

Traffic enforcement in Europe: attitudes and practice.



Results from the first ESRA project

www.esranet.eu

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Overview of presentation

1. Introduction on ESRA
2. Experience with traffic enforcement
3. Attitudes towards traffic enforcement
4. Recommendations





What is ESRA ?

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ESRA Methodology

- ▶ Online survey using an internet access panel
- ▶ ESRA 1 (2015): 17 European countries
 - ▶ 1000+ road users per country
 - ▶ representative sample for national adult population (18+) among which 600+ frequent car users
- ▶ ESRA 1bis (2016): 6 additional countries (including 4 non-European ones)
- ▶ ESRA 2: planned in Spring 2018
- ▶ Common questionnaire
 - ▶ 25 language-country versions
 - ▶ 33 questions (223 variables)
 - ▶ time to complete = 21 min
- ▶ Calculation of weighted European average



Topics covered



- ▶ Attitudes towards unsafe traffic behaviour (64)
- ▶ Behaviour of other road users (18)
- ▶ Feeling of unsafety as a road user (28)
- ▶ Involvement in road crashes (15)
- ▶ **Reported police checks and perceived likelihood of getting caught for traffic offences (11)**
- ▶ Self-declared (unsafe) behaviour in traffic (31)
- ▶ **Support for road safety policy measures (23)**
- ▶ Use of different modes of transportation (20)
- ▶ Other items (e.g. socio-demographic information) (13)

of variables per topic indicated between brackets



Experience with traffic
enforcement

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Experience with traffic enforcement

Over the last 12 months:

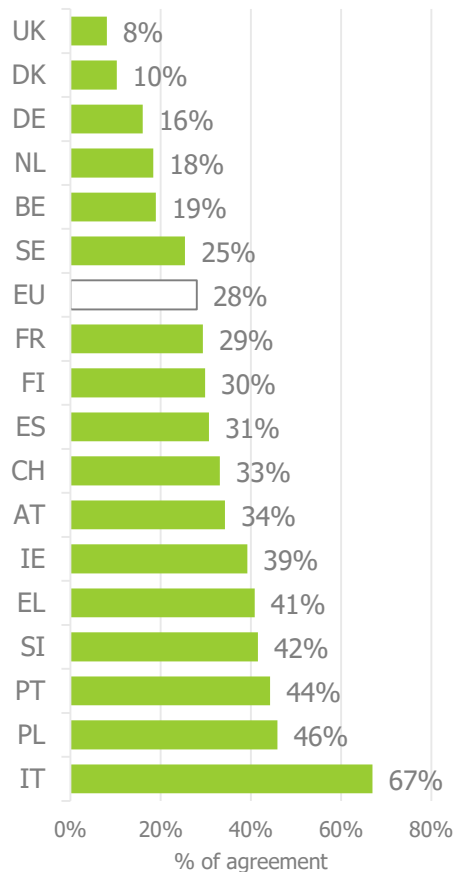
- 28% of road users surveyed were stopped for a check by road police (of which 12% more than once),
- 15% were fined for a road traffic violation (of which 4% more than once),
- 3% were convicted in court (of which 1% more than once).



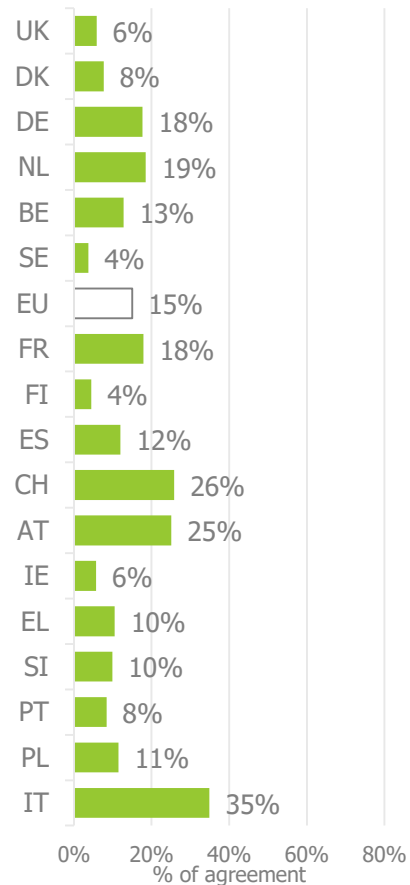
Variations by country

In the past 12 months, how many times have you at least once

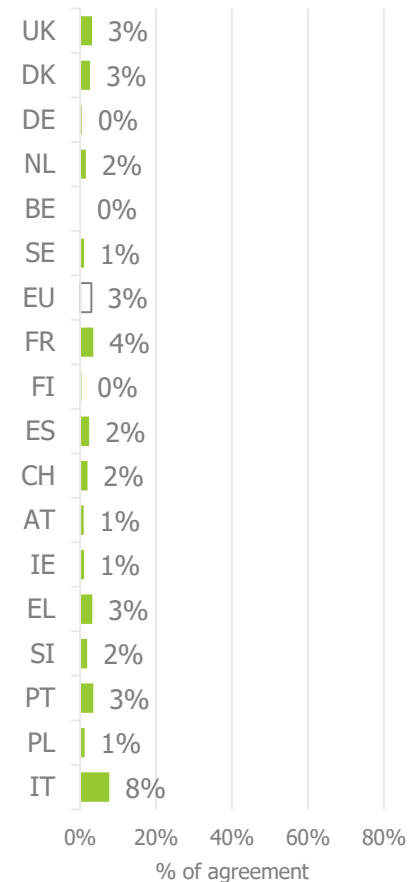
been stopped by the police for a check



had to pay a fine for traffic violation

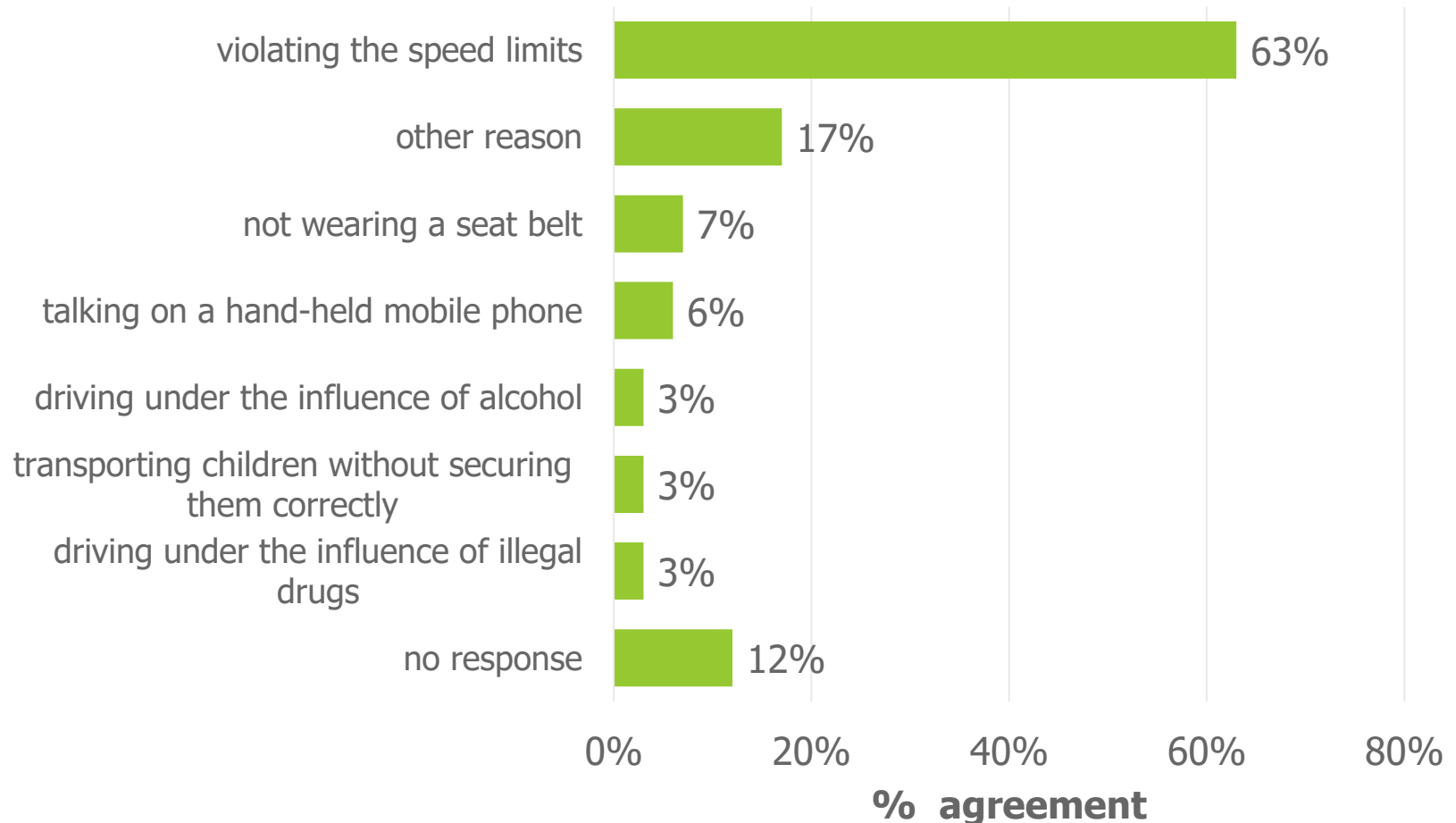


convicted at court for a traffic violation



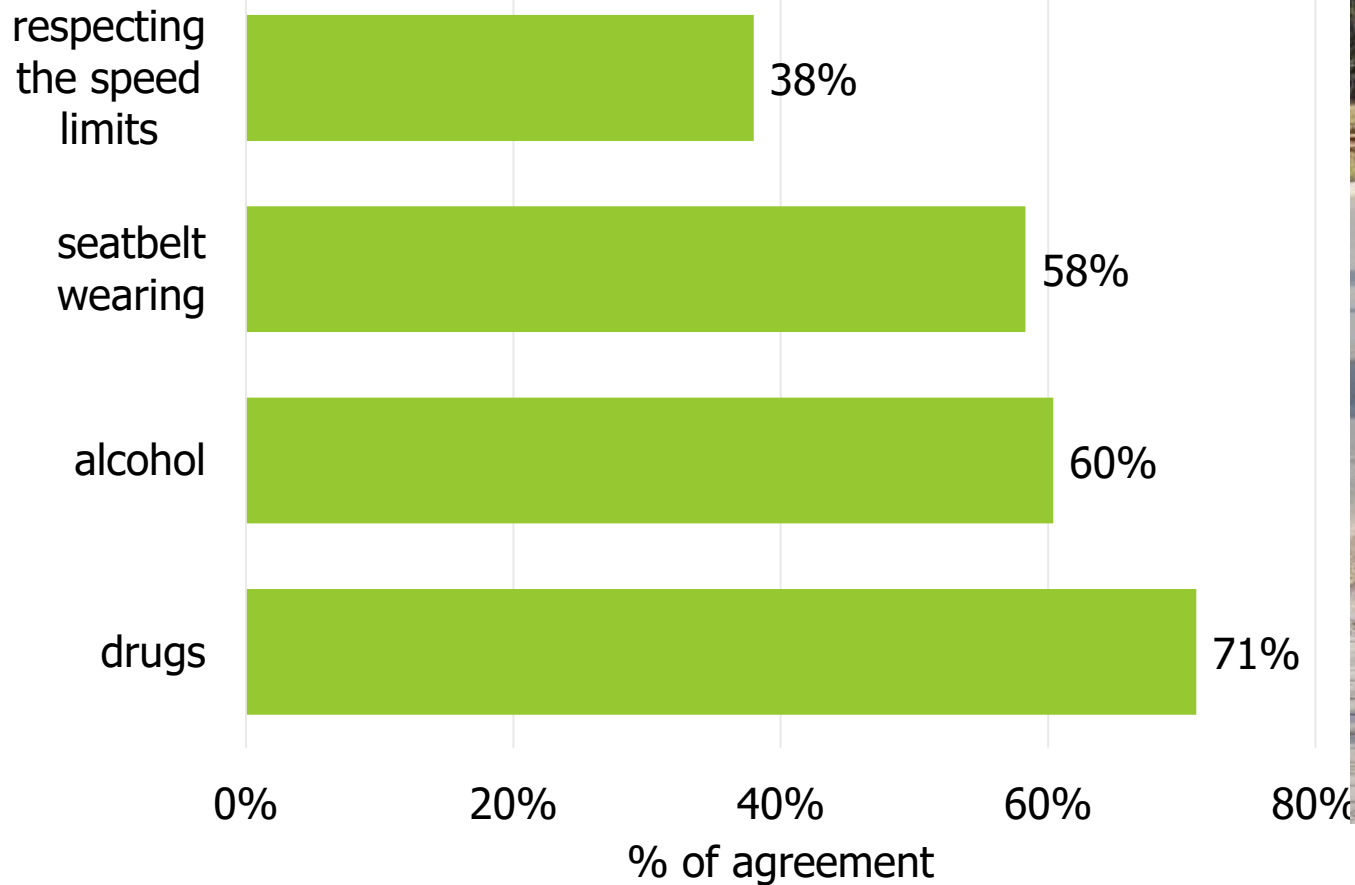
Traffic offences that were fined most frequently

Was it a fine for ... (Yes)



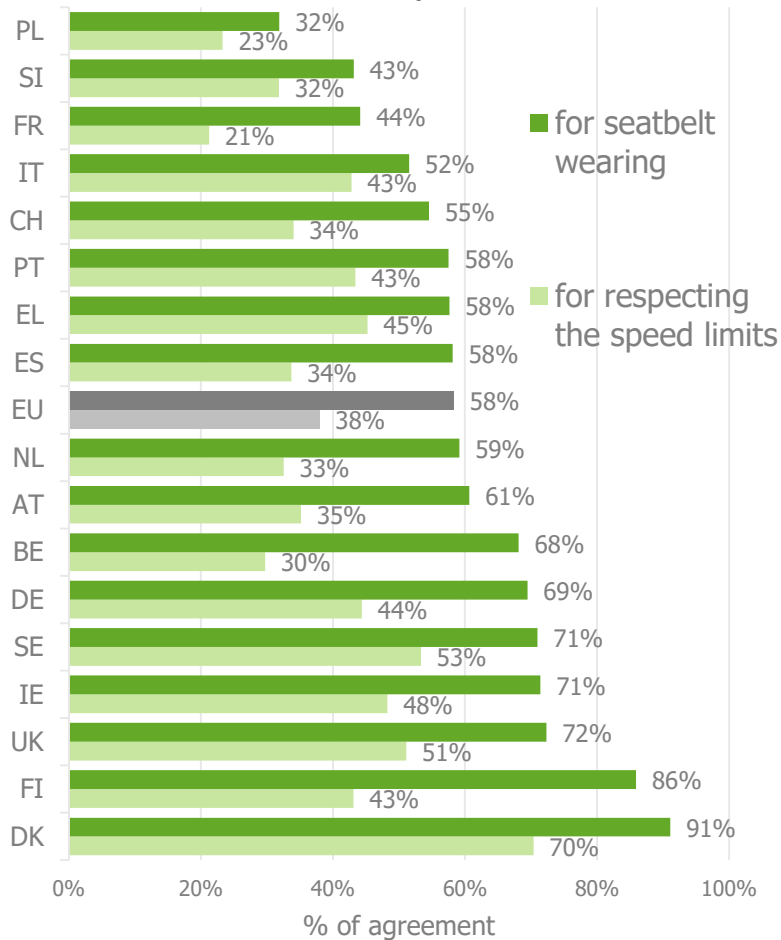
Subjective risk of being checked

On a typical journey, how likely is it that you (as a driver) will be checked by the police for ... (Very small chance)

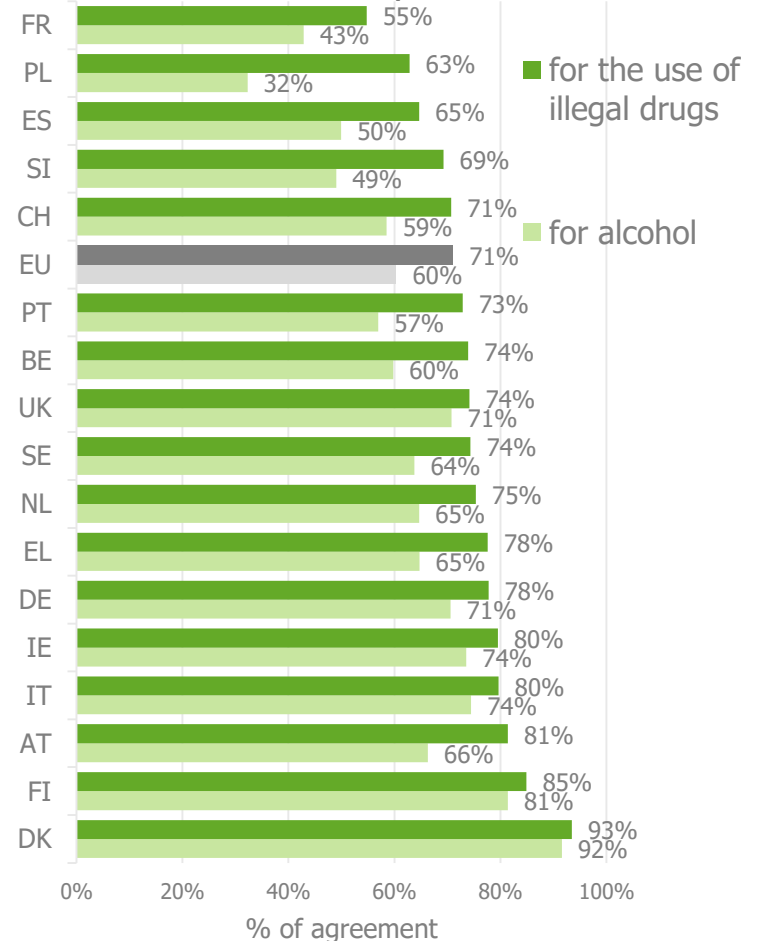


Subjective risk of being checked

On typical journey, how likely is it that you will be checked by the police .. (very small chance)



On typical journey, how likely is it that you will be checked by the police ... (very small chance)



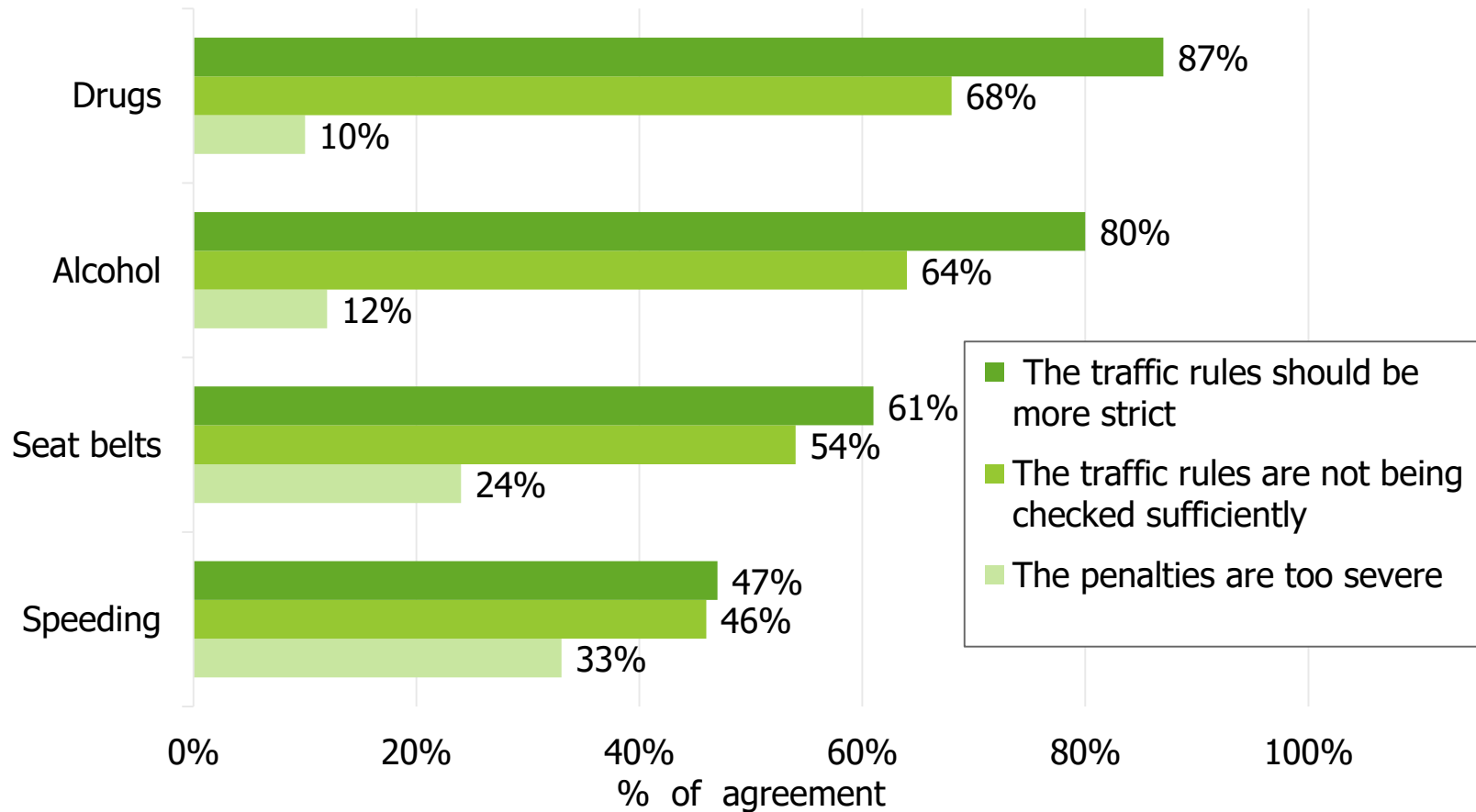


Attitudes towards traffic enforcement

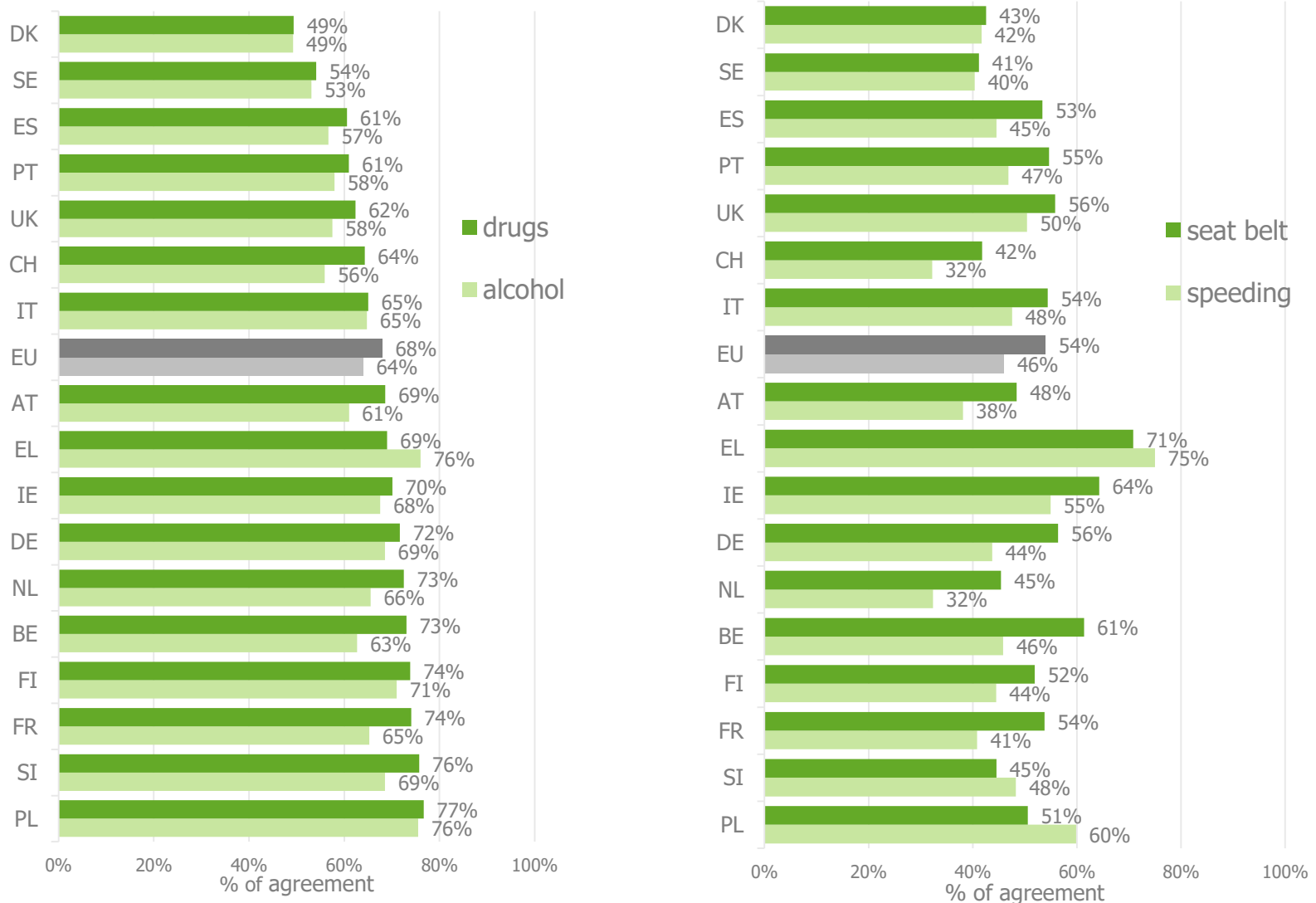
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Opinions about traffic enforcement

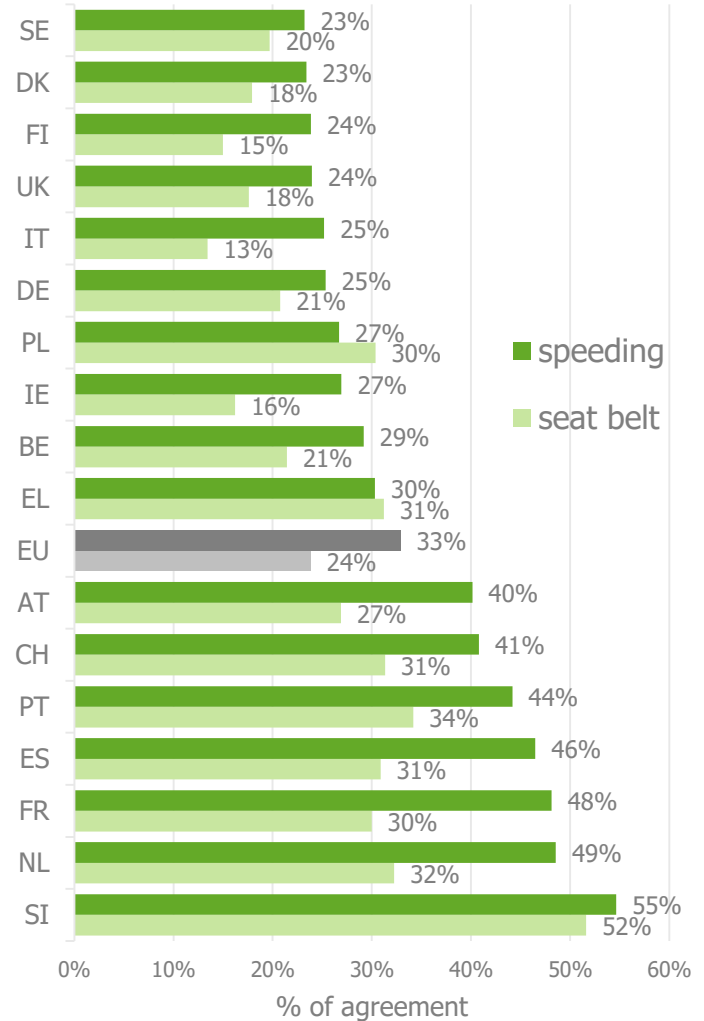
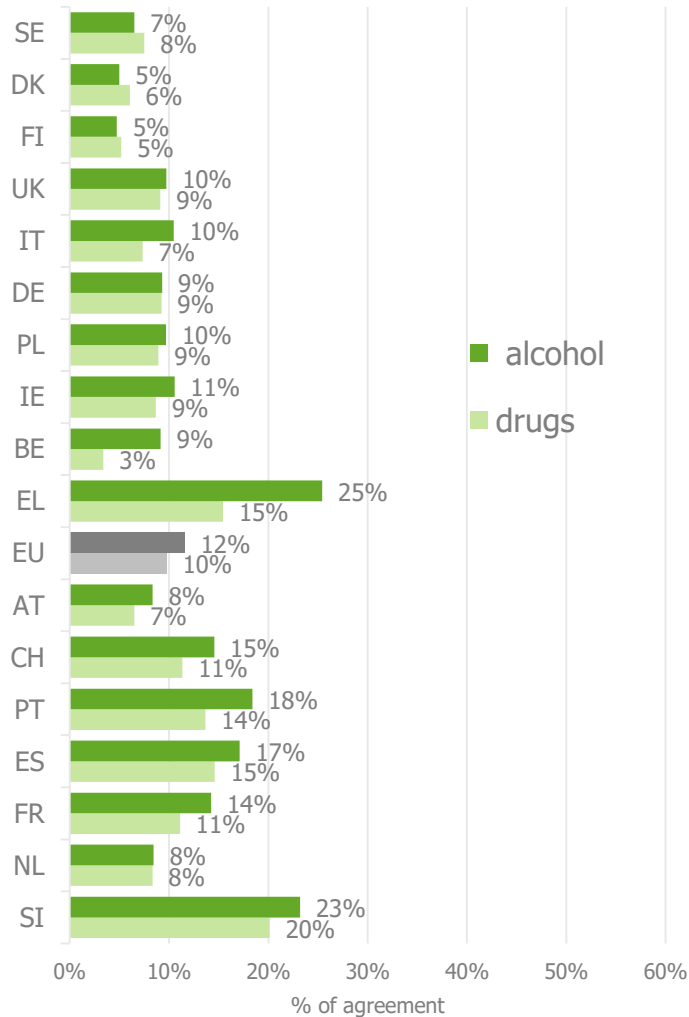
What do you think about current traffic rules and penalties in your country for each of the following themes (Yes)



"Rules are not being checked sufficiently"

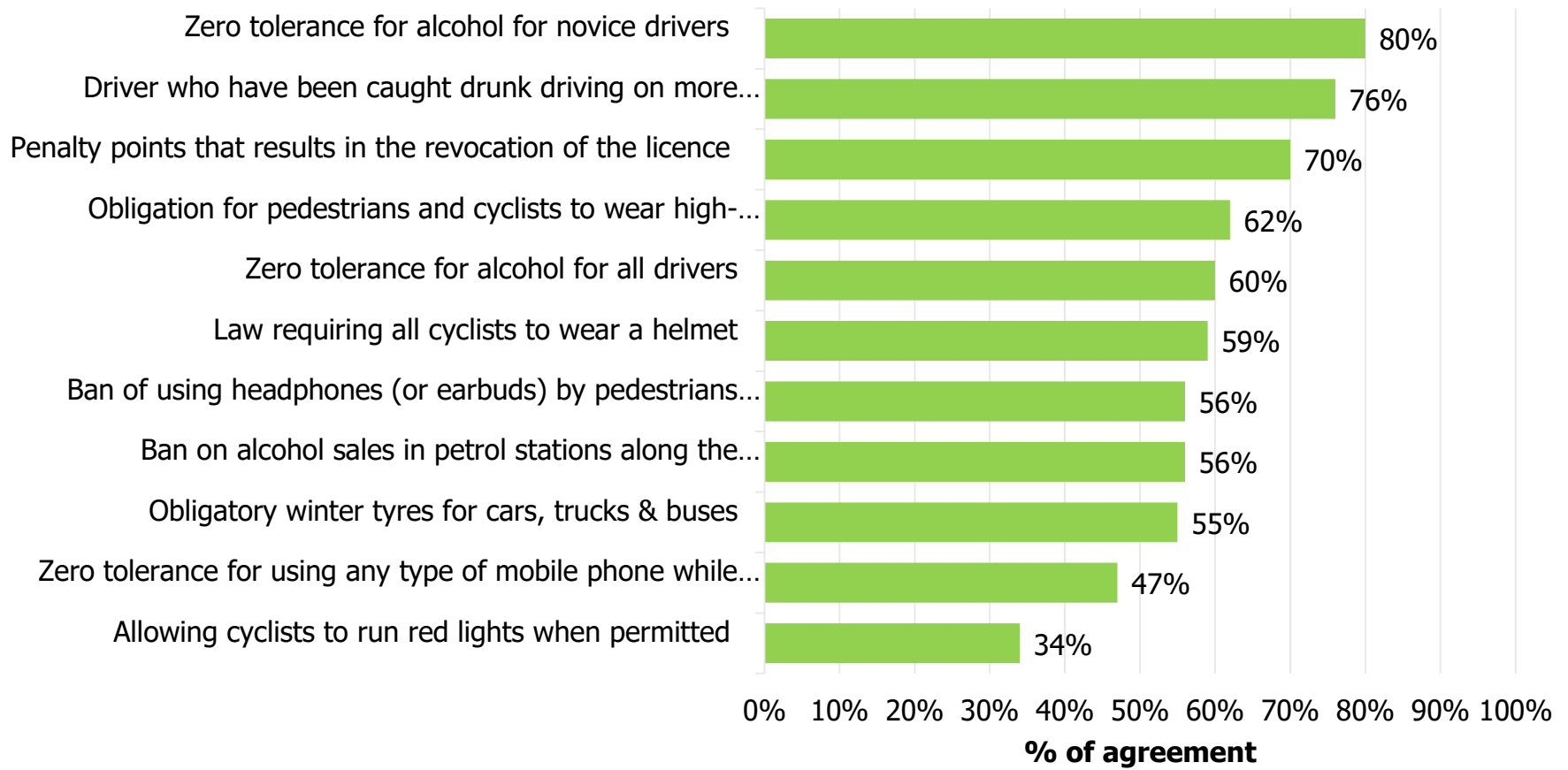


“Penalties are too severe”



Road users' opinions about additional preventive countermeasures

Do you support each of the following measures ... (Yes)





Recommendations

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Recommendations

1. Support more research on understanding how road user behaviour, in particular of road users with very risky behaviour, could be more substantially influenced by enforcement activities.
2. Define enforcement related indicators and set targets, such as the number of people controlled, the subjective perception of enforcement and the reduction of risky behaviour resulting from enforcement and penalties.
3. Develop models and mechanisms for cost-benefits assessments for assessing traffic law enforcement by the police.

For more information:

ESRA Thematic report N° 6 on
Enforcement & support for road
safety policy measures



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