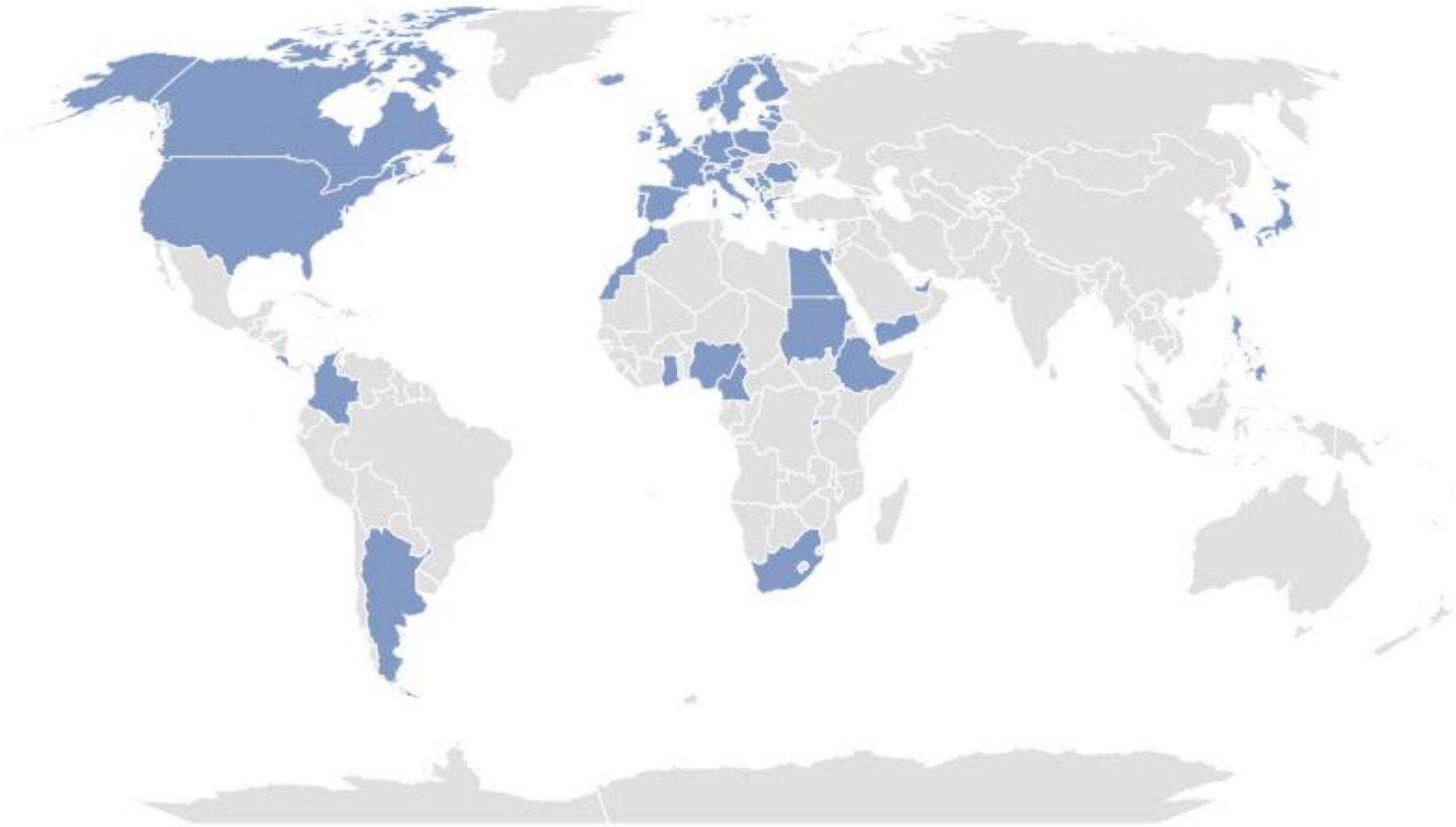


Traffic Safety Culture and Performance Indicators

April 21, 2022, Online, 10:00- 16:30 CET



ESRA Conference registrations = 58 countries



Conference programme

10:00	Welcome and introduction	<i>Dominique Mignot (Univ. Gustave Eiffel)</i> <i>Manuelle Salathé (ONISR, France)</i> <i>Matthew Baldwin (European Commission)</i>
10:30	1. Road Safety policy	International differences in public support for road safety policy measures (<i>Wouter Van den Berghe, Vias institute</i>)
10:50		Importance on collecting ESRA data for developing countries (<i>Maria Segui-Gomez, WHO</i>)
11:10		Crash data, self-declared and observed behaviours in Portugal (<i>Jose Trigo and Alain Areal, PRP</i>)
11:30	<i>Pause</i>	
11:45	2. Psychological factors	Socio-cognitive factors in road safety monitoring (<i>Uta Meesmann, Vias institute</i>)
12:05		Correlations of multiple rider behaviors with self-reported attitudes, perspectives on traffic rule strictness and social desirability (<i>George Yannis, NTUA</i>)
12:25		Relationship between subjective safety and accident statistics (<i>Aggelos Soteropoulos, KfV</i>)
12:45	Dashboard	Live demonstration of the ESRA dashboard (<i>Uta Meesmann, Vias institute</i>)



Conference programme

13:00	Lunch pause	
14:00	3. Socio-demographic factors	Age and road safety performance: Focusing on elderly and young drivers (<i>Ward Vanlaar, TIRF</i>)
14:20		Gender differences in relation to cultural indicators (<i>Marie-Axelle Granié, Univ. Gustave Eiffel</i>)
14:40		Modelling self-reported driver perspectives and fatigued driving via deep learning (<i>Dimitrios Nikolau, NTUA</i>)
15:00	Pause	
15:15	4. Supporting national policy	Use of ESRA data by the Belgian government (<i>Anne Vandenberghe, Federal Public Service Mobility and Transport, Belgium</i>)
15:35		Experiences with using ESRA data in France (<i>Manuelle Salathé, ONISR, France</i>)
15:55		Use of the ESRA data in Colombia (<i>Alfredo Albornoz, ACC</i>)
16:15	Conclusions	Scientific and institutional conclusions for ESRA3 (<i>Wouter Van den Berghe & Uta Meesmann, Vias institute</i>)
16:30		



What is ESRA?



The ESRA initiative

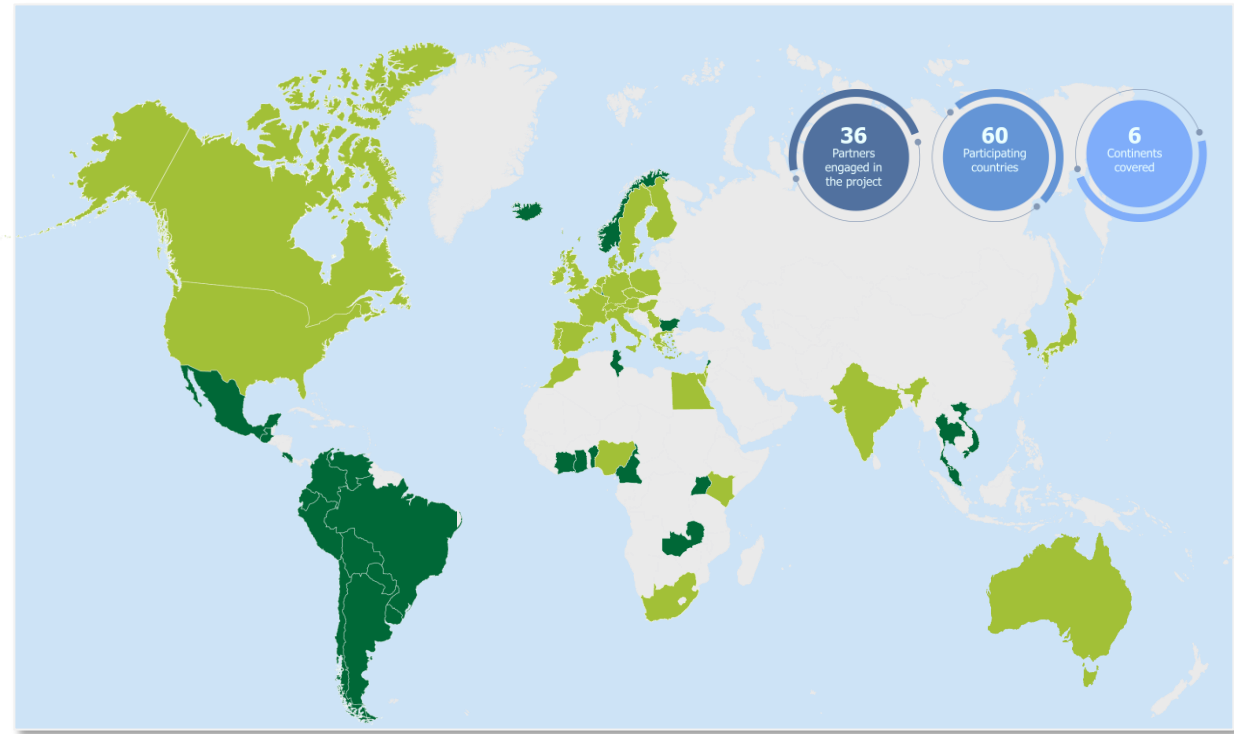
International network

- Coordinated by Vias institute BE & Steering Group
- **36 partners - 60 countries – 6 continents**
- Heart: 'E-survey on road users' attitudes'

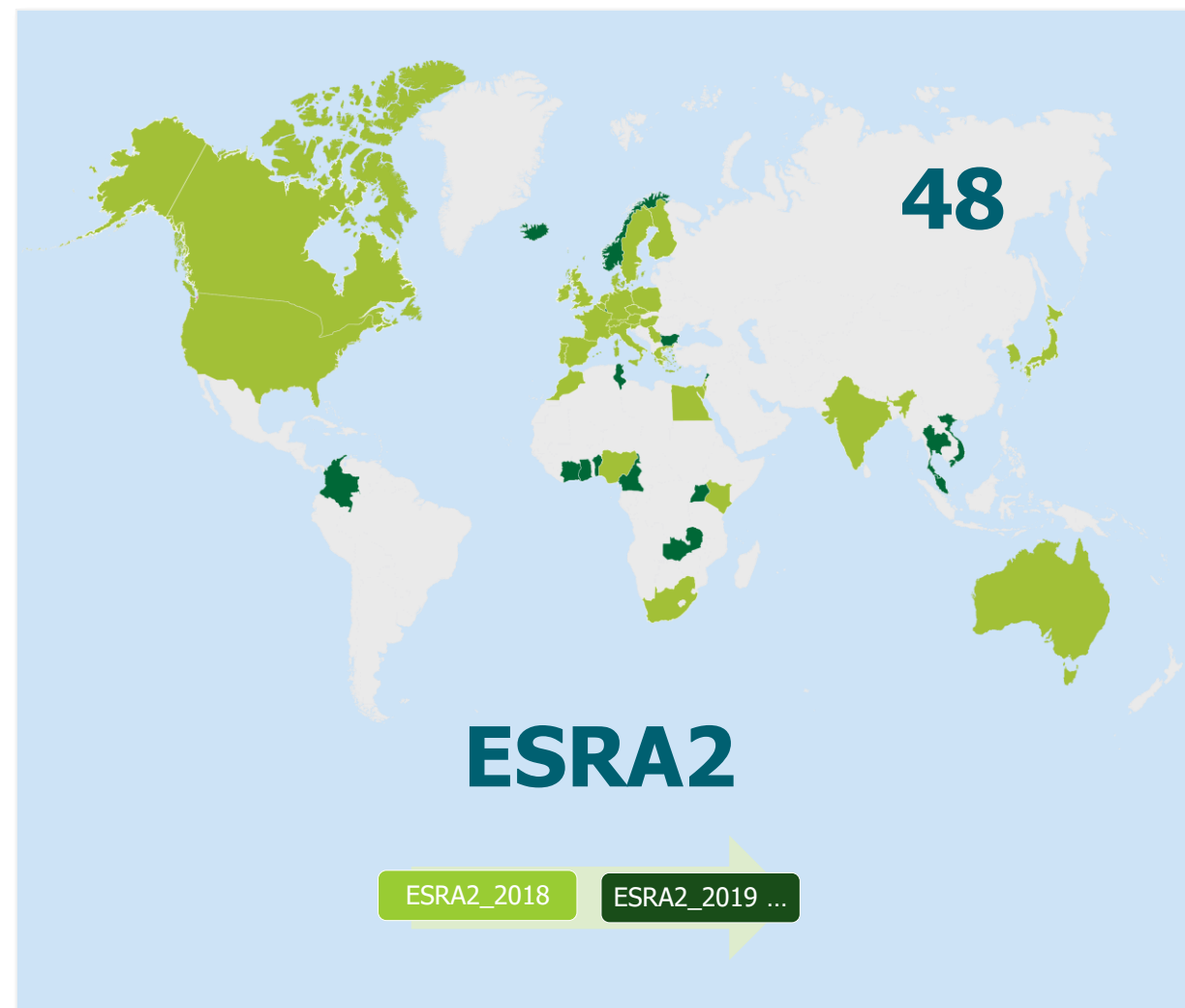
Aim & objectives

- Provide **scientific support** for road safety policy at national and international levels
- Make internationally **comparable** data available on the current road safety situation in countries all over the world
- Develop a series of reliable, cost-effective and comparable **road safety performance indicators**
- Develop **time series** on road safety performance

Funding: partners' own resources (or sponsors)



Evolution: ESRA 1 - ESRA2 - ESRA3 in preparation



ESRA2 methodology



Identical method & questionnaire - Online panel survey

ESRA2: 48 countries

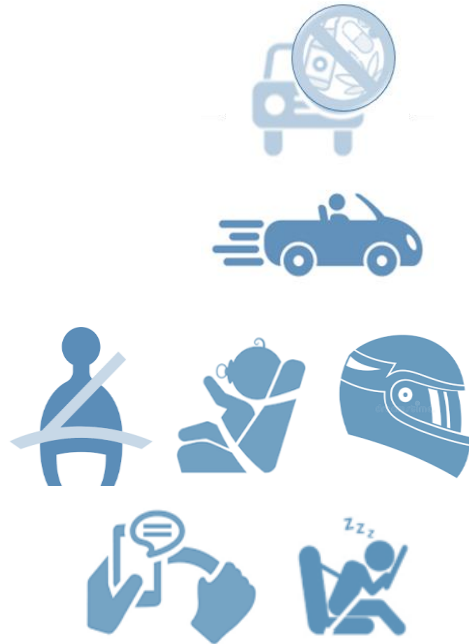
- Total sample N=45 000
 - ≥ 1000 road users per country*
 - Representative sample of the national adult population (18+) based on age*gender
Quota for gender*age (18-24, 25-34, 35-44, 45-54, 55-64, 65+), regional spread monitored (UN, 2019)
- 62 national language versions
- 28 questions (>300 variables)
- LOI = 20 min

Calculation of weighted regional and national **means**

* Some exceptions: e.g., African countries; small countries such as Luxembourg

ESRA2 main topics & themes

(over 300 variables collected)



support for road
safety policy
measures

self-reported
behaviour in traffic

acceptability of safe
and unsafe traffic
behaviour

attitudes, towards
safe and unsafe
traffic behaviour

subjective safety and
risk perception

involvement in road
crashes

enforcement of traffic
laws

vehicle automation
(new)

2 bonus questions
(new)



Contextual data from

- external databases
- expert survey