

Appendix B: Driving Style Questionnaire (DSQ)

Driving Style Questionnaire

Please show how often each of the following applies to you by circling the number that you think applies. 1=very infrequently or never, 2=infrequently, 3=quite infrequently, 4=quite frequently, 5=frequently, 6=very frequently or always.

	Very infrequently or never					Very frequently or always
1. Do you break the motorway speed limit?	1	2	3	4	5	6
2. Do you drive fast?	1	2	3	4	5	6
3. Do you exceed the speed limit in built up areas?	1	2	3	4	5	6
4. Do you become flustered when faced with sudden dangers while driving?	1	2	3	4	5	6
5. Do you remain calm when things happen very quickly and there is little time to think?	1	2	3	4	5	6
6. Is your driving affected by pressure from other motorists?	1	2	3	4	5	6
7. Are you happy to receive advice from people about your driving?	1	2	3	4	5	6
8. Do you dislike people giving advice about your driving?	1	2	3	4	5	6
9. Do you drive cautiously?	1	2	3	4	5	6
10. Do you find it easy to ignore distractions while driving?	1	2	3	4	5	6
11. Do you ignore passengers urging you to change your speed?	1	2	3	4	5	6
12. How often do you set out on an unfamiliar journey without first looking at a map?	1	2	3	4	5	6
13. Do you plan long journeys in advance including places to stop and rest?	1	2	3	4	5	6
14. Do you overtake on the inside lane of a dual carriageway if you have the opportunity to do so?	1	2	3	4	5	6
15. Do you ever drive through a traffic light after it has turned red?	1	2	3	4	5	6

Scoring:

Speed=Q1+Q2+Q3.

Calmness=14-Q4+Q5-Q6

Social resistance=7-Q7+Q8

Focus=Q9+Q10+Q11

Planning=7-Q12+Q13

Deviance=Q14+Q15

References:

French D, West R, Elander J and Wilding J (1993) Decision making style, driving style and self-reported involvement in road traffic accidents. *Ergonomics* 36, 627-644.

West R, Kemp R and Elander J (1993) Direct observation of driving, self-reports of driver behaviour and accident involvement. *Ergonomics* 36, 557-567.

West R, Elander J and French D (1992) Decision making, personality and driving style as correlates of individual accident risk. TRL Contractors Report No 309, Crowthorne, Transport Research Laboratory.