

SWOV

WETENSCHAPPELIJK
ONDERZOEK VERKEERSVEILIGHEID

Effects of financial factors on exposure and crashes

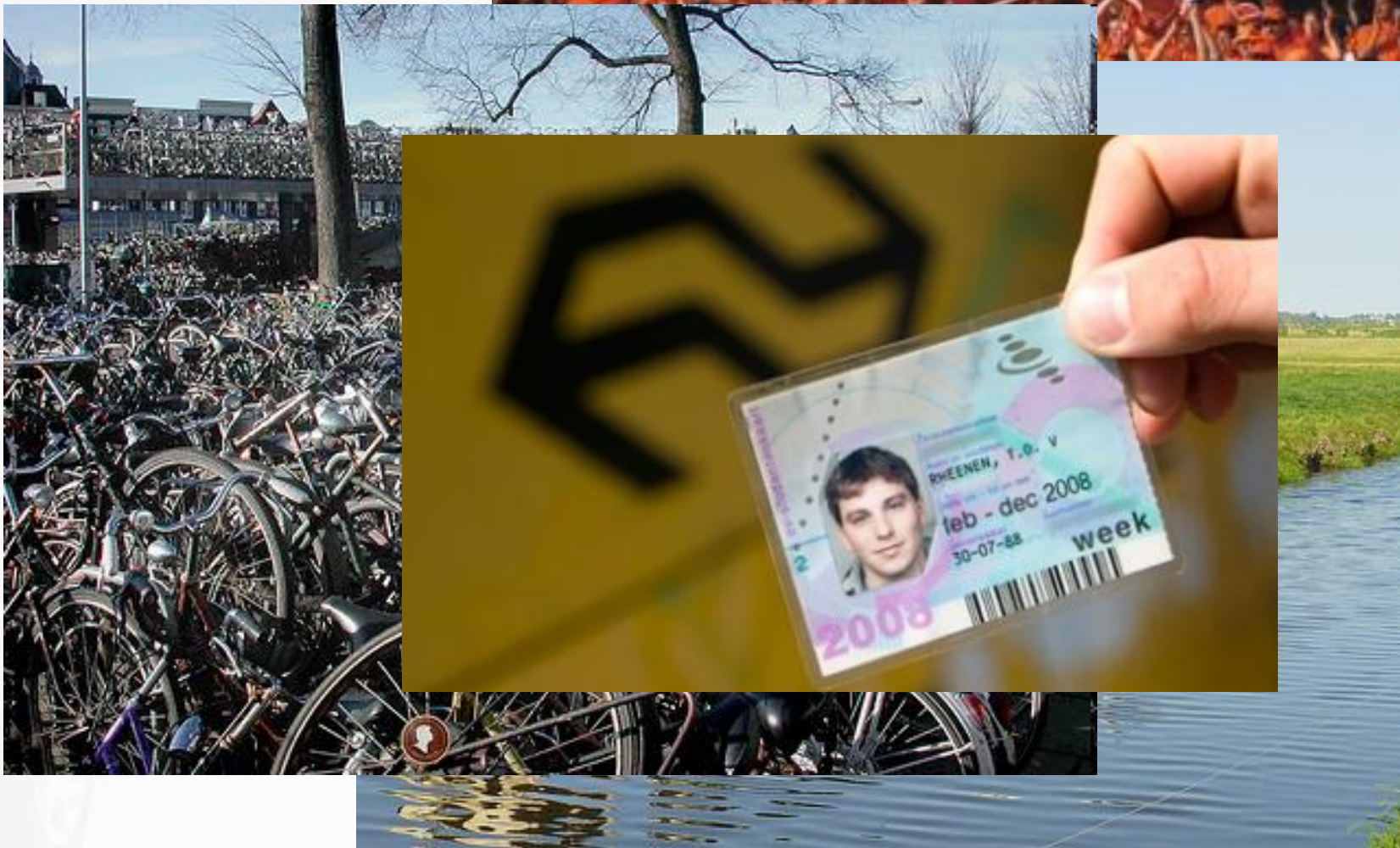
Public transport pass and recession

Divera Twisk

Topics addressed 1985-1997

- Trips that were not made
- The role of alternatives and financial incentives .
- Delayed licensing
- Use the other age groups as crash-controls in evaluations

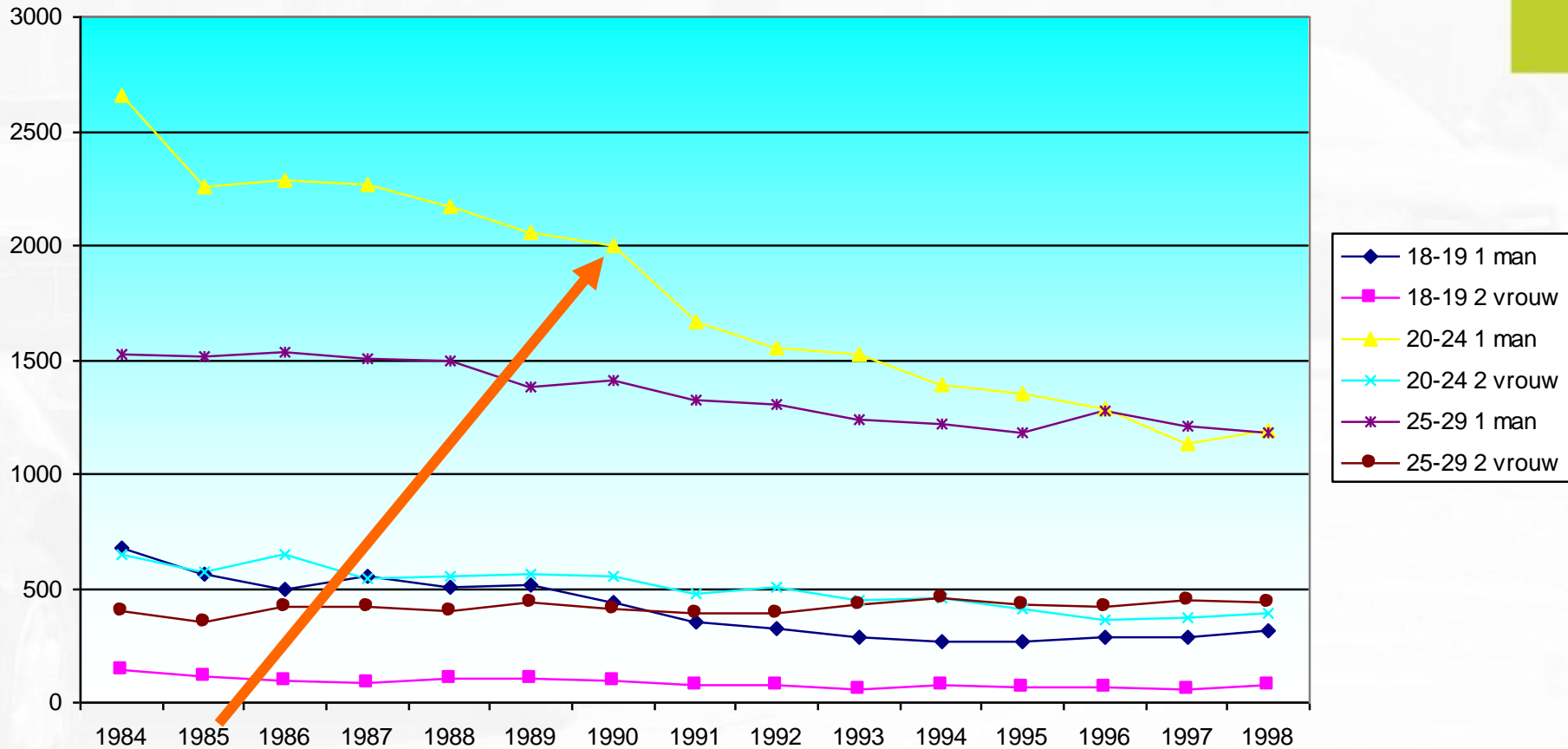
Typically Dutch!

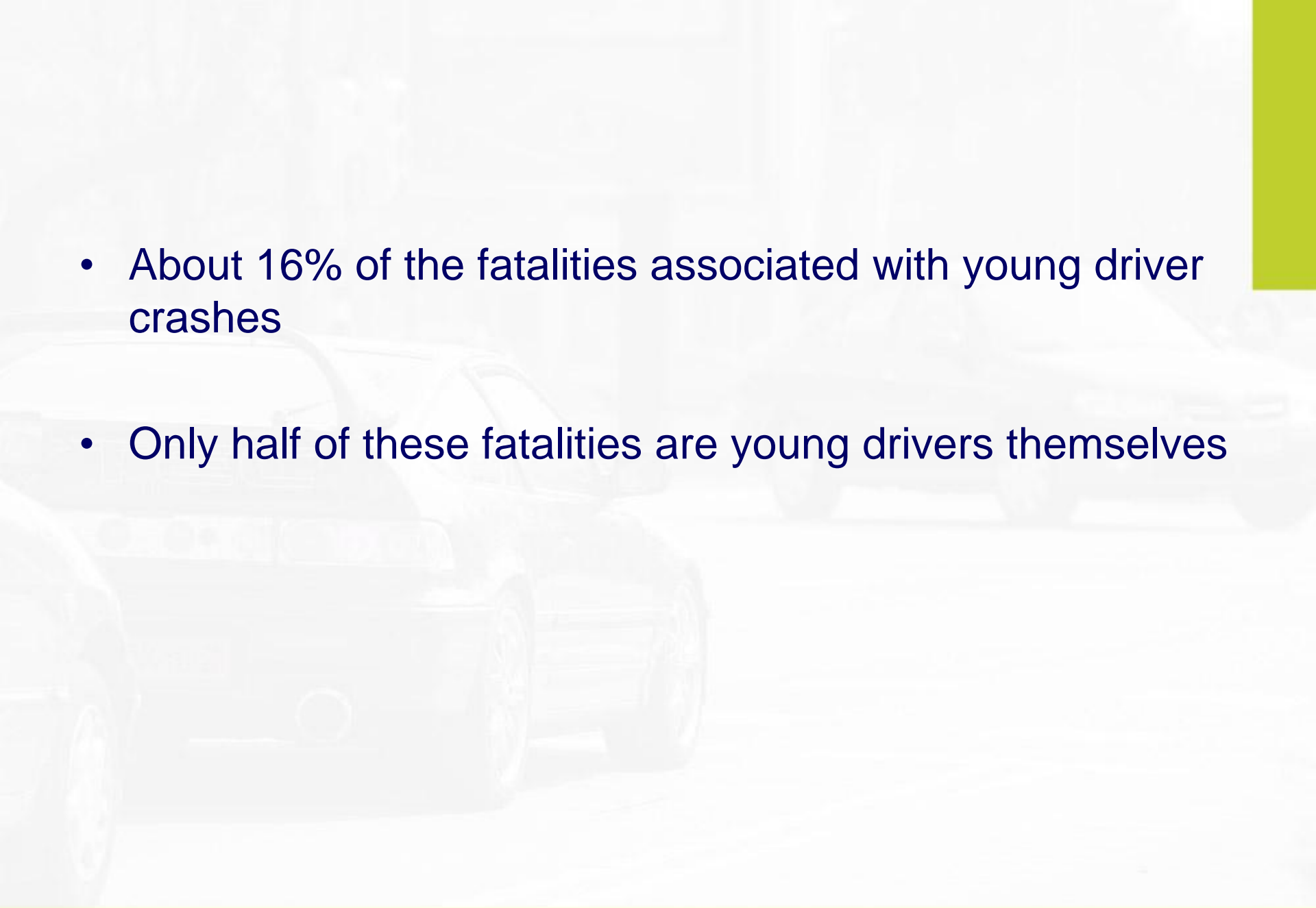


Accident reduction over time, and relative proportion

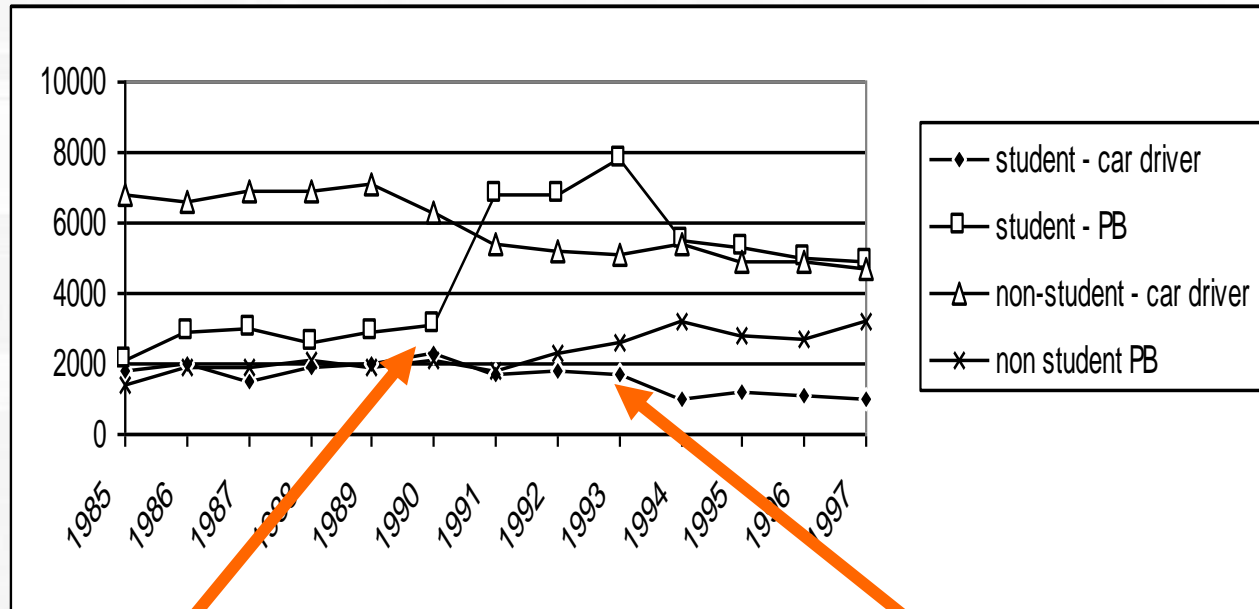
Age	Overall reduction (%) 1985 -1997
18-19	- 2,7
20-24	- 10,5
25-29	- 1,7
30-85	- 6,5
Total	- 21,4

Crash involvement (injured+fatal) young males decreased



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- About 16% of the fatalities associated with young driver crashes
 - Only half of these fatalities are young drivers themselves

The role of alternatives costs on travel (Household survey travel data)

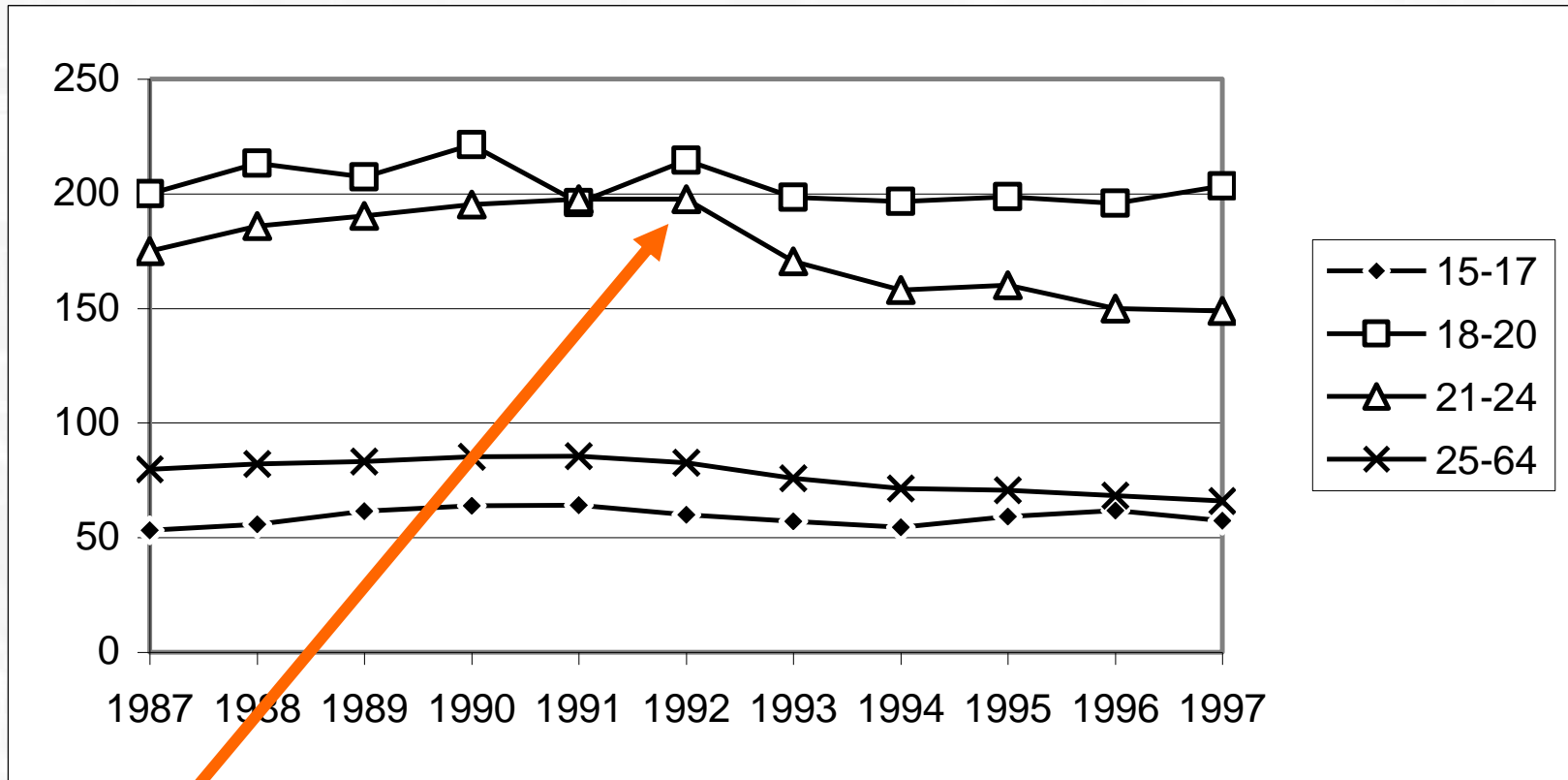


Public transport students

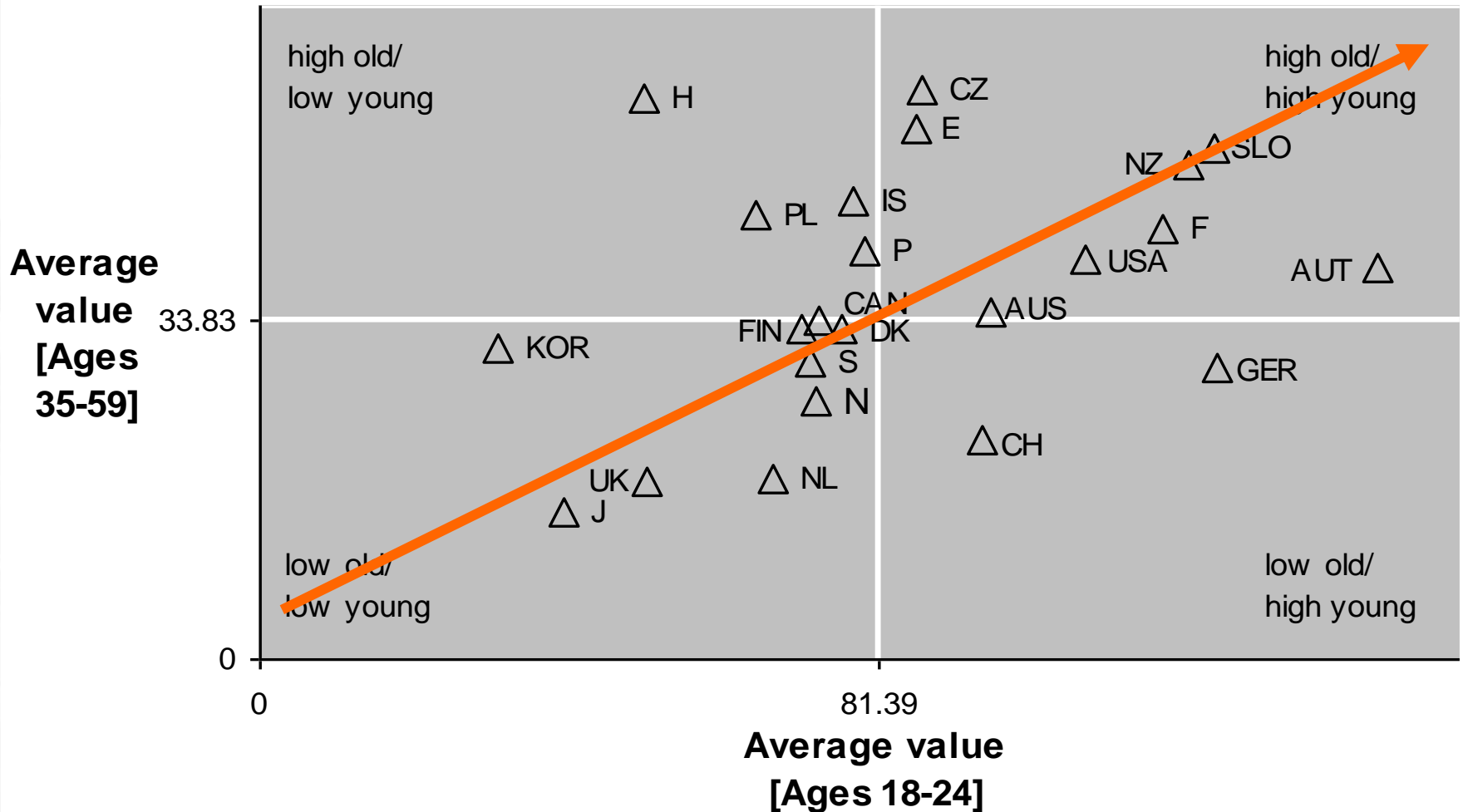
Car driving students

To summarize developments	Index 1995-1997 (1985-1987= 100)	
	male	female
Absolute number of 18-24 year olds in population	82	83
Absolute number of licence holders	78	89
Car ownership	53	74
Car mileage of the total group 18-24	62	92
Car mileage per licence holder	79	104
Car mileage per car owner	96	110
Absolute number of drivers involved in serious injury accidents	55	64
Risk	89	70

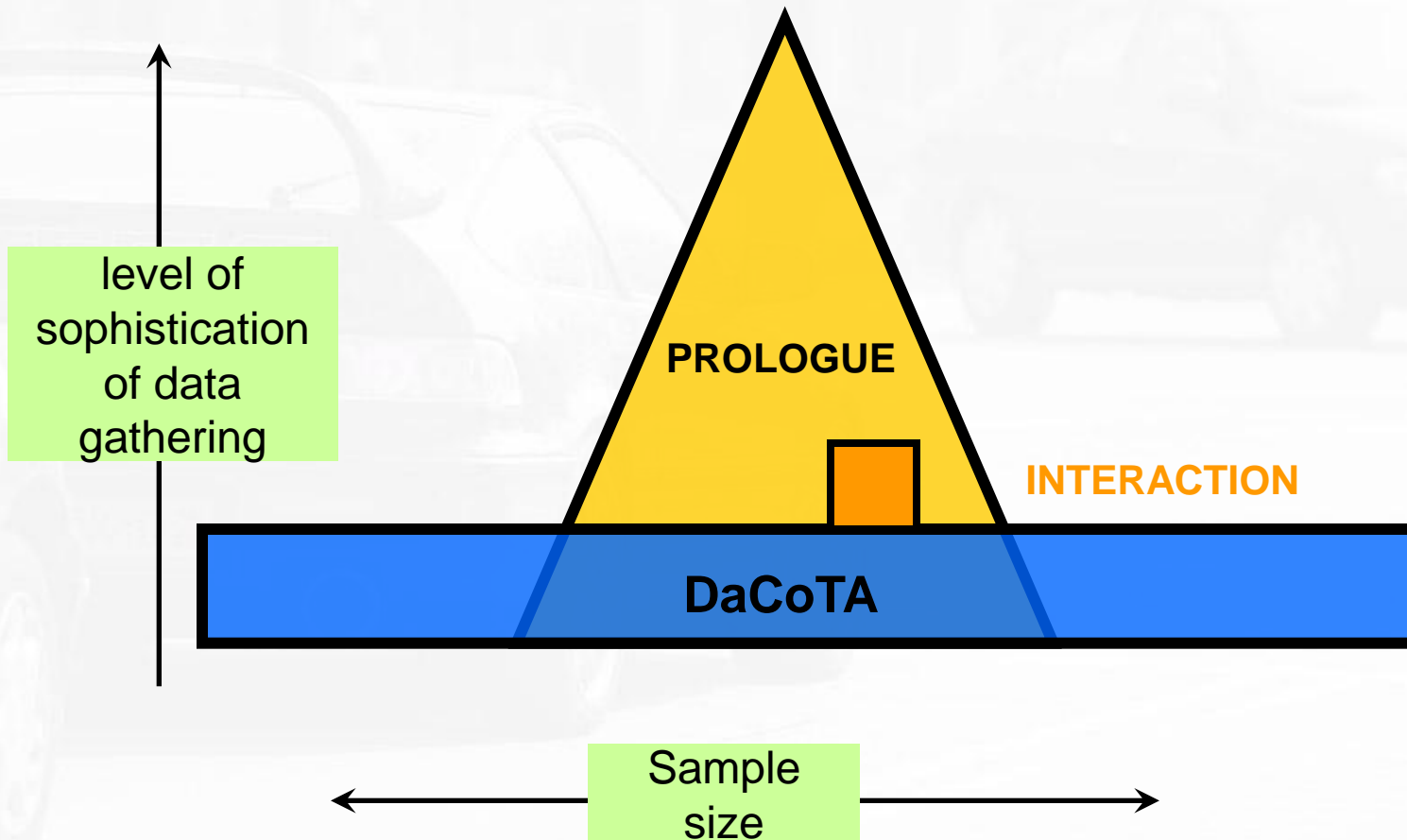
Similar development in EU data fatalities



Exposure = safe systems



Relation to other European ND projects



Conclusions

- Group specific exposure data are essential
- In particular in countries with alternative forms of transportation
- Evaluations should take into account migration to other traffic modes
- So how safe were cyclists in that period?
- DaCota should also include study of SPI's other transport mode
- Equals Exposure how safe the system is?