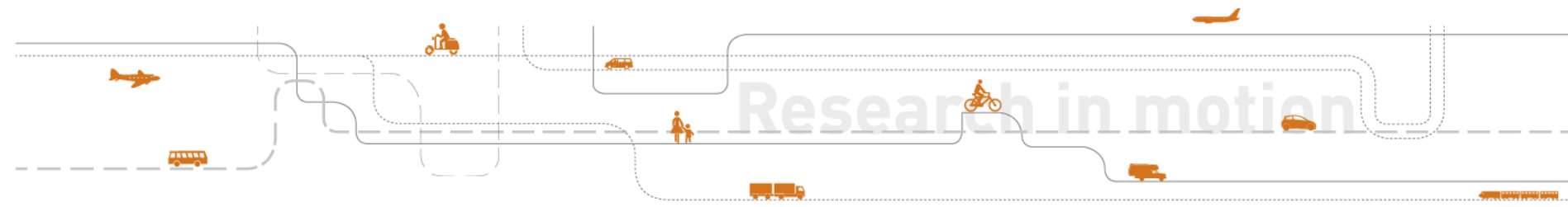


Development of a conceptual model for Traffic Safety Culture

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

TRUST

[Home](#)

[Partners](#)

[Work programme](#)

[Re](#)

TRUST

Growing a Positive Traffic Safety Culture in your network

A systematic Transition towards shared
Responsibility for Safe and Sustainable
Mobility in the EU and beyond

[Subscribe to Newsletter](#)

www.trafficsafetyculture.eu

Grant agreement ID: 101197992

Page

toi

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

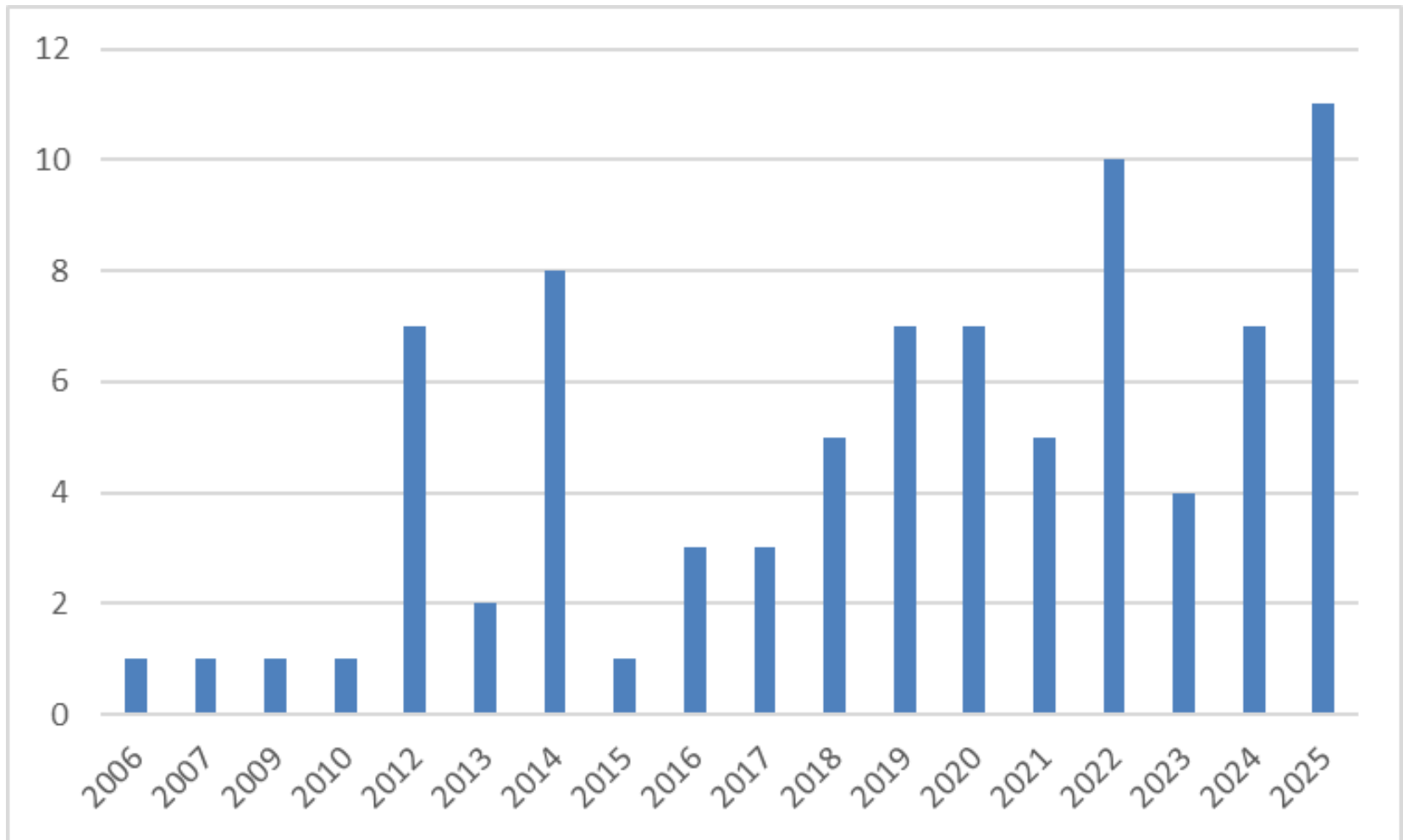


Qualitative analysis of the research field, with:



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

Year of study for the 84 TSC studies:



Which concept is used?

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

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

Methods used in the studies:

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

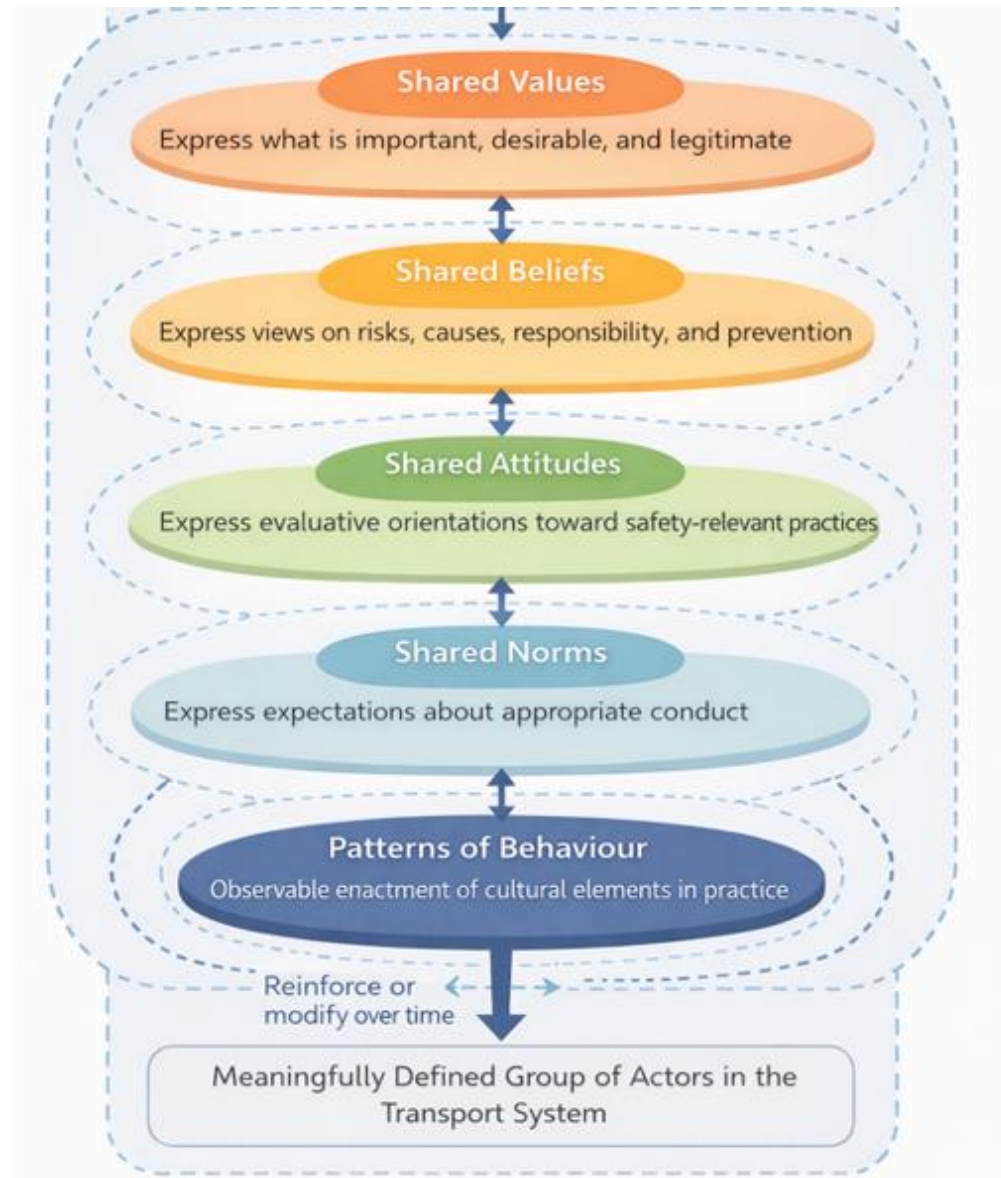


Traffic safety culture encompasses shared values, beliefs, attitudes, norms, and patterns of behaviours that shape how traffic safety is understood and enacted within a meaningfully defined group of actors in the transport system.



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