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**The recent dramatic decline in road mortality in France:  
how drivers' attitudes towards road traffic safety  
changed between 2001 and 2004 in the GAZEL cohort.**

Aymery Constant, Louis Rachid Salmi, Sylviane Lafont, Mireille Chiron,  
Emmanuel Lagarde

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Table 1: Percentages of respondent's agreement/disagreement with road traffic safety topics in 2001 and 2004 and percentages of opinions changes between 2001 and 2004 (N=9216).

	Agreement in 2001	Changed to disagreement in 2004	Disagreement in 2001	Changed to agreement in 2004	Agreement in 2004
(Item#):	% (n)	% (n)	% (n)	% (n)	% (n)
<b>relaxing existing regulations</b>					
1: Legal alcohol limit at the wheel should depend on the driver's capacity to take alcohol	11.6 (1066)	55.0 (586)	88.4 (8150)	5.9 (478)	10.4 (958)
2: Driving licence endorsement (penalty points) is useless	43.7 (4024)	53.4 (2149)	56.3 (5192)	12.6 (656)	27.5 (2531)
3: Speed limitation should depend on the vehicle's performance	39.2 (3617)	46.9 (1697)	60.8 (5599)	13.1 (731)	28.8 (2651)
4: Speed limitations should be abolished on highways	22.5 (2075)	46.7 (970)	77.5 (7141)	10.0 (714)	19.7 (1819)
5: The use of the seat belt should be a free choice	8.4 (771)	46.8 (361)	91.6 (8445)	4.4 (373)	8.4 (783)
6: Speed limitation should depend on the driver's skill	24.0 (2211)	57.3. (1267)	76.0 (7005)	10.4 (732)	18.2 (1676)
<b>Increased enforcement/stricter regulations</b>					
7: Testing for blood alcohol content on the road should be increased	85.1 (7844)	12.2 (959)	14.9 (1372)	38.3 (526)	80.4 (7411)
8: To improve traffic safety, traffic laws should be enforced	55.4 (5109)	29.3 (1499)	44.6 (4107)	28.6 (1176)	51.9(4786)
9: A speed recorder should be installed in all vehicles	40.1 (3695)	33.9 (1252)	59.9 (5521)	22.3 (1229)	39.8 (3672)
10: Maximum blood alcohol content while driving should be reduced to zero	47.6 (4391)	32.5 (1429)	52.4 (4825)	17.1 (826)	41.1 (3788)
11: Speed controls on the road should be increased	64.2 (5914)	22.3 (1321)	35.8 (3302)	30.7 (1013)	60.8 (5606)
12: Vehicles' speed capacity should be reduced	55.5 (5117)	17.9 (916)	44.5 (4099)	33.4 (1371)	60.5 (5572)

Table 2: Sociodemographic, psychological and behavioural variables assessed in 2001 associated with mean change in score reflecting attitudes toward road safety related topics between 2001 and 2004

Variables assessed in 2001	% (n) in 2001	Agreements with relaxing existing regulations		Agreements with increased enforcement/stricter regulations	
		Change in score	p-value	Change in score	p-value
All respondents	100 (9216)	-0.36		-0.14	
Year of birth N=9216			0.069		0.550
1939-43	39.1 (3604)	-0.37		-0.14	
1944-48	52.7 (4865)	-0.37		-0.12	
1949-53	8.2 (756)	-0.27		-0.18	
Gender (M/F) N=9216			0.765		0.457
Male	78.6 (7244)	-0.36		-0.13	
Female	21.4 (1972)	-0.36		-0.15	
Marital status N=8842			0.093		0.239
Single/divorced/widow	11.4 (1008)	-0.42		-0.17	
Living with a partner	88.6 (7834)	-0.36		-0.18	
Professional status N=9174			0.441		0.001
Unskilled workers	15.3 (1403)	-0.35		-0.17	
skilled workers	57.6 (5289)	-0.35		-0.17	
Managers	27.1 (2482)	-0.40		-0.04	
Educational status N= 9072			0.089		0.002
High school	81.7 (7413)	-0.38		-0.15	
College/University	18.3 (1659)	-0.32		-0.04	
Alcohol intake N=9033			0.508		0.220
None	16.1 (1450)	-0.34		-0.16	
Low quantity regular	17.3 (1562)	-0.35		-0.07	
Low quantity episodic	28.3 (2562)	-0.38		-0.12	
High quantity regular	37.7 (3402)	-0.36		-0.15	
High quantity episodic	0.6 (57)	-0.60		-0.30	
Type of vehicle N=8751			0.004		0.136
Compact/economy	53.8 (4711)	-0.32		-0.16	
Family	35.7 (3126)	-0.40		-0.13	
Sport/ Sedan	10.5 (914)	-0.41		-0.06	
Annual mileage (in km per year) N=9064			0.033		0.581
<10000	21.0 (1904)	-0.32		-0.15	
10000-20000	40.9 (3704)	-0.35		-0.13	
>20000	38.1 (3456)	-0.40		-0.11	
History of road traffic accidents N=9216			0.402		0.461
No	50.8 (4686)	-0.37		-0.12	
Yes	49.2 (4530)	-0.35		-0.14	
Close relation's/friend's death in road traffic accident N=9102			0.627		0.259
No	77.0 (7007)	-0.37		-0.14	
Yes	23.0 (2095)	-0.35		-0.10	

Table 2 (continued): Sociodemographic, psychological and behavioural variables assessed in 2001 associated with mean change in score reflecting attitudes toward road safety between 2001 and 2004

Variables assessed in 2001	% (n) in 2001	Agreements with relaxing existing regulations		Agreements with increased enforcement/stricter regulations	
		Change in score	p-value	Change in score	p-value
All respondents	100 (9216)	-0.36		-0.14	
Fear while driving N=9181			0.505		0.003
Never	24.3 (2235)	-0.38		-0.06	
Sometimes to always	75.7 (6946)	-0.36		-0.16	
Reported cautious driving N=9182			0.941		0.675
Poor to Medium (1-4)	27.3 (2508)	-0.36		-0.12	
High (5-6)	72.7 (6674)	-0.36		-0.14	
Perceived driving skills N=9183			0.006		0.345
Poor to Medium (1-4)	48.0 (4405)	-0.33		-0.15	
High (5-6)	52.0 (4778)	-0.40		-0.12	
Perceived likelihood of being involved in an accident N=9081			0.915		0.368
More at risk	3.6 (334)	-0.36		-0.20	
Less or similar risk	96.4 (8747)	-0.36		-0.13	
<u>Drunk</u> driving in the last 12 months (2001) N=9146			0.464		0.935
Never	76.4 (6993)	-0.37		-0.13	
Few times a year	23.6 (2153)	-0.35		-0.13	
Reported maximum speed in the last 12 months (2001)					
in Built-up areas: N=9165			0.011		<0.001
Below the speed limit (SL)	28.5 (2612)	-0.31		-0.21	
Above the SL by 1 to 19 km/h	47.6 (4364)	-0.38		-0.13	
Above the SL by 20 km/h or more	23.9 (2189)	-0.40		-0.05	
On rural roads: N=9150			<0.001		<0.001
Below the speed limit (SL)	22.2 (2033)	-0.24		-0.23	
Above the SL by 1 to 19 km/h	43.5 (3981)	-0.39		-0.15	
Above the SL by 20 km/h or more	34.3 (3136)	-0.41		-0.04	
On Highways: N=9128			<0.001		<0.001
Below the speed limit (SL)	36.3 (3311)	-0.24		-0.23	
Above the SL by 1 to 19 km/h	39.5 (3609)	-0.38		-0.14	
Above the SL by 20 km/h or more	24.2 (2208)	-0.51		-0.02	
Answering phone when driving N=9216			<0.001		0.357
Never	68.2 (6279)	-0.33		-0.14	
Depend on circumstances	26.7 (2464)	-0.41		-0.13	
Always	5.1 (473)	-0.56		-0.05	
Number of agreements with relaxing existing regulations in 2001 N=9216			<0.001		<0.001
Low (0-2)	(7174)	-0.11		-0.18	
Medium (3-4)	(1775)	-1.19		0.05	
High (5-6)	(267)	-1.58		-0.04	
Number of agreements with increased enforcement/stricter regulations in 2001 N=9216					
Low (0-2)	(2596)	-0.45	<0.001	0.56	<0.001
Medium (3-4)	(3918)	-0.37		-0.13	
High (5-6)	(2702)	-0.27		-0.81	

Table 3: Mean change in score reflecting agreement with relaxing existing regulations between 2001 and 2004: association with factors, assessed in 2001, multivariate analysis

Variables assessed in 2001	B	Standard error	95% CI		t	p-value
Score value in 2001	-0.434	0.009	-0.451	-0.417	-49.974	<0.001
Higher education level	-0.079	0.030	-0.137	-0.021	-2.659	0.008
Type of vehicle †	-0.043	0.024	-0.089	0.004	-1.789	0.074
Reporting a maximum speed over the speed limit on highways ‡	0.026	0.018	-0.009	0.060	1.562	NS
Higher perceived driving ability ‡‡	0.032	0.023	-0.014	0.077	1.371	NS
Higher annual mileage (3 groups)	-0.018	0.016	-0.014	0.050	-1.111	NS
Living with a partner	0.039	0.037	-0.033	0.111	1.070	NS
Reporting a maximum speed over the speed limit in built-up areas †	-0.028	0.029	-0.084	0.029	-0.956	NS
Year of birth (3 groups) ¶	0.013	0.019	-0.023	0.050	0.716	NS
Always answering phone while driving	0.007	0.020	-0.033	0.048	0.366	NS
Reporting a maximum speed over the speed limit on rural roads †	-0.051	0.033	-0.115	0.013	-0.156	NS

Model: R= 0.496, R<sup>2</sup>= 0.246, adjusted R<sup>2</sup>= 0.245; F= 238.6, degrees of freedom = 11, 8053; p<0.001

Note: NS= not significant, CI= confidence interval

†: Coded as compact/economy=1, sedan./family/sport= 2

‡: Coded as reported maximum speed below the speed limit=0, reported maximum speed above the speed limit=1

‡‡: coded as “poor to medium”= 0, “high to very high”=1

¶: coded as 1939-43=1, 1944-48= 2, 1949-53= 3

Table 4: Mean change in score reflecting agreement with increased enforcement/stricter regulations between 2001 and 2004: association with factors, assessed in 2001, multivariate analysis

Variables assessed in 2001	B	Standard error	95% CI		t	P-value
Score value in 2001	-0.359	0.009	-0.375	-0.342	-41.759	<0.001
Reporting a maximum speed below the speed limit on highways †	0.126	0.032	0.064	0.188	4.001	<0.001
Higher education level	0.105	0.040	0.027	0.182	2.653	0.008
Higher occupational category ‡	0.064	0.035	-0.004	0.131	1.849	0.064
Reporting a maximum speed below the speed limit on rural roads †	0.052	0.038	-0.126	0.022	1.369	NS
Reporting a maximum speed below the speed limit in built-up areas †	0.029	0.033	-0.043	0.087	0.671	NS
Experiencing fear while driving ‡‡	-0.001	0.031	-0.061	0.059	-0.027	NS

Model: R= 0.411, R<sup>2</sup>= 0.169, adjusted R<sup>2</sup>= 0.168; F=256.9, df = 7, 8865; p<0.001

Note: NS= not significant, CI= confidence interval

†: Coded as reported maximum speed above the speed limit =0, reported maximum speed below the speed limit =1,

‡: coded as unskilled/skilled worker = 1, /manager=2

‡‡: coded as never= 0, sometimes to always= 1