



BP3: Targeted Enforcement

Reference: BP3 005	Title of Project:	Netherlands Moped Helmet Enforcement																								
Version: 1	Website:	SWOV Factsheet pdf document: http://www.swov.nl/rapport/Factsheets/UK/FS_Enforcement_seatbelt_helmet_redlight.pdf																								
Brief Description of Project:	<p>In the Netherlands motorcycle helmets were made compulsory in 1972 with the requirement for moped riders to use helmets added in 1975. For many years, all moped riders wore their helmet. After 1996 the wearing percentage has been dropping. For this reason helmet use by moped riders became one of the spearheads of the regional enforcement plans. The first police regions started with an enforcement plan in 1999, the last ones started in 2001.</p> <p>The wearing rate for younger riders was less than that for older riders. Many riders wearing helmets do not have them correctly fastened, seriously compromising the effectiveness. In a collision.</p> <p>The table below shows the changes in moped rider helmet wearing rates.</p> <table style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"></th> <th style="text-align: center;">1996</th> <th style="text-align: center;">1999</th> <th style="text-align: center;">2000</th> <th style="text-align: center;">2001</th> <th style="text-align: center;">2002</th> <th style="text-align: center;">2004/2005</th> <th style="text-align: center;">2006</th> </tr> </thead> <tbody> <tr> <td style="text-align: left;">Wearing percentages drivers</td> <td style="text-align: center;">98</td> <td style="text-align: center;">92</td> <td style="text-align: center;">92</td> <td style="text-align: center;">93</td> <td style="text-align: center;">91</td> <td style="text-align: center;">93</td> <td style="text-align: center;">91</td> </tr> <tr> <td style="text-align: left;">Wearing percentages passengers</td> <td style="text-align: center;">86</td> <td style="text-align: center;">70</td> <td style="text-align: center;">76</td> <td style="text-align: center;">77</td> <td style="text-align: center;">74</td> <td style="text-align: center;">85</td> <td style="text-align: center;">80</td> </tr> </tbody> </table> <p>After initial success, wearing rates have fallen back, perhaps as a result of relaxation of enforcement. (Ermens & Van Vliet, 2006).</p>			1996	1999	2000	2001	2002	2004/2005	2006	Wearing percentages drivers	98	92	92	93	91	93	91	Wearing percentages passengers	86	70	76	77	74	85	80
	1996	1999	2000	2001	2002	2004/2005	2006																			
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Monitoring Data:	This project does not appear to have any monitoring data based on casualty data but the observed wearing rates indicate a successful intervention.																									
Results:	The wearing rate increased during and immediately following the introduction of enforcement activity but fell again thereafter.																									

<p>Key Effective Conclusions:</p>	<p>The effectiveness of the initial targeted enforcement was demonstrated by the increase in compliance but the need for a sustained campaign to create long-term behavioural change is shown by the regression in wearing rates.</p> <p>Enforcement activity targeted at helmet use should also include correct fastening in order to be effective in reducing casualties and severity of injury.</p>
<p>Projects for Comparison:</p>	<p>Romagna helmet enforcement campaign (BP1 005 / BP3 001).</p>
<p>Justification:</p>	<p>The results show that targeted enforcement can change behaviour but they also show that a planned and sustained effort is required. This project demonstrates that specifically targeted enforcement can contribute to eSUM WP3, BP3 objectives and reduce casualties by affecting PTW rider behaviour.</p>