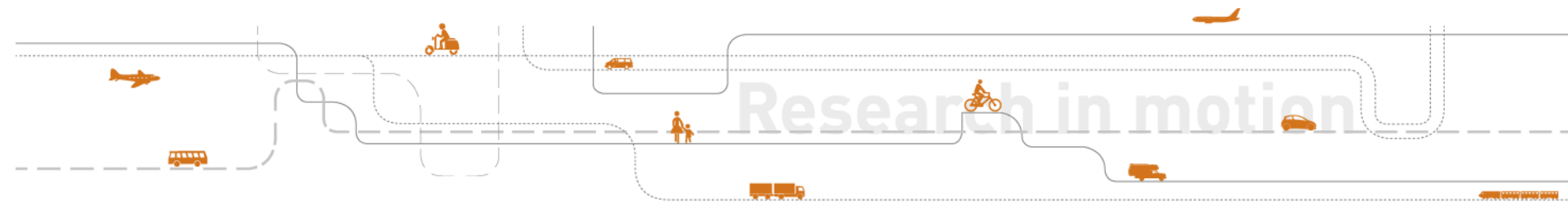


# Development of a conceptual model for Traffic Safety Culture

Tor-Olav Naevestad, Susanne Kaiser, George Yannis, Alexandra Laiou, Dimitrios Nikolaou, Jenny Blom, Vibeke Milch, Ingeborg Hesjevoll, Hanna Wennberg, Gunilla Björklund, Henriette Wallen Warner, Uta Meesmann, Mathias De Roeck , and Wouter Van den Berghe



# TRAFFIC SAFETY CULTURE - A SYSTEMATIC TRANSITION TOWARDS SHARED RESPONSIBILITY FOR SAFE AND SUSTAINABLE MOBILITY IN THE EU

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Institute of Transport Economics  
Norwegian Centre for Transport Research

# Aims of the study:

1) Systematically map previous research on traffic safety culture, and

2) Based on the review, develop a conceptual model of traffic safety culture.

# Method: Scoping review



PRISMA based literature review



Quantitative overview of the research field

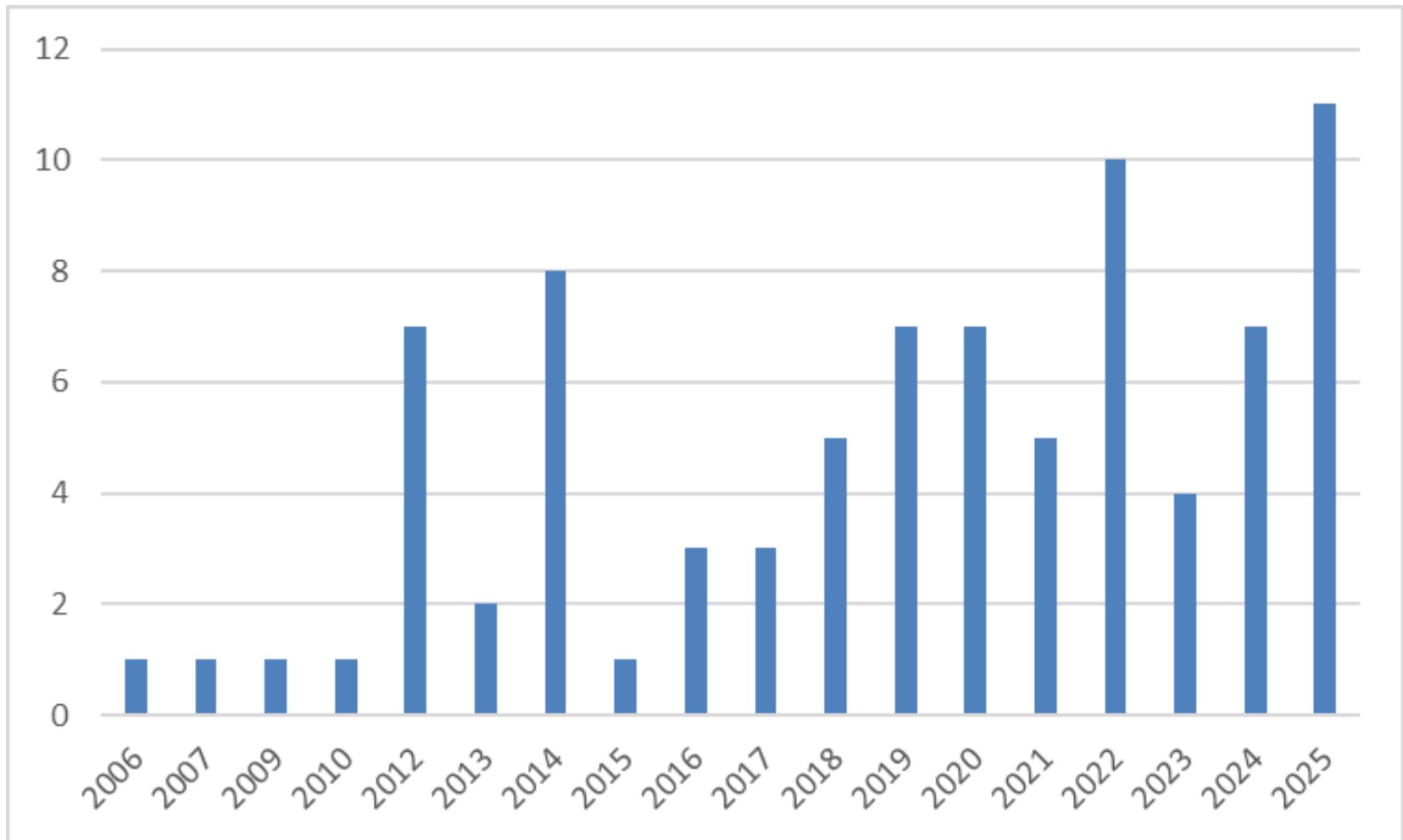


Qualitative analysis of the research field, with:



Description of the theoretical mechanisms included, hypotheses about relationships and main results.

# Year of study for the 84 TSC studies:



# Which concept is used?

<b>Concept</b>	<b>Number</b>	<b>Per cent</b>
<b>Traffic safety culture</b>	29	35 %
<b>Family climate for road safety</b>	13	15 %
<b>Traffic climate</b>	12	14 %
<b>Culture (national level) "values"</b>	8	10 %
<b>Traffic safety climate</b>	5	6 %
<b>Road safety culture</b>	5	6 %
<b>Driving climate</b>	4	5 %
<b>Miscellaneous</b>	8	10 %
<b>Total</b>	84	100 %

# Country of the studies:

Several studies include a high number of countries. These are the most frequently included. Per cent is based on the number of studies (n=84)

<b>Country</b>	<b>Number</b>	<b>Per cent</b>
<b>USA</b>	23	27 %
<b>China</b>	16	19 %
<b>Israel</b>	19	23 %
<b>Turkey</b>	18	21 %
<b>Greece</b>	14	17 %
<b>Norway</b>	14	17 %

# Methods used in the studies:

<b>Method</b>	<b>Number</b>	<b>Per cent</b>
<b>Survey</b>	59	70 %
<b>Other/Miscellaneous</b>	9	11 %
<b>Register-based study</b>	7	8 %
<b>Semi-structured interviews; survey</b>	5	6 %
<b>Semi-structured interviews</b>	4	5 %
<b>Total</b>	84	100 %

# The conceptual model includes three key elements:


1) The “social force” of culture is the first element in the model. Cultural membership influences behaviour and interpretation.



2) A causal chain of different levels, starting at the system level, ending in accidents.



3) A layered, hierarchical model of the relationships between different cultural elements, e.g. values, beliefs, norms, attitudes, patterns of action.



This is based on a scoping review of all research on traffic safety culture.

# First element: The social force of TSC, conceptualised theoretically in several ways



# The second element is the causal model, which indicates why traffic safety culture is important:

System		Culture		Behaviour	Accidents
None mentioned	10 %	National	46 %	Included in 81% of the studies	Included in 49% of the studies
Yes, larger cultural elements	12 %	National, and other	10 %		
Yes, education	13 %	Regional	6 %	E.g. speeding, DUI, aggressive driving	11% of the studies also include other SDGs, e.g. active mobility
Yes, policy	10 %	Local	18 %		
Yes, enforcement	10 %	Peer	6 %		
Yes, infrastructure	10 %	Family	14 %		

# TRUST definition of TSC:

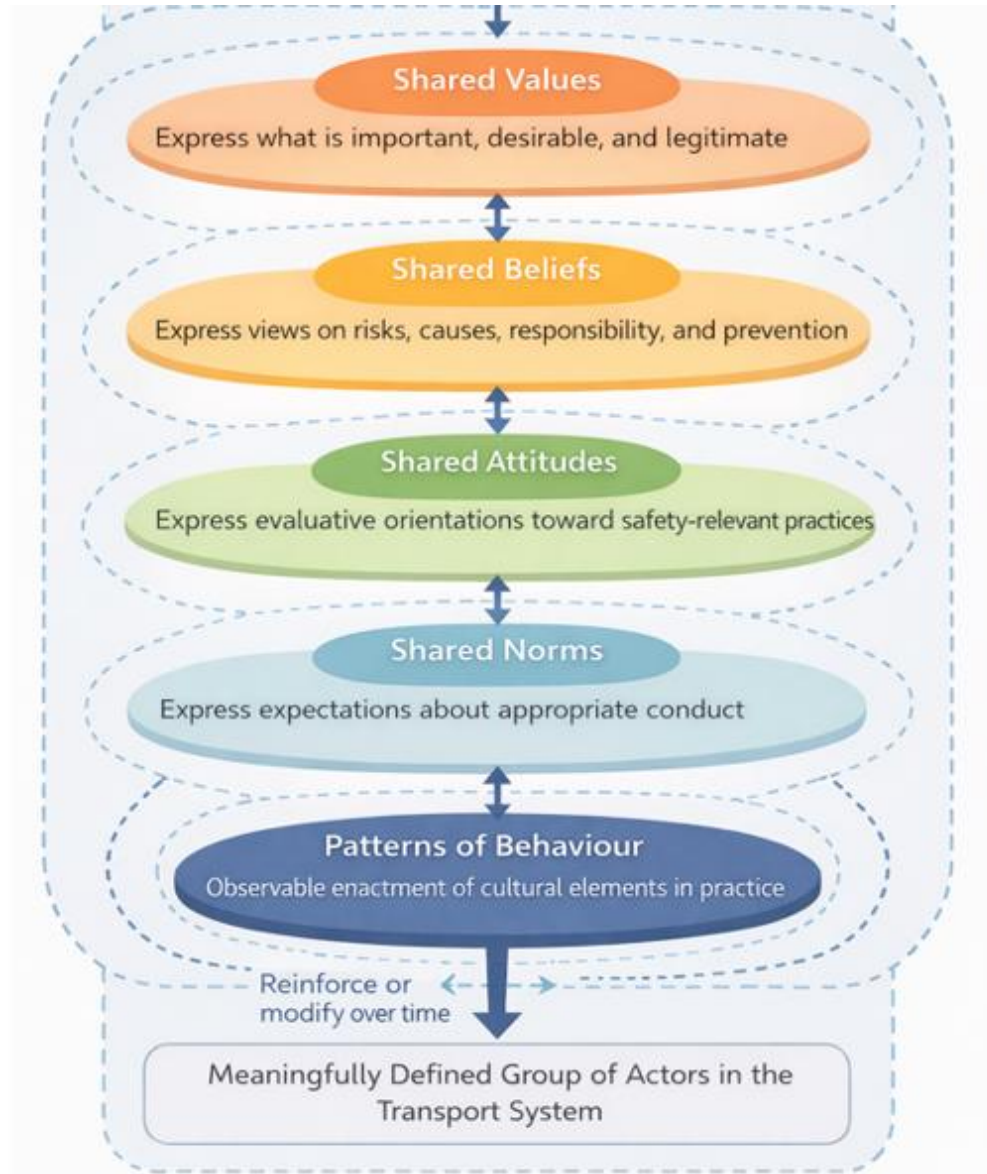


Traffic safety culture encompasses shared values, beliefs, attitudes, norms, and patterns of behaviours that shape how traffic safety is understood and enacted within a meaningfully defined group of actors in the transport system.



This meaningfully defined group of actors can refer to road users, organizations, authorities, or other actors within the transport system.

# Third element: Hierarchical model which explain the relationships between the cultural elements



# Thank you for your attention!



This study is part of the EU-project TRUST: “TSC a systematic transition towards shared responsibility for safe and sustainable mobility in the EU”. (Grant agreement ID: 101197992).



Tor-Olav Nævestad, E-mail: [ton@toi.no](mailto:ton@toi.no)