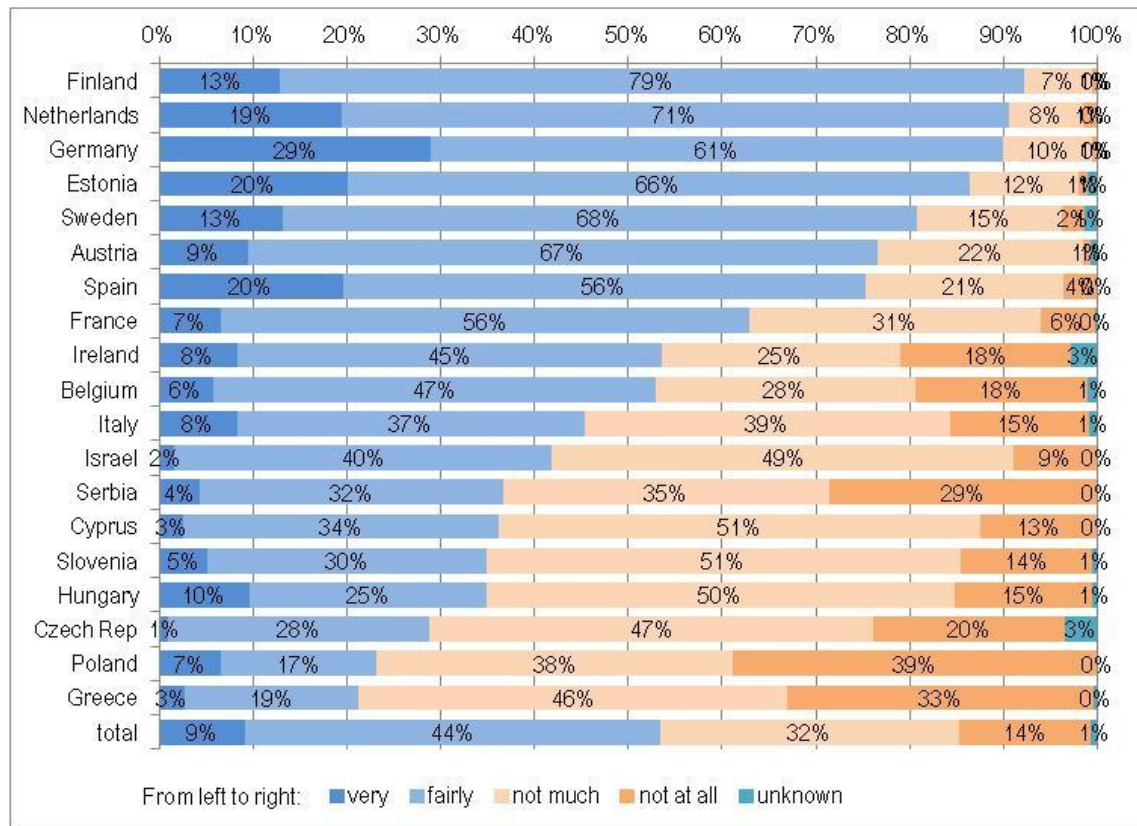
Methods and data (2)

- 21,280 questionnaires were collected (at least 1,000 for each country), between November 2010 and February 2011, from 19 European countries.
- Road users interviewed included Car Drivers (CD), Motorcyclists (MC) and Others (ORU) - pedestrians, cyclists, public transport users
- In each country, a minimum of 200 ORU were interviewed, based on simple random sampling at national level.
- Pedestrians were selected as those respondents from the ORU group who reported:
 - their most frequent transport mode in the last 12 months was neither passenger car nor motorcycle
 - non-zero daily walking distance travelled.

Results

Perceived level of pedestrian safety

- The percentage of pedestrians who consider the roads to be very or fairly safe has a great variation among the countries, ranging from 22% in Poland to 92% in Finland.



Results

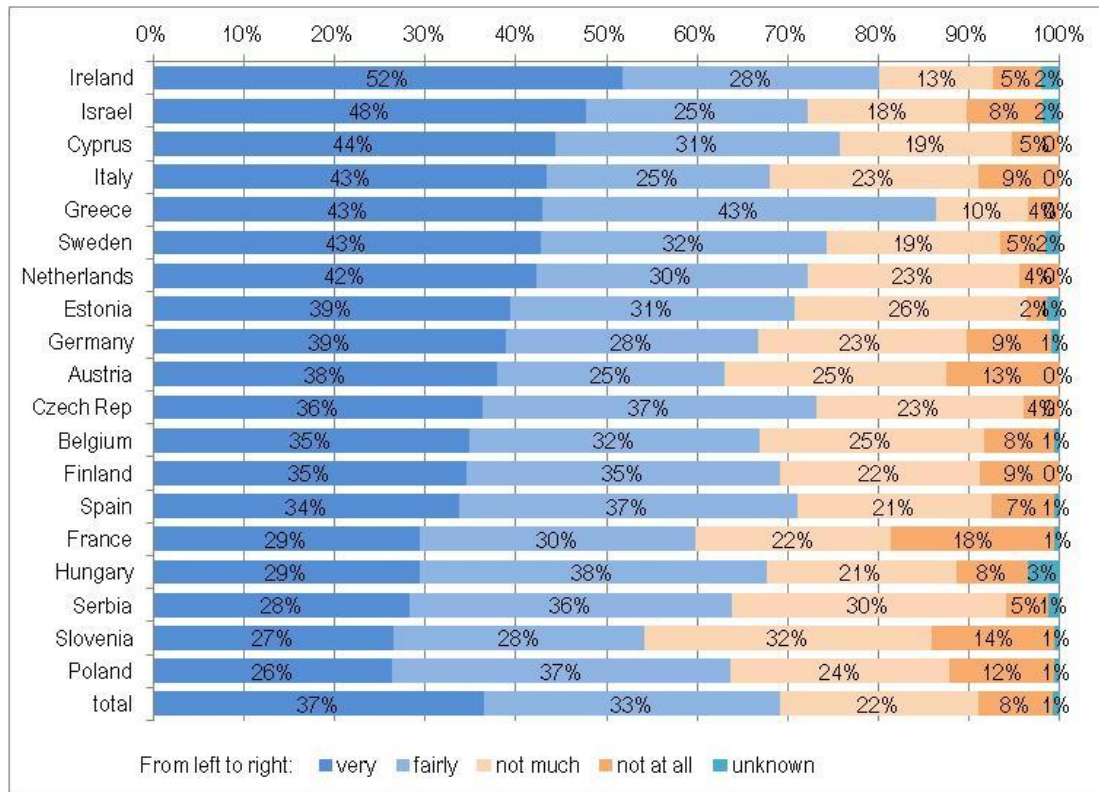
Acceptance of measures and penalties

- The majority of pedestrian respondents are “very” or “fairly” in favor of using speed limit devices in cars (78%), black boxes (80%), fatigue detection devices (84%), and alcolocks in cars (87%).
- The acceptance of alcolocks for recidivist drink-driving car drivers is greater compared to all car drivers.
- The vast majority of pedestrians are “very” or “fairly” in favor of using cameras for red light surveillance (83%), surveillance of speeding at a single point (83%), or between two distant points (76%).
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- Most pedestrians “strongly agree” or “agree” with more severe penalties for speeding offences (~70%), for drink-driving offences (~90%), for not wearing helmets on motorcycles (~90%) and for using handheld phones while driving (76%).

Results

Acceptance of dedicated pedestrian safety measures

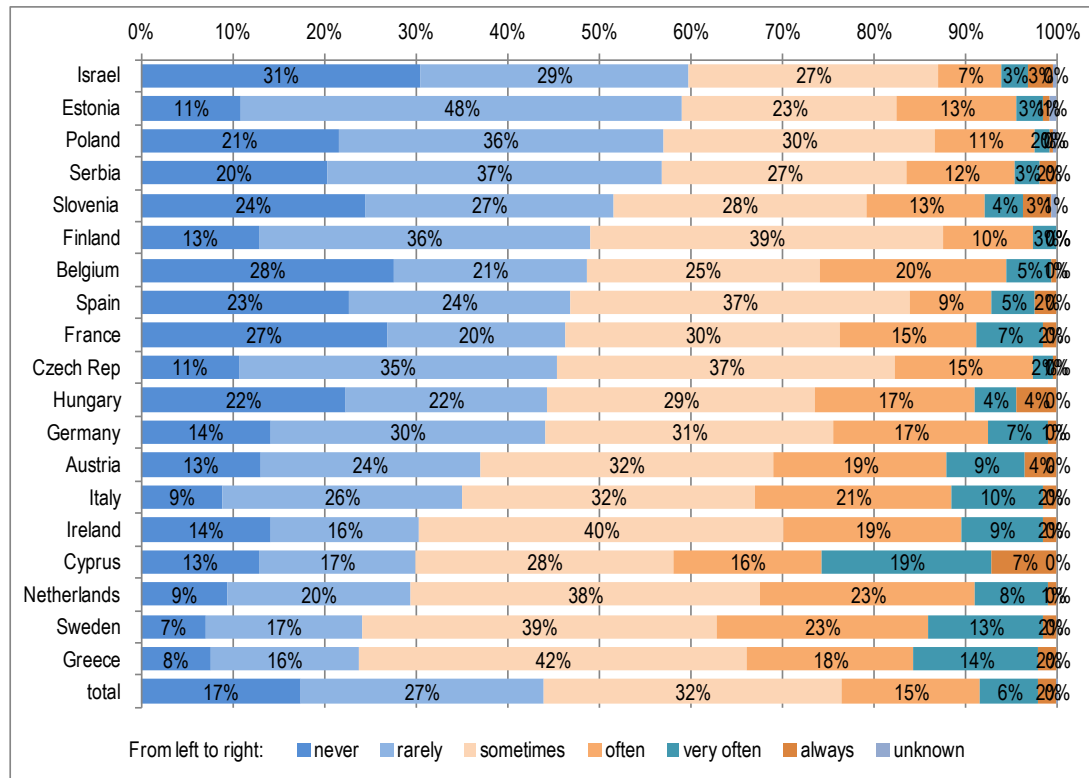
- The percentage of pedestrians who strongly support more '30 km/h' zones is much lower (37%) compared to the other measures.



Results

Pedestrian crossing behaviour (1)

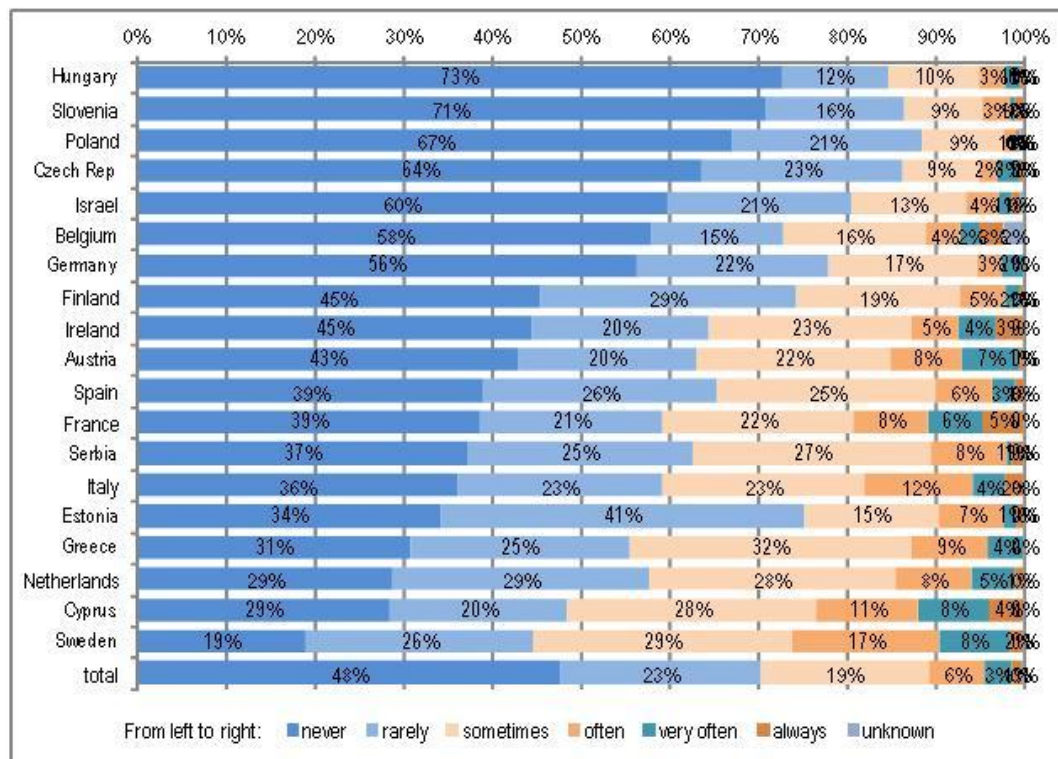
- 7% of pedestrians in Cyprus “always” cross at places other than pedestrian crossings (it is lower than 4% in all other countries).
- Greece, Cyprus, Sweden and Belgium present increased share of “more than often” crossing outside pedestrian crossings.



Results

Pedestrian crossing behaviour (2)

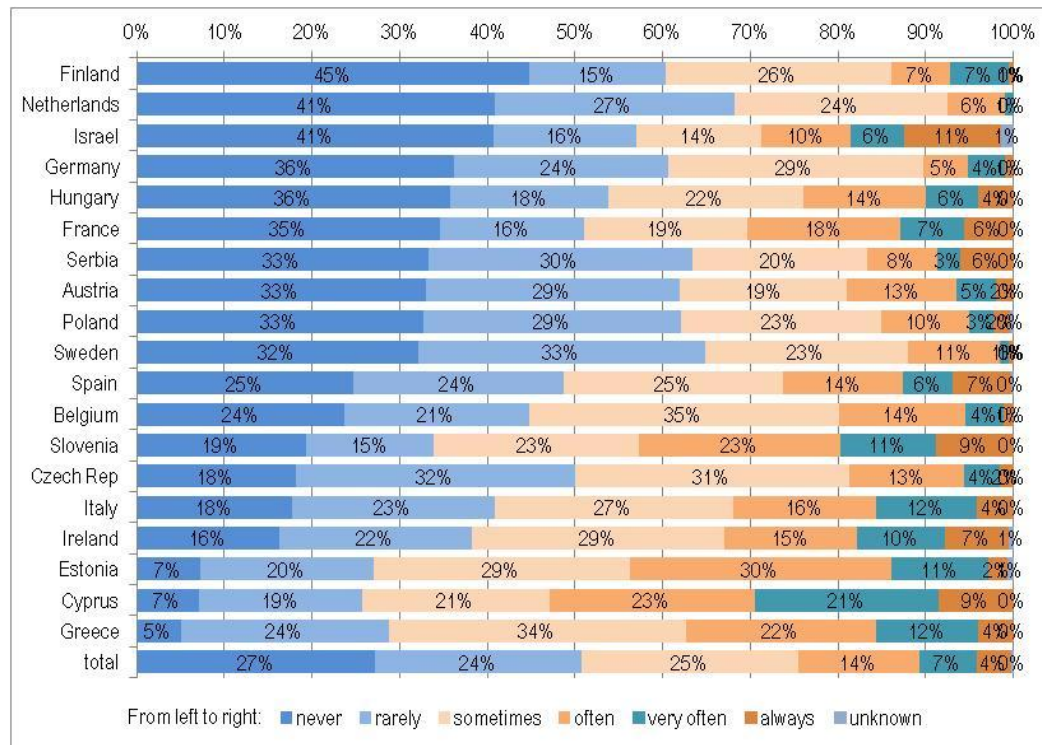
- The lowest incidence of pedestrians that “never” or “rarely” cross the road when a red light for pedestrians is displayed can be found in Sweden (45%) and Cyprus (49%).
- The highest incidences can be found in Poland (88%), Slovenia (87%), Hungary (85%) and the Czech Republic (77%). The European average is 71%



Results

Risk avoidance

- The lowest incidence of pedestrians that “never” avoid too dangerous streets or intersections can be found in Greece (5%), Cyprus and Estonia (7%). The highest incidence can be found in Finland (45%).



Results

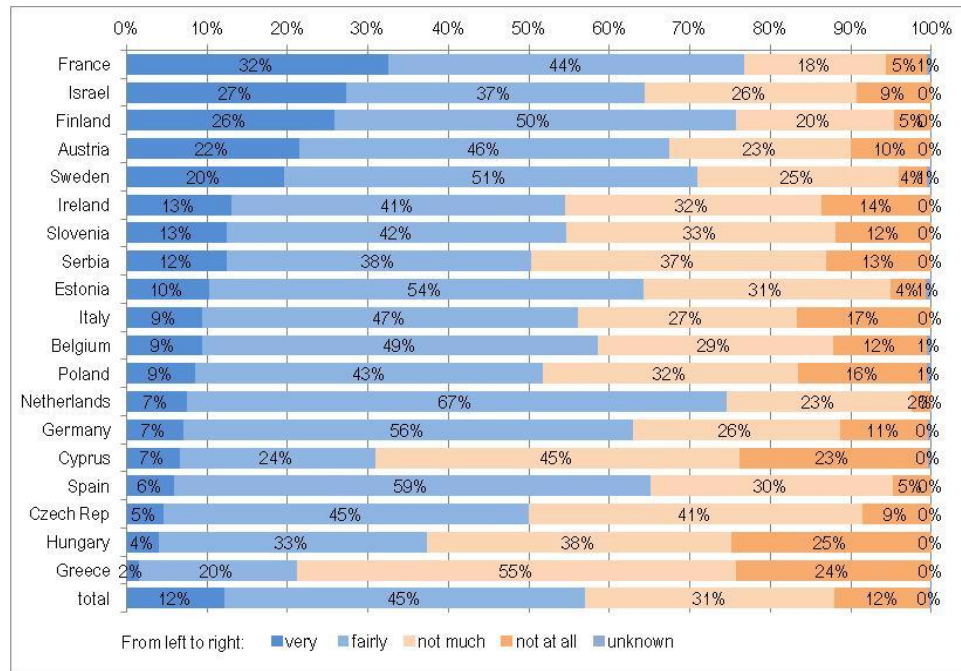
Pedestrians' distraction

- The lowest incidence of pedestrians that “never” or “rarely” make or answer a call with a handheld phone can be found in Sweden (18%).
- There is great variation in the pedestrians who “never” make or answer a call with a handheld phone ranging from 3% (Estonia) to above 45% (Hungary and Slovenia).
- Most pedestrians reported that they “never” use MP3/iPod/music devices.

Results

Perceived level of service

- The highest share of pedestrians “not at all” satisfied with street lighting can be found in Greece (79%) and Cyprus (55%) - overall mean is 37%.
- The majority of pedestrians are “very” or “fairly” satisfied with the number of crossing points - highest in France, Finland (76%) and Netherlands (74%).
- The highest share of pedestrians “not much” or “not at all” satisfied with the number of crossing points is in Greece (79%) and Cyprus (78%).



Conclusions (1)

- Aside from walking, pedestrians travel frequently as car passengers and as public transport passengers.
- Pedestrians support safety measures for speeding, drink-driving and fatigue, especially for recidivist drivers.
- It is interesting though, that they seem to support somewhat less the establishment of more '30km/h' zones, even though it is a dedicated pedestrian safety measure.
- Generally, pedestrians are not that supportive of measures that aim to decrease traffic speed (unwilling to accept more time spent in cars or public transport as passengers?)

Conclusions (2)

- An important share of pedestrians (10-30%) often cross roads despite a red light showing.
- Crossing at non-designated locations, but tending to avoid roads or intersections that appear to be dangerous, are more widespread behaviourr.
- The lowest satisfaction with the road environment (sidewalks, lighting and pavements) is consistently observed in Greece, Cyprus, Hungary, and also Italy, Poland and Estonia.
- Finally, pedestrians are more annoyed with car drivers and less annoyed with motorcyclists

Discussion

- Overall responses are clearly affected by the situation in each country (e.g. pedestrian mobility, infrastructure, road safety level etc.)
- A regional pattern is also identified: Northern & Western countries, Eastern countries, Southern countries.
- The results of the SARTRE 4 survey provide useful insight on pedestrians needs, motivations, opinions and behaviours at international level for the first time.
- They may be useful to researchers and policy makers, for better understanding of pedestrians' needs and behaviour, and identification of appropriate measures to respond to these needs and behaviours.

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