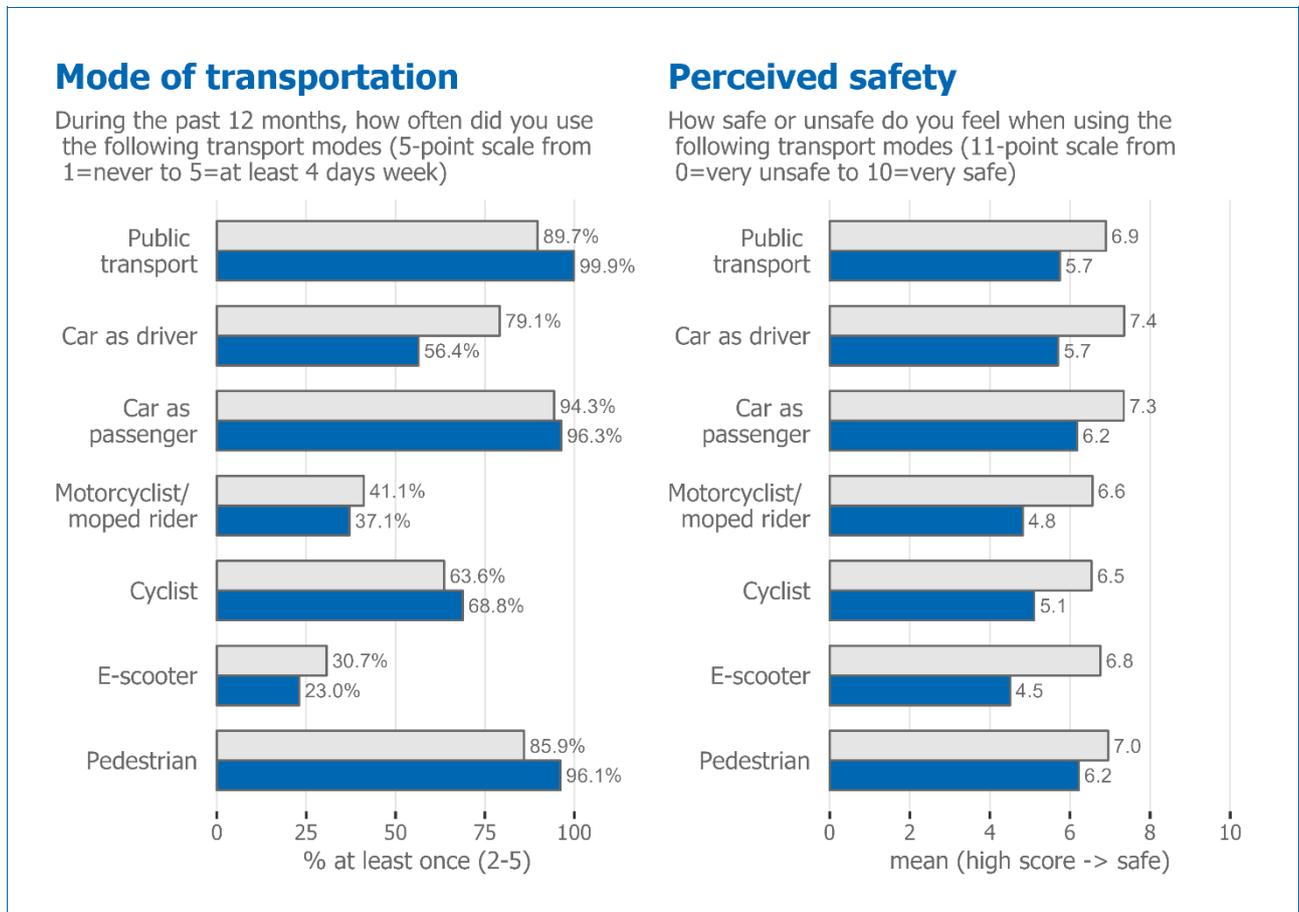# Peru
ESRA3 Country Fact Sheet

Version 2 (01/2024)

ESRA (E-Survey of Road Users' Attitudes) is a joint initiative of road safety institutes, research centres, public services, and private sponsors from all over the world. The aim is to collect and analyse comparable data on road safety performance and road safety culture. The ESRA data are used as a basis for a large set of road safety indicators. These provide scientific evidence for policy making at national and international levels. Vias institute in Brussels (Belgium) initiated and coordinates ESRA, in cooperation with ten steering group partners (BASt, DTU, IATSS, ITS, KFV, NTUA, PRP, SWOV, TIRF, University Gustave Eiffel). At the heart of ESRA is a jointly developed questionnaire survey, which is translated into national language versions[1]. The themes covered include: self-declared behaviour, attitudes and opinions on unsafe traffic behaviour, enforcement experiences and support for policy measures. The survey addresses different road safety topics (e.g. driving under the influence of alcohol, drugs and medicines, speeding, distraction) and targets car occupants, motorcyclists and moped riders, cyclists, riders of e-scooters and pedestrians.

This fact sheet contains the key results of the ESRA3 survey, which was conducted simultaneously in 39 countries in 2023. In total this online panel survey collected data from more than 37,000 road users (843 in Peru, aged 18-74). The ESRA3 survey in Peru was supported by Fundación MAPFRE. An overview of the initiative and more results are available on www.esranet.eu.
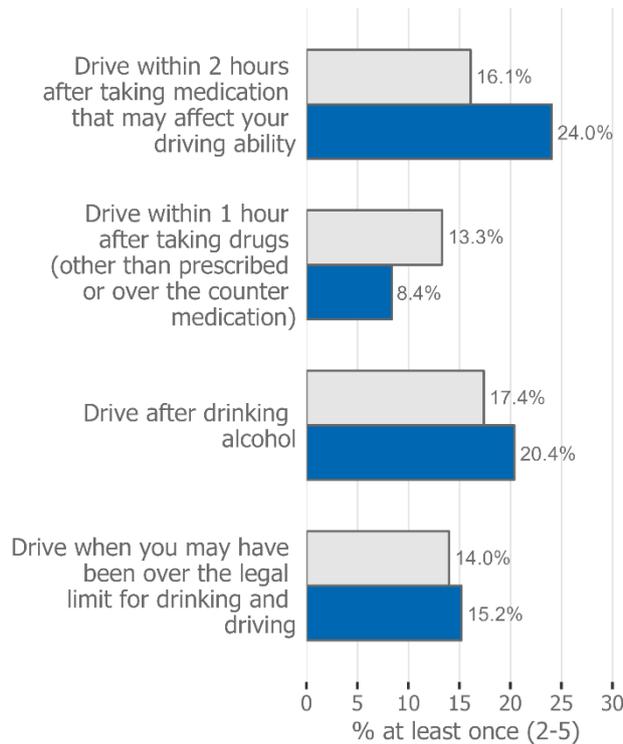
The following figures show a core set of variables in which Peru (blue bar ▆▆▆▆) is compared with the America8 ESRA3 mean[2] (grey bar ▢▢▢▢).

Mode of transportation

During the past 12 months, how often did you use the following transport modes (5-point scale from 1=never to 5=at least 4 days week)

Transport mode	Grey (America8 mean)	Blue (Peru)
Public transport	89.7%	99.9%
Car as driver	79.1%	56.4%
Car as passenger	94.3%	96.3%
Motorcyclist/ moped rider	41.1%	37.1%
Cyclist	63.6%	68.8%
E-scooter	30.7%	23.0%
Pedestrian	85.9%	96.1%

% at least once (2-5)

Perceived safety

How safe or unsafe do you feel when using the following transport modes (11-point scale from 0=very unsafe to 10=very safe)

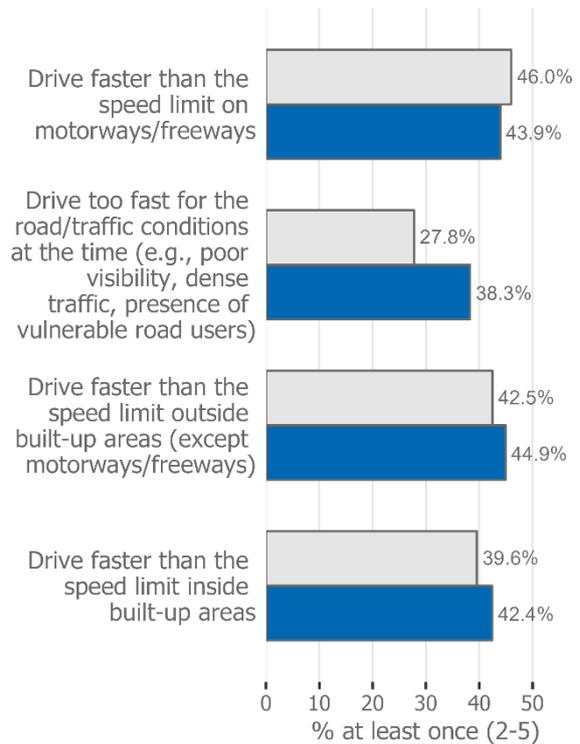| Transport mode	Grey (America8 mean)	Blue (Peru)
Public transport	6.9	5.7
Car as driver	7.4	5.7
Car as passenger	7.3	6.2
Motorcyclist/ moped rider	6.6	4.8
Cyclist	6.5	5.1
E-scooter	6.8	4.5
Pedestrian	7.0	6.2

mean (high score -> safe)

Self-declared behaviour

Over the last 30 days, how often did you …? (5-point scale from 1=never to 5=(almost) always)

DUI as a car driver
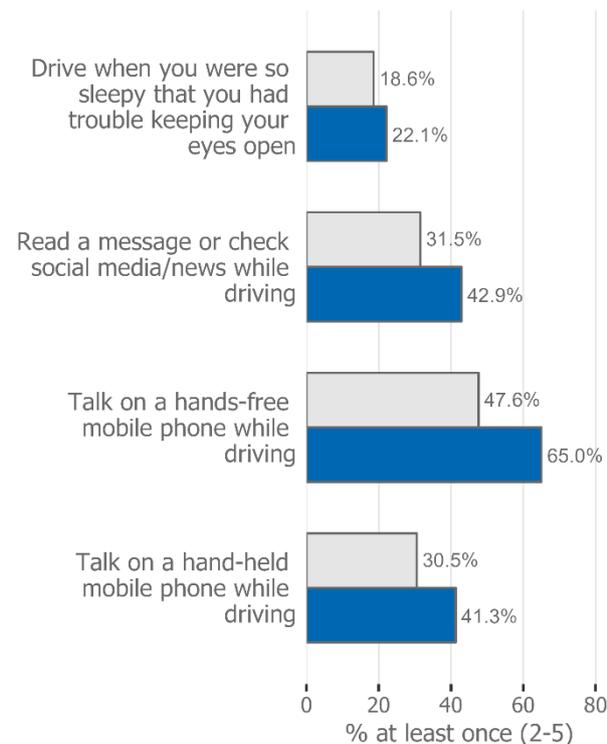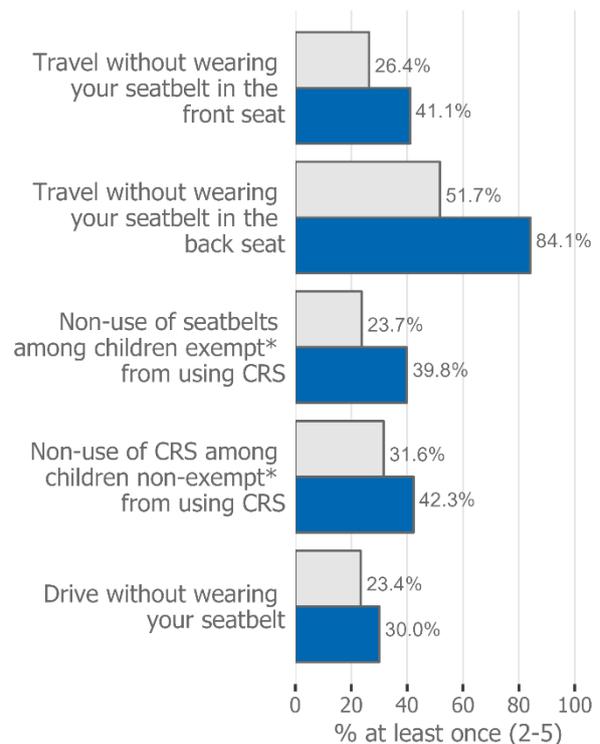
Behaviour	Grey	Blue
Drive within 2 hours after taking medication that may affect your driving ability	16.1%	24.0%
Drive within 1 hour after taking drugs (other than prescribed or over the counter medication)	13.3%	8.4%
Drive after drinking alcohol	17.4%	20.4%
Drive when you may have been over the legal limit for drinking and driving	14.0%	15.2%

% at least once (2-5)

Speeding as a car driver

Behaviour	Grey	Blue
Drive faster than the speed limit on motorways/freeways	46.0%	43.9%
Drive too fast for the road/traffic conditions at the time (e.g., poor visibility, dense traffic, presence of vulnerable road users)	27.8%	38.3%
Drive faster than the speed limit outside built-up areas (except motorways/freeways)	42.5%	44.9%
Drive faster than the speed limit inside built-up areas	39.6%	42.4%

% at least once (2-5)

Distraction & fatigue as a car driver

Behaviour	Grey	Blue
Drive when you were so sleepy that you had trouble keeping your eyes open	18.6%	22.1%
Read a message or check social media/news while driving	31.5%	42.9%
Talk on a hands-free mobile phone while driving	47.6%	65.0%
Talk on a hand-held mobile phone while driving	30.5%	41.3%

% at least once (2-5)

Seat belt use in a passenger car

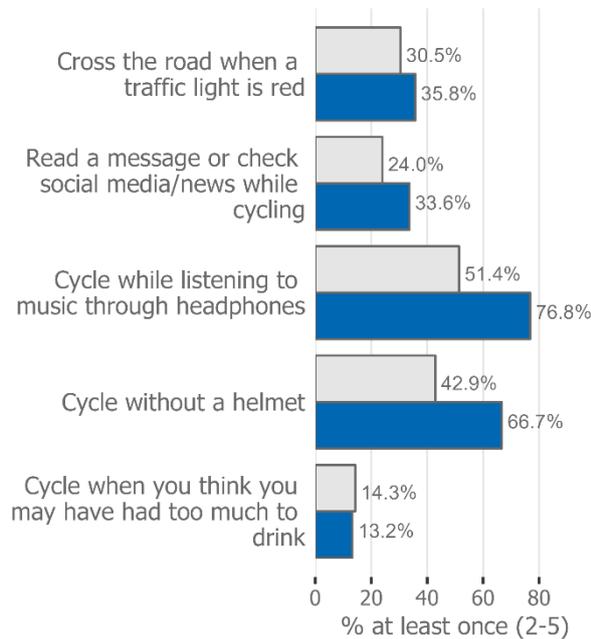| Behaviour	Grey	Blue
Travel without wearing your seatbelt in the front seat	26.4%	41.1%
Travel without wearing your seatbelt in the back seat	51.7%	84.1%
Non-use of seatbelts among children exempt* from using CRS	23.7%	39.8%
Non-use of CRS among children non-exempt* from using CRS	31.6%	42.3%
Drive without wearing your seatbelt	23.4%	30.0%

% at least once (2-5)

specified based on national regulation; CRS = Child Restraint System

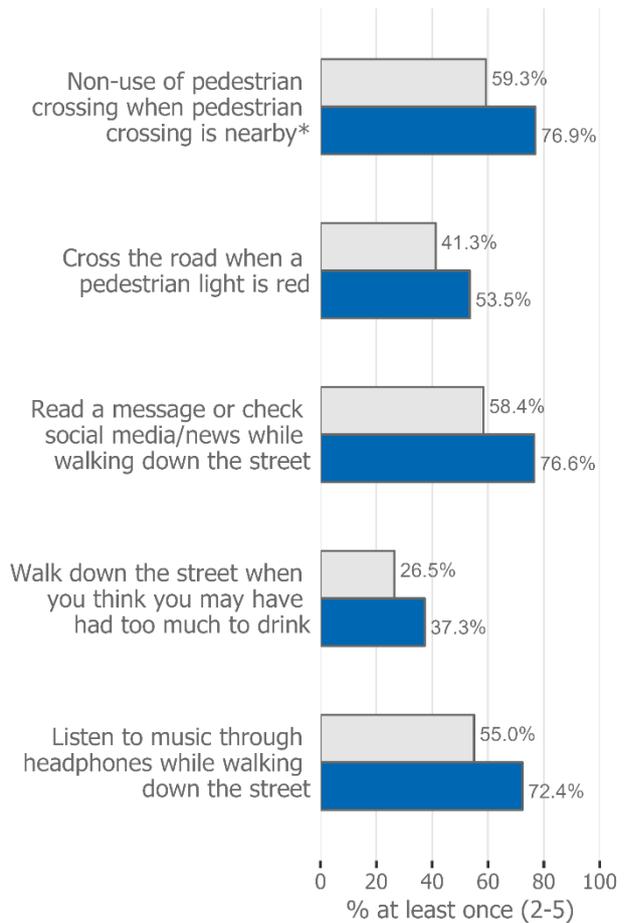# Self-declared behaviour

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)
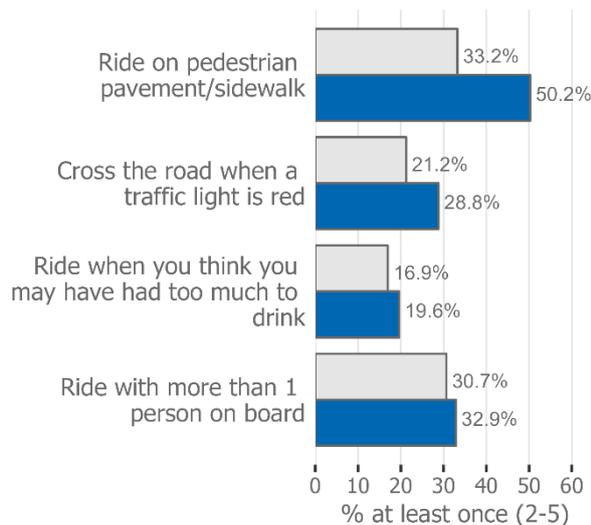
Cyclists

Behaviour	% at least once (2-5)
Cross the road when a traffic light is red	30.5% / 35.8%
Read a message or check social media/news while cycling	24.0% / 33.6%
Cycle while listening to music through headphones	51.4% / 76.8%
Cycle without a helmet	42.9% / 66.7%
Cycle when you think you may have had too much to drink	14.3% / 13.2%

% at least once (2-5)

Pedestrians

Behaviour	% at least once (2-5)
Non-use of pedestrian crossing when pedestrian crossing is nearby*	59.3% / 76.9%
Cross the road when a pedestrian light is red	41.3% / 53.5%
Read a message or check social media/news while walking down the street	58.4% / 76.6%
Walk down the street when you think you may have had too much to drink	26.5% / 37.3%
Listen to music through headphones while walking down the street	55.0% / 72.4%

% at least once (2-5)

* specified based on national regulation

E-scooter riders

Behaviour	% at least once (2-5)
Ride on pedestrian pavement/sidewalk	33.2% / 50.2%
Cross the road when a traffic light is red	21.2% / 28.8%
Ride when you think you may have had too much to drink	16.9% / 19.6%
Ride with more than 1 person on board	30.7% / 32.9%

% at least once (2-5)

Sample size**

Road users who use each transport mode at least a few days per month.

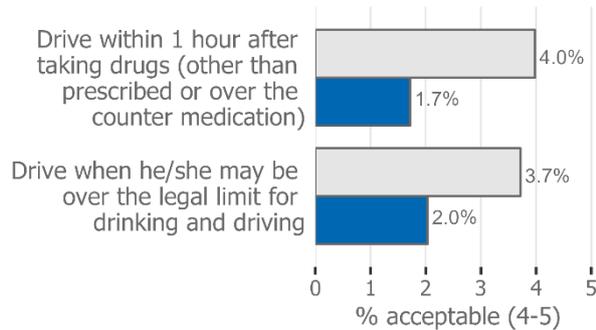| Mode of transportation	Peru	America8
Car drivers	401	5,894
Car drivers who transported children (<18y) exempt* from using CRS	236	2,970
Car drivers who transported children (<18y) non-exempt* from using CRS	278	3,149
Car passengers	735	6,389
Cyclists	434	3,967
E-scooter riders	109	1,683
Pedestrians	765	6,187

**weighted sample for self-declared behaviours. CRS = Child Restraint System
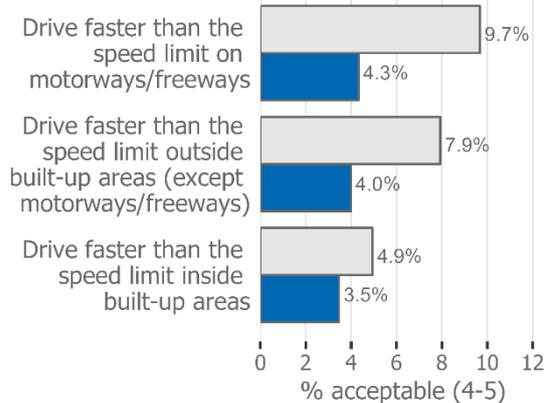
Personal acceptability

How acceptable do you, personally, feel it is to …? (5-point scale from 1=unacceptable to 5=acceptable)
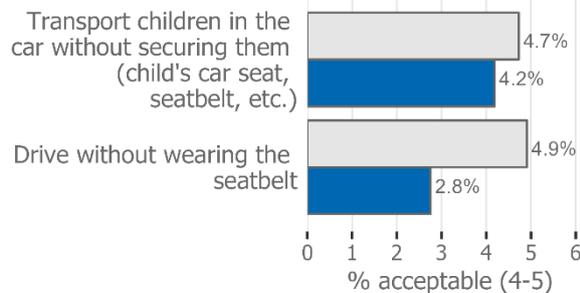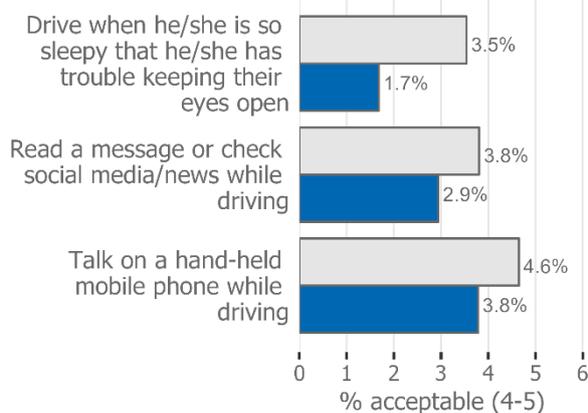
Car drivers

DUI

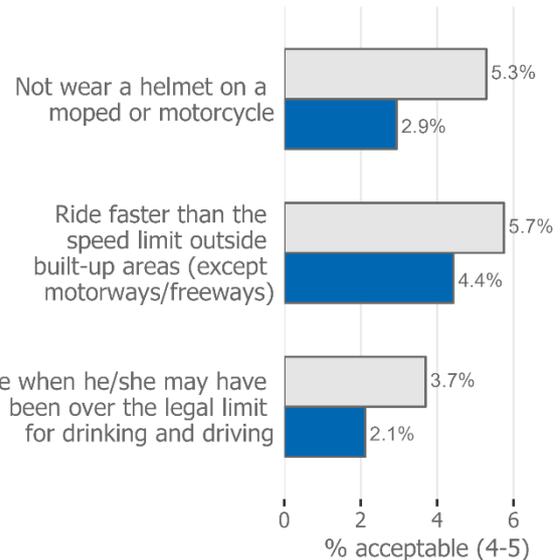Drive within 1 hour after taking drugs (other than prescribed or over the counter medication)
- 4.0%
- 1.7%

Drive when he/she may be over the legal limit for drinking and driving
- 3.7%
- 2.0%

% acceptable (4-5)

Speeding

Drive faster than the speed limit on motorways/freeways
- 9.7%
- 4.3%

Drive faster than the speed limit outside built-up areas (except motorways/freeways)
- 7.9%
- 4.0%

Drive faster than the speed limit inside built-up areas
- 4.9%
- 3.5%

% acceptable (4-5)

Seat belt

Transport children in the car without securing them (child's car seat, seatbelt, etc.)
- 4.7%
- 4.2%

Drive without wearing the seatbelt
- 4.9%
- 2.8%

% acceptable (4-5)

Distraction & fatigue

Drive when he/she is so sleepy that he/she has trouble keeping their eyes open
- 3.5%
- 1.7%

Read a message or check social media/news while driving
- 3.8%
- 2.9%

Talk on a hand-held mobile phone while driving
- 4.6%
- 3.8%

% acceptable (4-5)

Motorcyclists & moped riders

Not wear a helmet on a moped or motorcycle
- 5.3%
- 2.9%

Ride faster than the speed limit outside built-up areas (except motorways/freeways)
- 5.7%
- 4.4%

Ride when he/she may have been over the legal limit for drinking and driving
- 3.7%
- 2.1%

% acceptable (4-5)

Cyclists

Read a message or check social media/news while cycling
- 4.3%
- 2.9%

Cycle without a helmet
- 10.9%
- 7.5%

Cycle when he/she may have had too much to drink
- 3.9%
- 1.5%

% acceptable (4-5)

Pedestrians

Cross the road when a pedestrian light is red
- 8.5%
- 8.9%

Read a message or check social media/news while walking down the street
- 18.8%
- 14.5%

% acceptable (4-5)
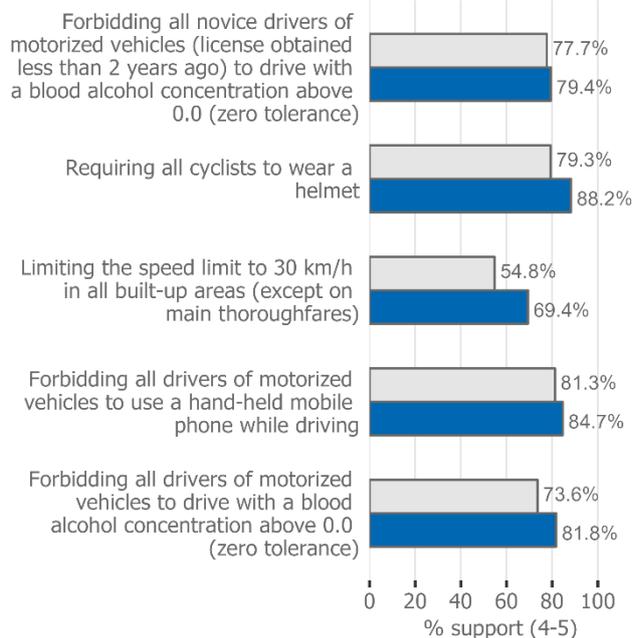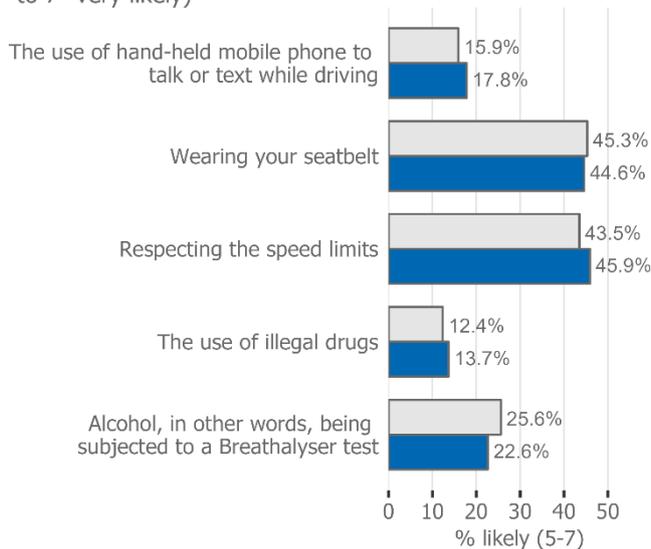
Support of policy measure

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)

Forbidding all novice drivers of motorized vehicles (license obtained less than 2 years ago) to drive with a blood alcohol concentration above 0.0 (zero tolerance)
- 77.7%
- 79.4%

Requiring all cyclists to wear a helmet
- 79.3%
- 88.2%

Limiting the speed limit to 30 km/h in all built-up areas (except on main thoroughfares)
- 54.8%
- 69.4%

Forbidding all drivers of motorized vehicles to use a hand-held mobile phone while driving
- 81.3%
- 84.7%

Forbidding all drivers of motorized vehicles to drive with a blood alcohol concentration above 0.0 (zero tolerance)
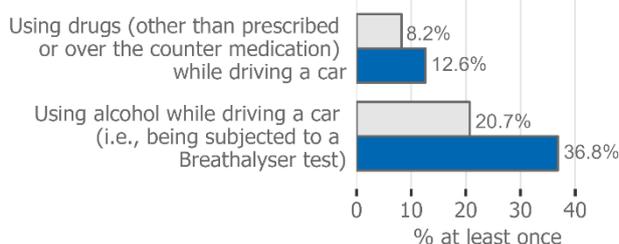- 73.6%
- 81.8%

% support (4-5)

Enforcement

On a typical journey, how likely is it that you (as a car driver) will be checked by the police (including camera's or radars) for ...? (7-point scale from 1=very unlikely to 7=very likely)
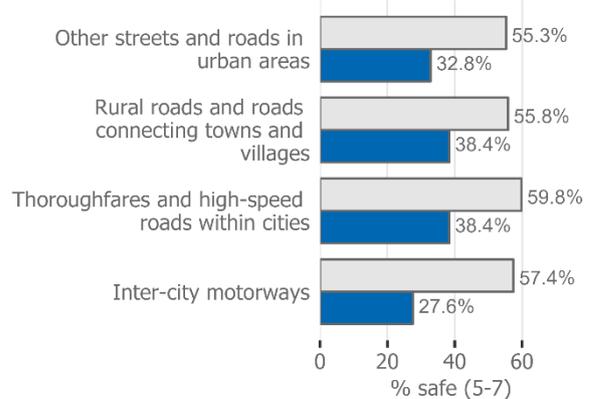
The use of hand-held mobile phone to talk or text while driving
- 15.9%
- 17.8%

Wearing your seatbelt
- 45.3%
- 44.6%

Respecting the speed limits
- 43.5%
- 45.9%

The use of illegal drugs
- 12.4%
- 13.7%

Alcohol, in other words, being subjected to a Breathalyser test
- 25.6%
- 22.6%

% likely (5-7)

In the past 12 months, how many times have you been checked by the police for ...?

Using drugs (other than prescribed or over the counter medication) while driving a car
- 8.2%
- 12.6%

Using alcohol while driving a car (i.e., being subjected to a Breathalyser test)
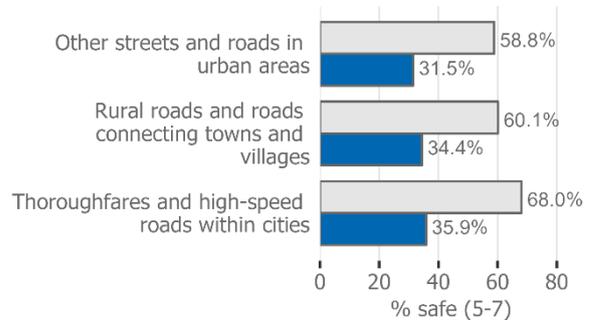- 20.7%
- 36.8%

% at least once

Infrastructure

How would you rate the roads that you regularly use in terms of safety ...? (7-point scale from 1=very unsafe to 7=very safe)
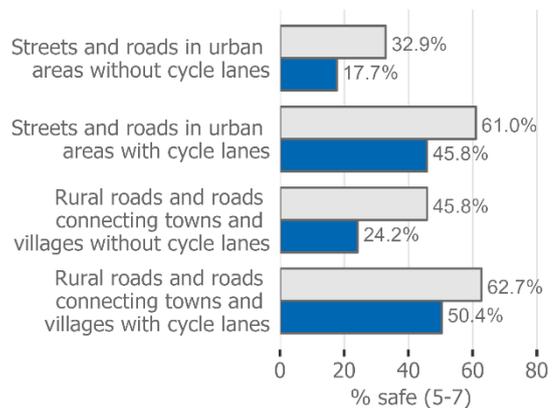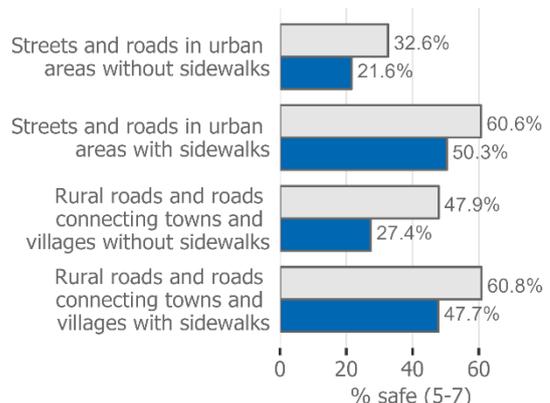
Car drivers

Other streets and roads in urban areas
- 55.3%
- 32.8%

Rural roads and roads connecting towns and villages
- 55.8%
- 38.4%

Thoroughfares and high-speed roads within cities
- 59.8%
- 38.4%

Inter-city motorways
- 57.4%
- 27.6%

% safe (5-7)

Motorcyclists & moped riders

Other streets and roads in urban areas
- 58.8%
- 31.5%

Rural roads and roads connecting towns and villages
- 60.1%
- 34.4%

Thoroughfares and high-speed roads within cities
- 68.0%
- 35.9%

% safe (5-7)

Cyclists

Streets and roads in urban areas without cycle lanes
- 32.9%
- 17.7%

Streets and roads in urban areas with cycle lanes
- 61.0%
- 45.8%

Rural roads and roads connecting towns and villages without cycle lanes
- 45.8%
- 24.2%

Rural roads and roads connecting towns and villages with cycle lanes
- 62.7%
- 50.4%

% safe (5-7)

Pedestrians

Streets and roads in urban areas without sidewalks
- 32.6%
- 21.6%

Streets and roads in urban areas with sidewalks
- 60.6%
- 50.3%

Rural roads and roads connecting towns and villages without sidewalks
- 47.9%
- 27.4%

Rural roads and roads connecting towns and villages with sidewalks
- 60.8%
- 47.7%

% safe (5-7)

Background Data

Basic data of Peru in relation to the America8[3] mean.

Exposure	year	Peru
total length of roads (km)	2020	168,878
total length of motorways (km)	NA	NA
vehicle kilometres (total in millions)	2016	13,052
motorisation rate (motor vehicles/1000 inhab.)	2016	166.2
Source: IRF, Geneva, Switzerland; WHO (2018)		

Persons killed in road crashes by age, gender and transport mode

	Peru		America8*	
	absolute number	%	absolute number	%
0-14	NA	NA	1,426	2.9
15-17	NA	NA	1,402	2.8
18-24	NA	NA	7,421	14.9
25-49	NA	NA	20,862	41.8
50-64	NA	NA	10,319	20.7
≥65	NA	NA	8,152	16.3
unknown age	NA	NA	278	0.6
male	2,076	77.0	83,692	77.7
female	620	23.0	23,889	22.2
unknown gender	0	0.0	105	0.1
car (including taxi)	NA	NA	15,805	31.7
moped	NA	NA	10,408	20.9
motorcycle	NA	NA		
bicycle	NA	NA	1,545	3.1
pedestrian	NA	NA	8,934	17.9
other	NA	NA	13,168	26.4
TOTAL	2,696	100.0		100.0
fatalities per 1,000,000 inhab.	86.6		131.3	

Data of Peru from 2016. America8* based on the most recent data available by country. Due to missing data, not included in mean for age and transport modes: Brazil, Mexico, Panama, Peru. The mean for gender and 'fatalities per 1,000,000 inhab.' includes all countries. Source: OECD; WHO (2018)

Population

	year	Peru	America8
population	2021	33,715,471	820,247,698
density (inhab./km^2)	2021	26.3	25.9
males (% of total)	2021	49.5	49.3
females (% of total)	2021	50.5	50.7
urban (% of total)	2021	78.5	83.5
internet users (per 100 people)	2021	71.1	84.2

Source: World Bank

Traffic legislation in Peru

Speed limits for passenger cars:	(km/h)
motorways	100
rural roads	60
urban roads	60
Drink-driving:	BAC limits (g/l)
max. BAC for drivers	0.50
max. BAC for young/novice drivers	0.50
max. BAC for professional drivers	0.25
Existence of drug-driving law	Yes
Protective systems:	
obligation to use seatbelt in front seat	Yes
obligation to use seatbelt in rear seat	Yes
obligation to use child restraint systems for transport of children	Yes
obligation to use a helmet as a motorcyclist	Yes
Prohibition to use mobile phone while driving (hand-held)	Yes

Source: WHO (2018)

[1] Please note that this country fact sheet has been written in British English. Exact wording of items and spelling was adapted according to the needs of the national language versions of the ESRA3 survey.

[2] The America8 ESRA3 mean is based on the results of the eight North and Latin American countries participating in the ESRA3 survey: Brazil, Canada, Chile, Colombia, Mexico, Panama, Peru, United States.

[3] The America8 mean used in the background data is based on the national data of the eight North and American countries participating in the ESRA3 survey (for countries see footnote 2 above).

Please refer to this document as: Vias institute. (2023). *Peru – ESRA3 Country Fact Sheet. ESRA3 survey (E-Survey of Road users' Attitudes).* Version 2 (01/2024). [Fact sheet]. https://www.esranet.eu/storage/minisites/esra2023countryfactsheetperu.pdf

For more information: www.esranet.eu or email esra@vias.be