



Country fact sheet Netherlands

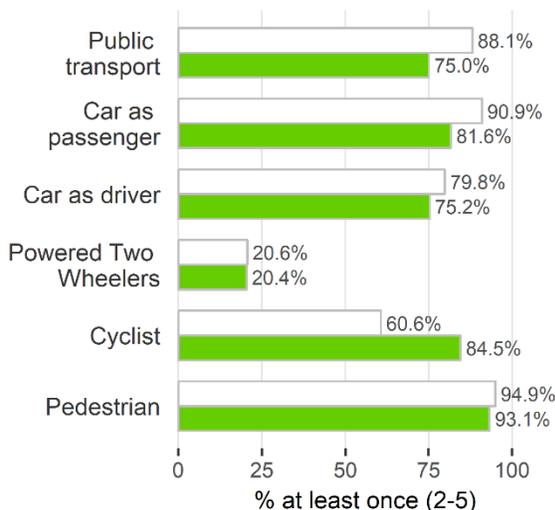
ESRA2 results

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, in particular road safety culture and behaviour of road users. 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 eleven core group partners (BASt, BFU, CTL, IATSS, IFSTTAR, ITS, KfV, NTUA, PRP, SWOV, TIRF). At the heart of ESRA is a jointly developed questionnaire survey, which is translated into national language versions¹. 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, motorcycle and moped drivers, cyclists and pedestrians.

This country fact sheet contains key results of the second edition of the ESRA survey, which was conducted simultaneously in 32 countries in 2018. In total this online panel survey collected data from more than 35 000 road users (983 in Netherlands). 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 Netherlands (**green**) is compared with the European ESRA2 mean² (white).

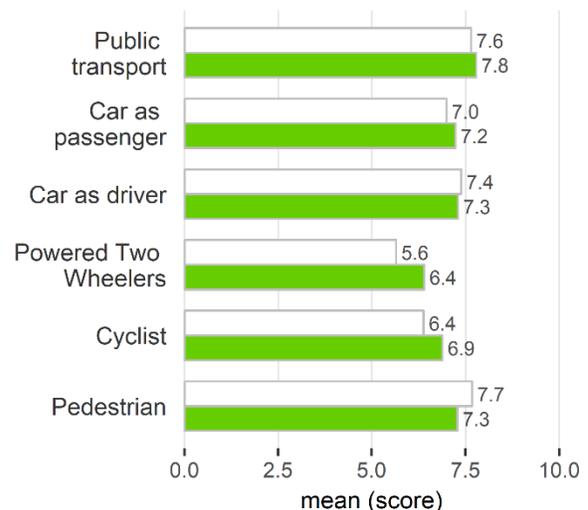
Mode of transportation

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)



Safety feeling

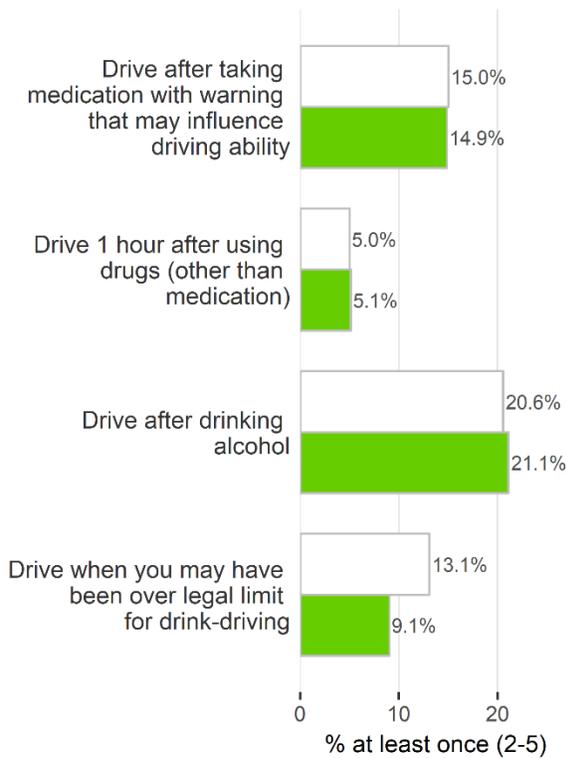
How safe or unsafe do you feel when using the following transport modes (11-point scale from 0=very unsafe to 10=very safe)



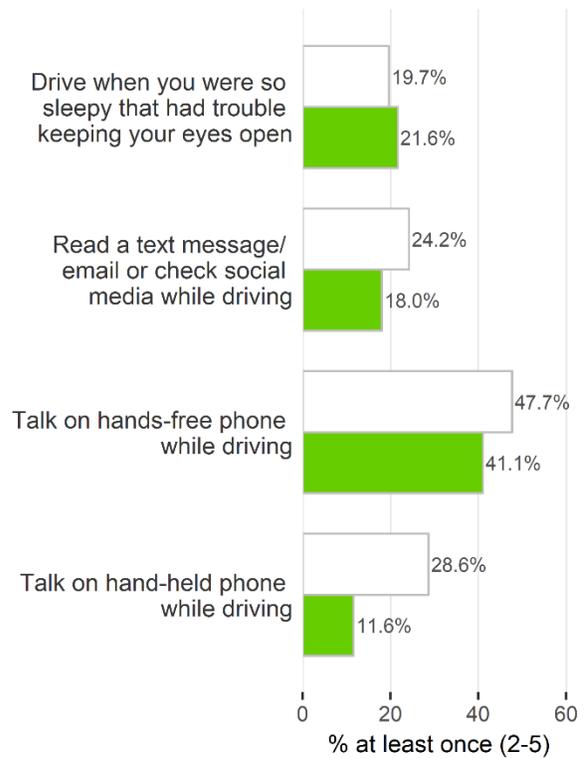
Self-declared behaviour

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

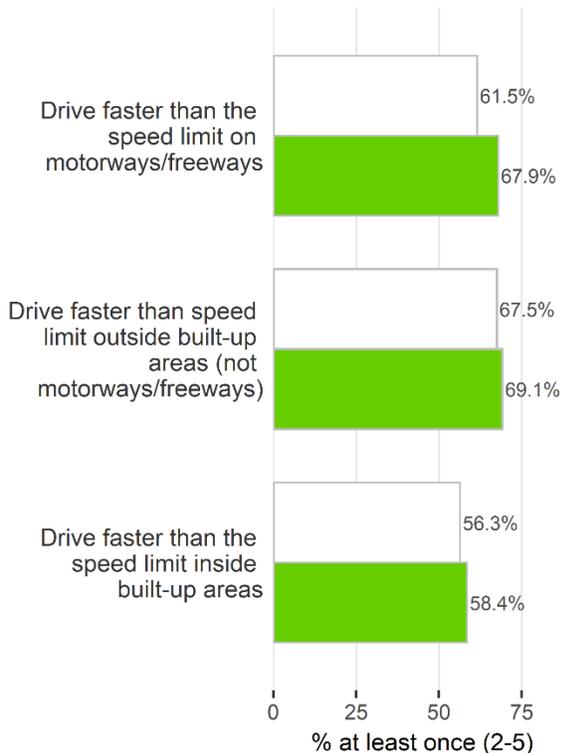
DUI as a car driver



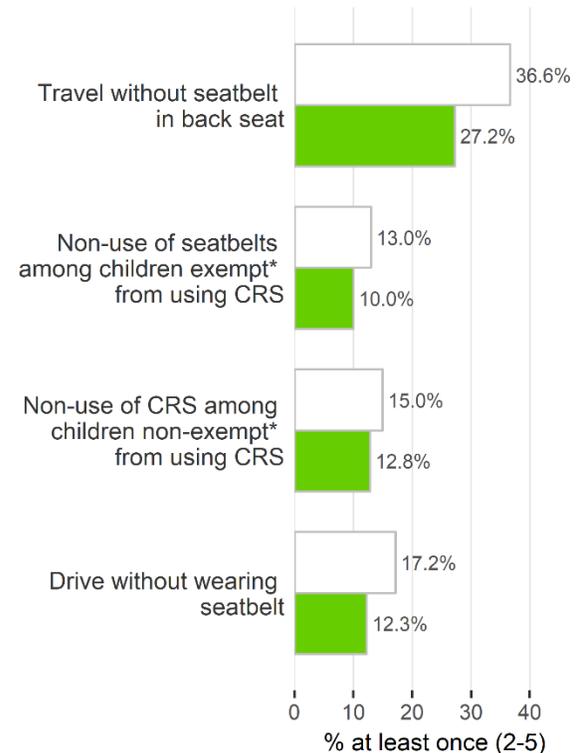
Distraction & fatigue as a car driver



Speeding as a car driver



Seat belt use in a passenger car

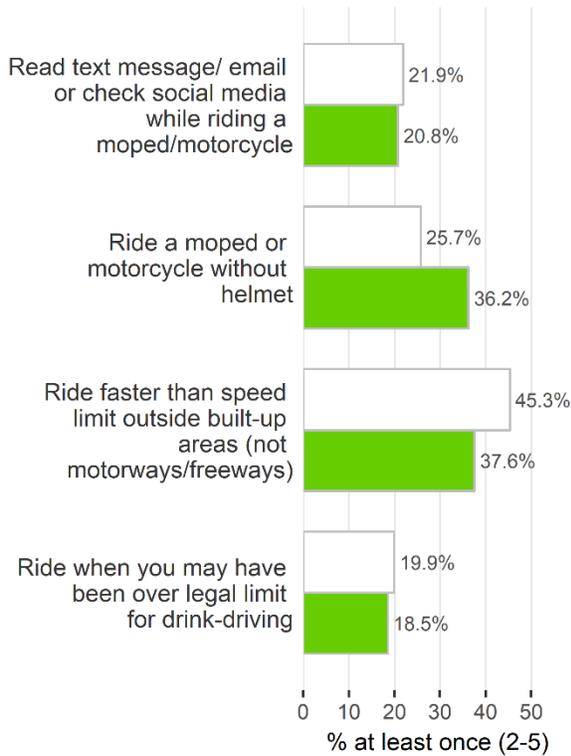


* specified based on national regulation on this topic

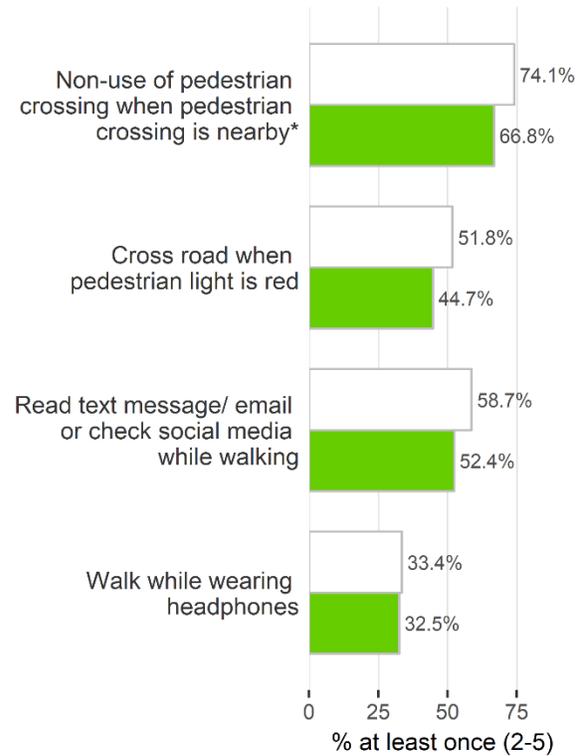
Self-declared behaviour

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

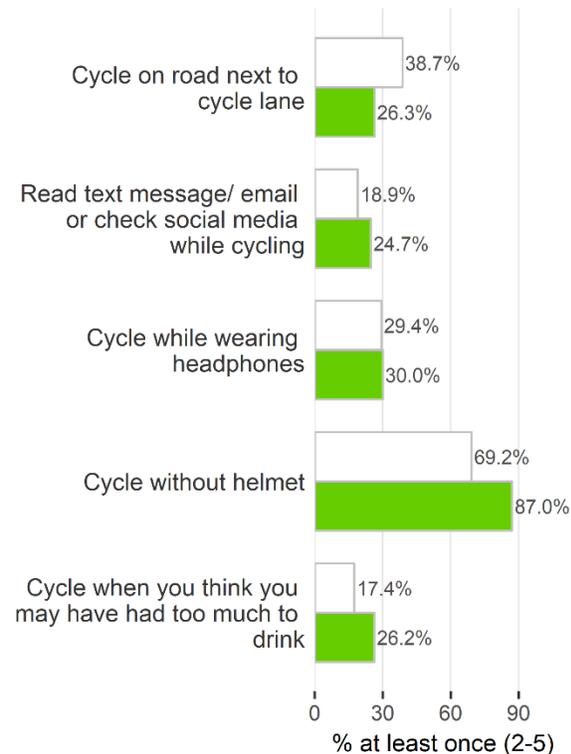
Powered Two Wheelers**



Pedestrians



Cyclists



* specified based on national regulation on this topic
 ** the question on behaviour of riders of powered two-wheelers was asked to both motorcyclists and moped riders. However, due to a translation mistake in the Dutch questionnaire the question itself only referred to behaviour while riding moped and light mopeds. Therefore, the Dutch answers to this question mainly refer to behaviour of riders of mopeds and light mopeds.

Sample size*

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

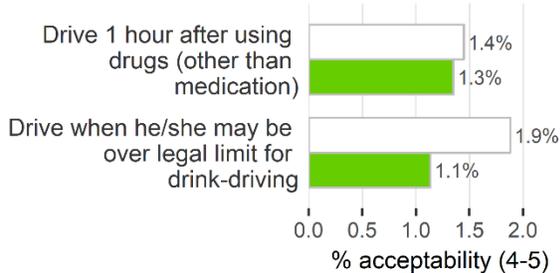
Mode of transportation	Netherlands	Europe20
Car drivers	710	15196
Car drivers who transported children (<18y) exempt from using CRS	274	5694
Car drivers who transported children (<18y) non-exempt from using CRS	231	6094
Car passengers	574	13597
Powered Two Wheelers	141	2611
Pedestrians	894	18466
Cyclists	723	8443

*weighted sample for self-declared behaviours.

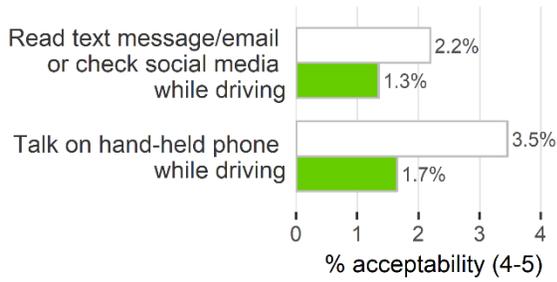
Personal acceptability

How acceptable do you, personally, feel it is for a CAR DRIVER to ... (5-point scale from 1=unacceptable to 5=acceptable)

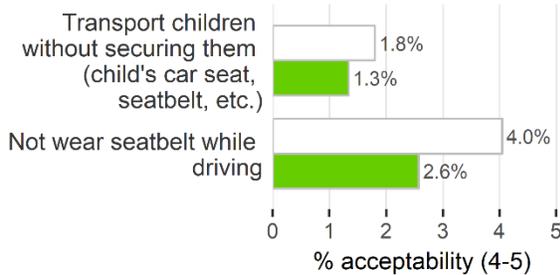
DUI



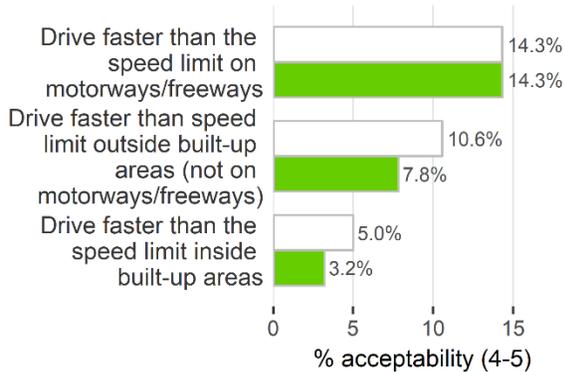
Distraction



Seat belt



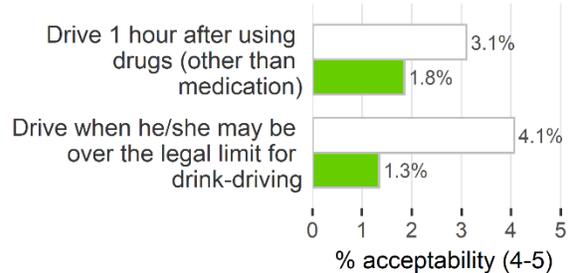
Speed



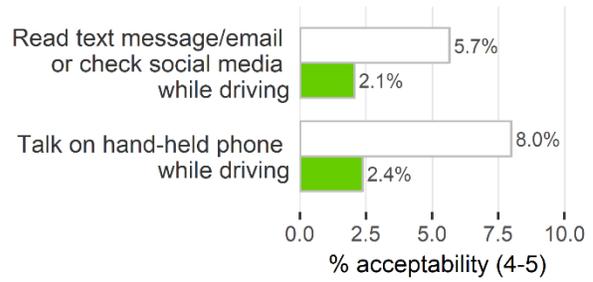
Others' acceptability

Where you live, how acceptable would most other people say it is for a CAR DRIVER to... (5-point scale from 1=unacceptable to 5=acceptable)

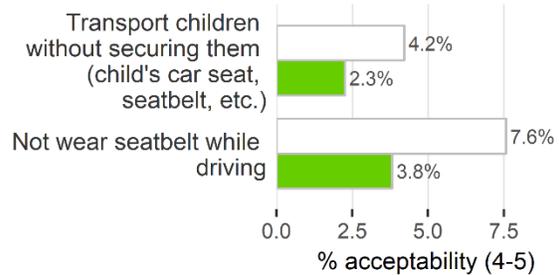
DUI



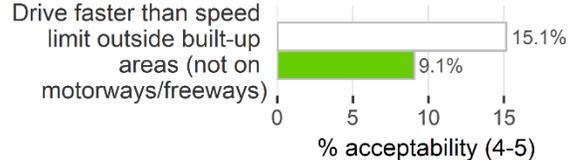
Distraction



Seat belt

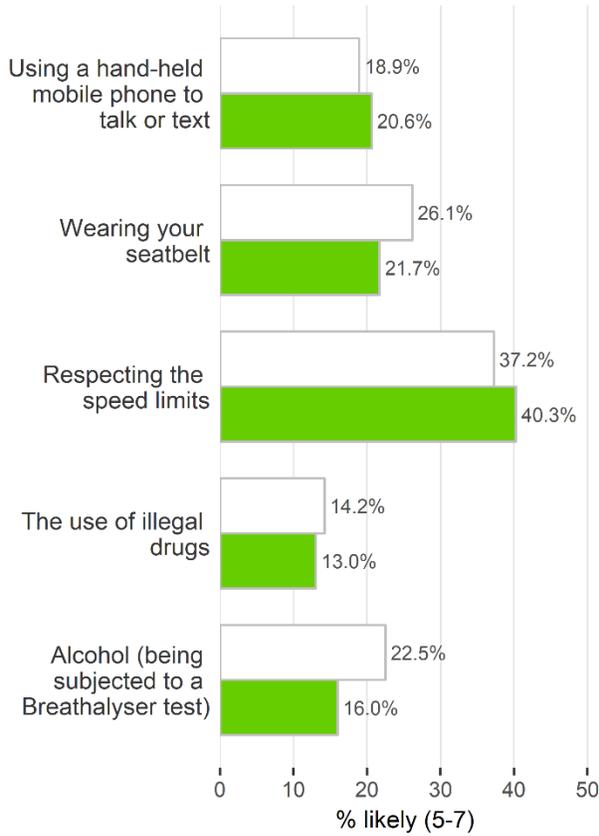


Speed

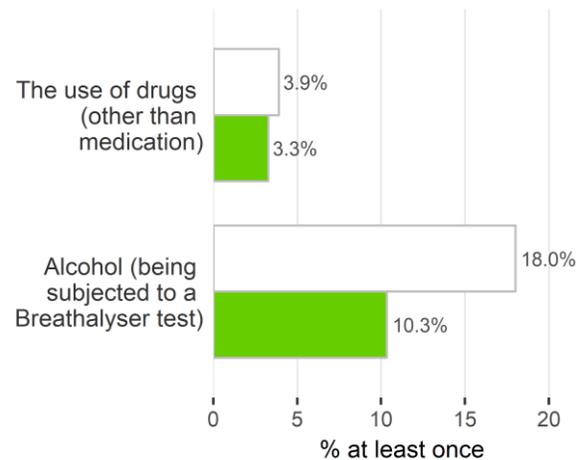


Enforcement

On a typical journey, how likely is it that you (as CAR DRIVER) will be checked by police for... (7-point scale from 1=very unlikely to 7=very likely)

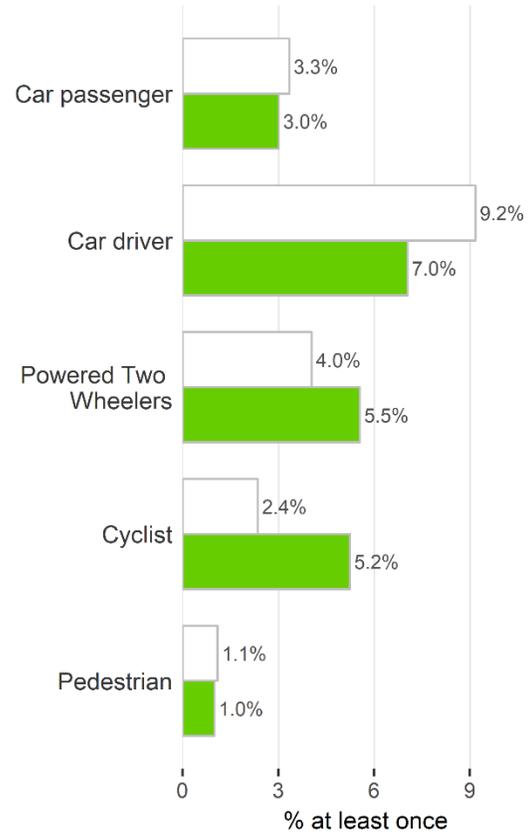


In the past 12 months, how many times (as a CAR DRIVER) have you been checked by the police for...



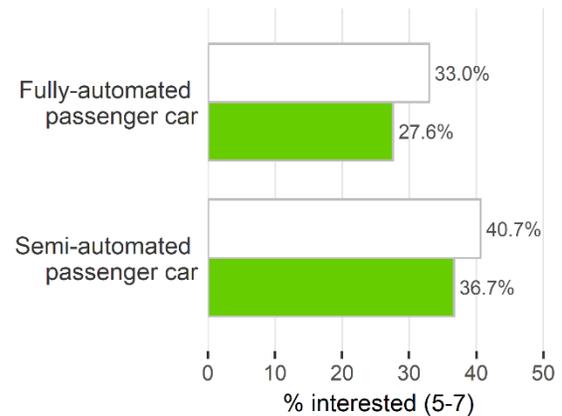
Involvement in road crashes

In the past 12 months, how many times have you personally been involved in road crashes as... (number)



Vehicle automation

How interested would you be in using a... (7-point scale from 1=not at all interested to 7=very interested)



Background Data

Basic data of Netherlands in relation to the European average³.

Exposure

	year	NL
total length of roads (km)	2016	139124
total length of motorways (km)	2016	5340
vehicle kilometres (total in millions)	2016	133093
motorisation rate (motor vehicles/1000 inhab.)	2017	608

Source: IRTAD

Persons killed in road accidents by age (CARE database)

ages	year	NL		EU	
		absolute number	%	absolute number	%
0-14	2017	15	2.8	555	2.2
15-17	2017	13	2.4	543	2.1
18-24	2017	57	10.7	3104	12.2
25-49	2017	171	32.0	8887	34.9
50-64	2017	88	16.4	5257	20.7
≥65	2017	190	35.5	6921	27.2
unknown	2017	1	0.2	164	0.6
TOTAL	2017	535	100.0	25431	100.0

European sum computed with the most recent available year by country (2010: SK; 2015: LT, IE; 2016: BG, CY, MT; others: 2017).

Persons killed in road accidents by transport mode (CARE database)

mode of transportation	year	NL		EU	
		absolute number	%	absolute number	%
car (including taxi)	2017	194	36.3	11631	45.7
moped	2017	36	6.7	607	2.4
motorcycle	2017	53	9.9	3850	15.1
pedal cycle	2017	101	18.9	2003	7.9
pedestrian	2017	64	12.0	5383	21.2
other	2017	87	16.3	1957	7.7
TOTAL	2017	535	100.0	25431	100.0

European sum computed with the most recent available year by country (2010: SK; 2015: LT, IE; 2016: BG, CY, MT; others: 2017)

Population

	year	NL	EU
population (M. inhab.)	2017	17.1	512.4
density (inhab./km ²)	2017	412.4	116.9 ⁴
males (% of total)	2017	49.8	49.0
females (% of total)	2017	50.2	51.0
urban (% of total)	2017	90.6	75.4
internet users (per 100 people)	2017	93	81

Source: World Bank

Traffic legislation in Netherlands

Speed limits for passenger cars	(km/h)
motorways	100-130
secondary or regional roads	60-80
in built-up areas	30-50

Drink-driving	BAC limits
max. BAC for drivers (g/l)	0.5
max. BAC for young/novice drivers (g/l)	0.2
max. BAC for professional drivers (g/l)	0.5

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 moped rider	yes
obligation to use a helmet as a motorcyclist	yes

Source: IRTAD Annual Report 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 ESRA2 survey.

² The European ESRA2 mean is based on the results of the 20 European countries participating in the ESRA2 survey: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Netherlands, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland, and United Kingdom.

³ The European average is based on the EU-28: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovak Republic, Slovenia, Spain, Sweden and the United Kingdom.

⁴ Population density EU is based on the total population of the EU-28 (512 431 044 inhabitants; Source: World Bank) divided by the total surface of the EU-28 (4 384 317 km²; Source: World Bank).

Please refer to this document as: Vias institute (2019). Country fact sheet Netherlands. ESRA2_2018 survey (E-Survey of Road users' Attitudes). Brussels, Belgium: Vias institute.