



Institute of Transport Economics, Oslo, Norway

Perceived Safety in Urban Transport -

Survey results from the AMIGOS* project

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Afrosafe conference Zambia, 10-11 June 2026

*



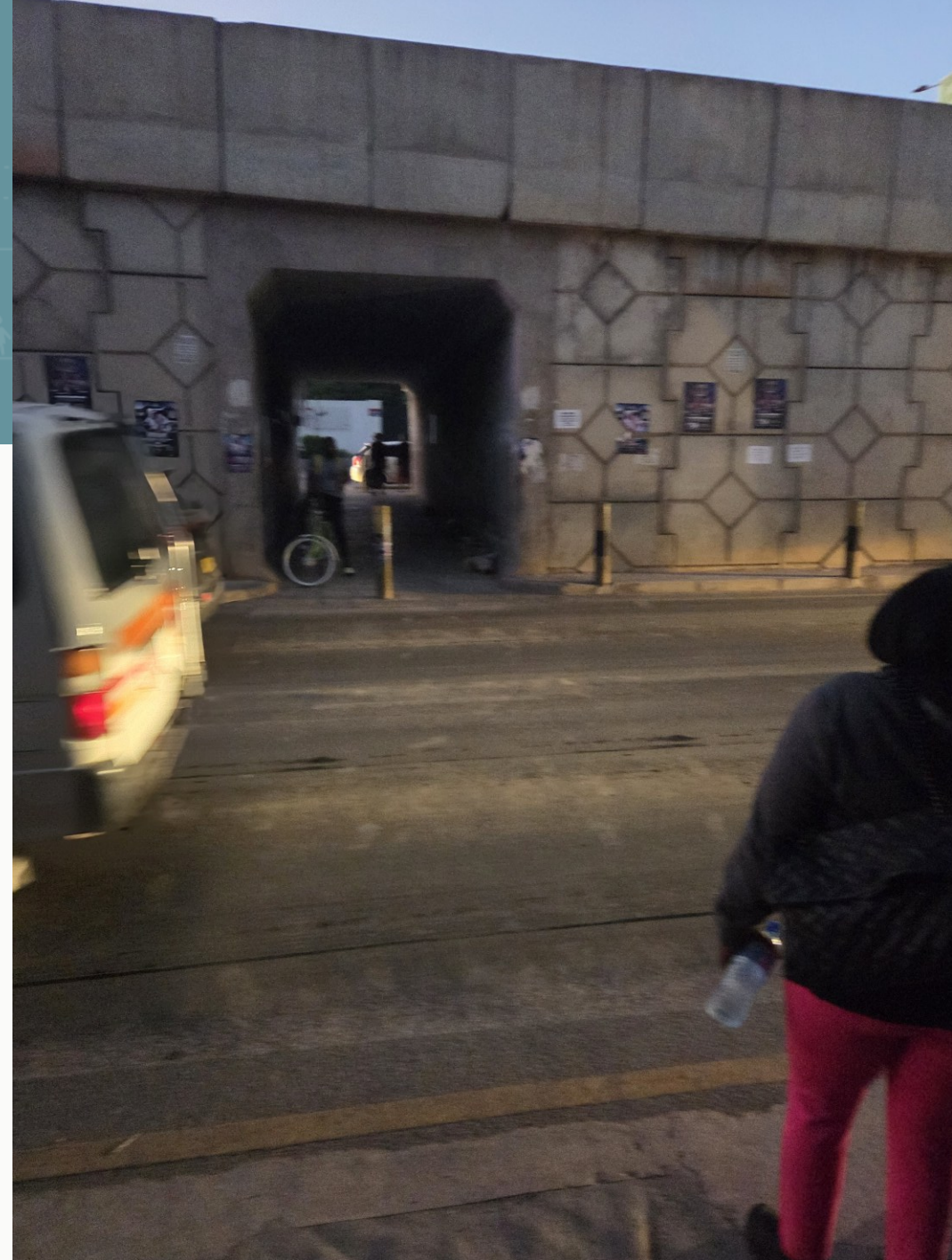
Funded by
the European Union







Does perceived safety matter?



Does perceived safety matter?

- Can we increase active mobility by making it safer?
- Is it all about the infrastructure?
- Or is there a cultural element?
- Safety or security?





AMIGOS

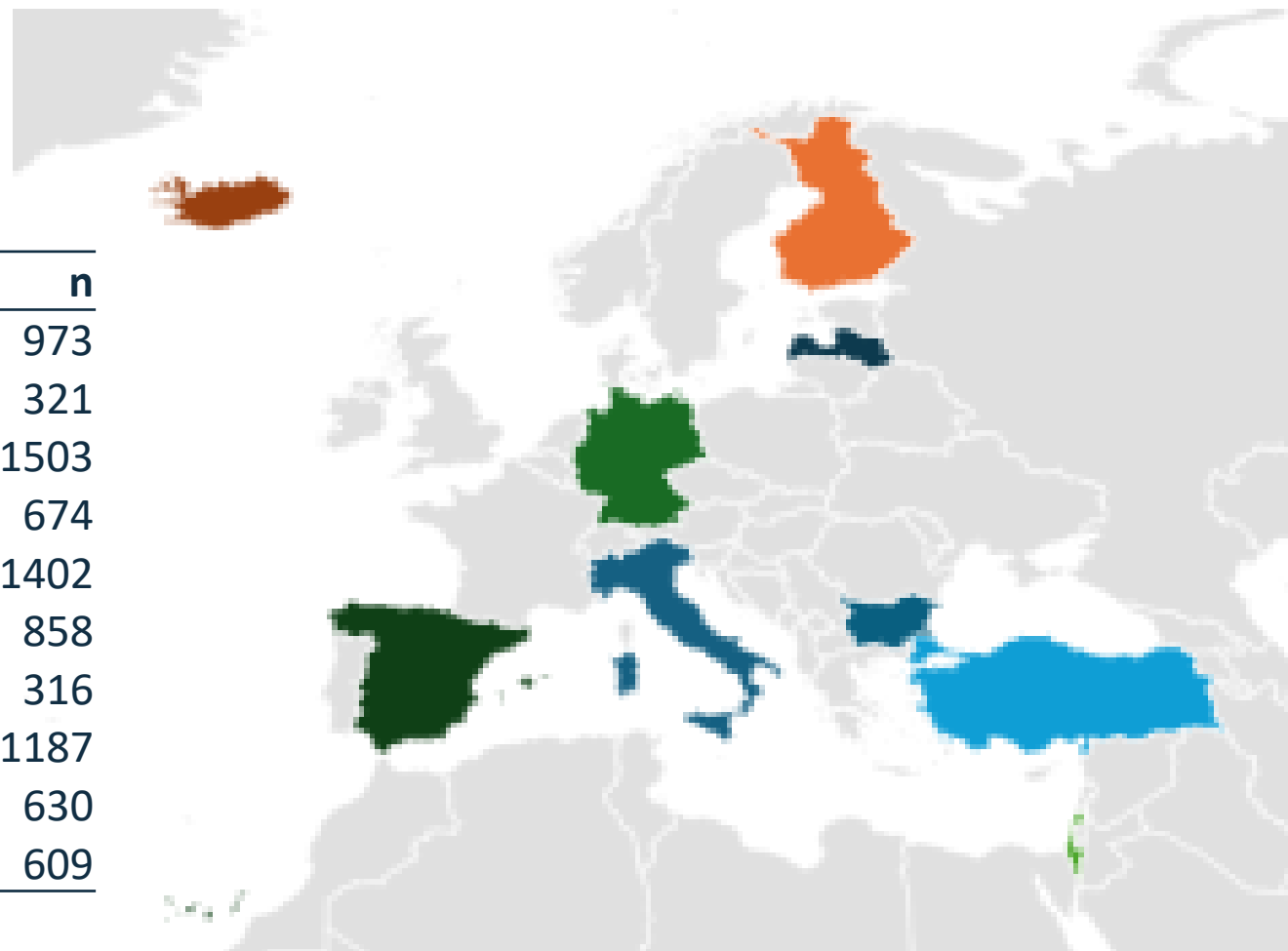
- Survey data collected March- June 2024
- Perceived safety and security
 - On four different travel modes
- Travel frequency (on four modes)



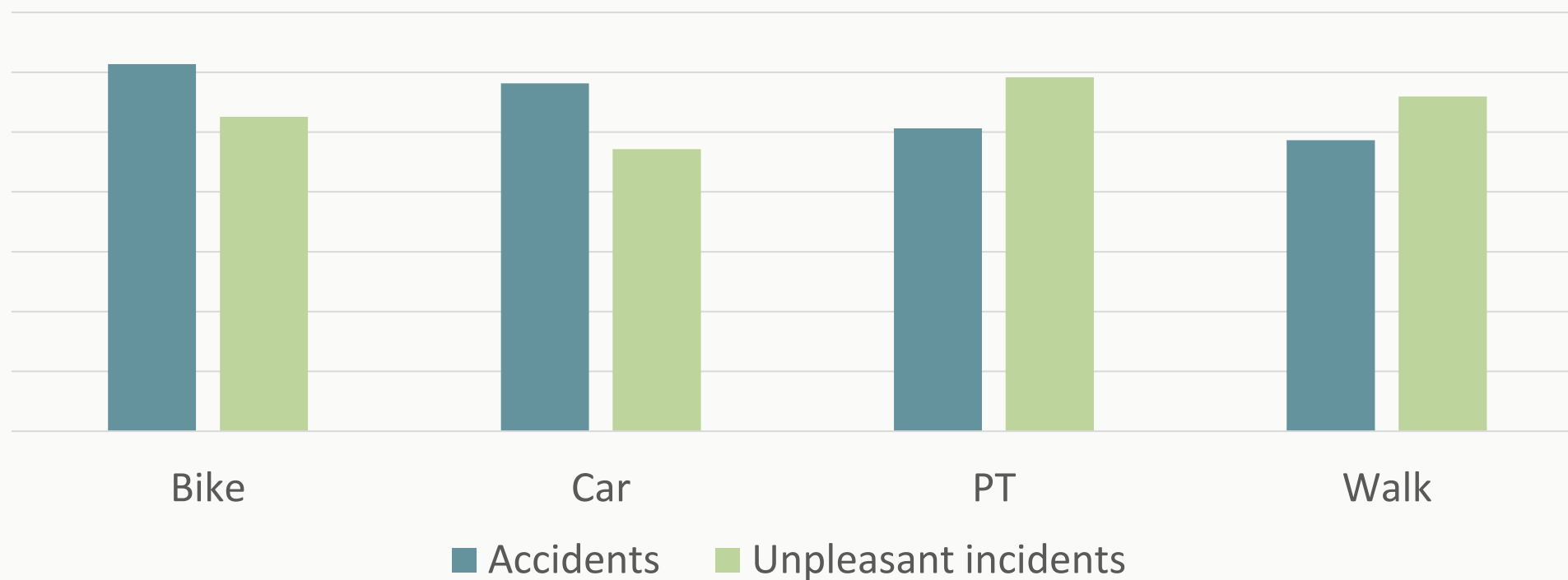
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This project is part of the CIVITAS initiative.

N=8473

| City | Country | n |
|--------------|----------|------|
| Bologna | Italy | 973 |
| Lappeenranta | Finland | 321 |
| Hamburg | Germany | 1503 |
| Ankara | Turkey | 674 |
| Istanbul | Turkey | 1402 |
| Nazareth | Israel | 858 |
| Jurmala | Latvia | 316 |
| Reykjavik | Iceland | 1187 |
| Laz Rozas | Spain | 630 |
| Gabrovo | Bulgaria | 609 |

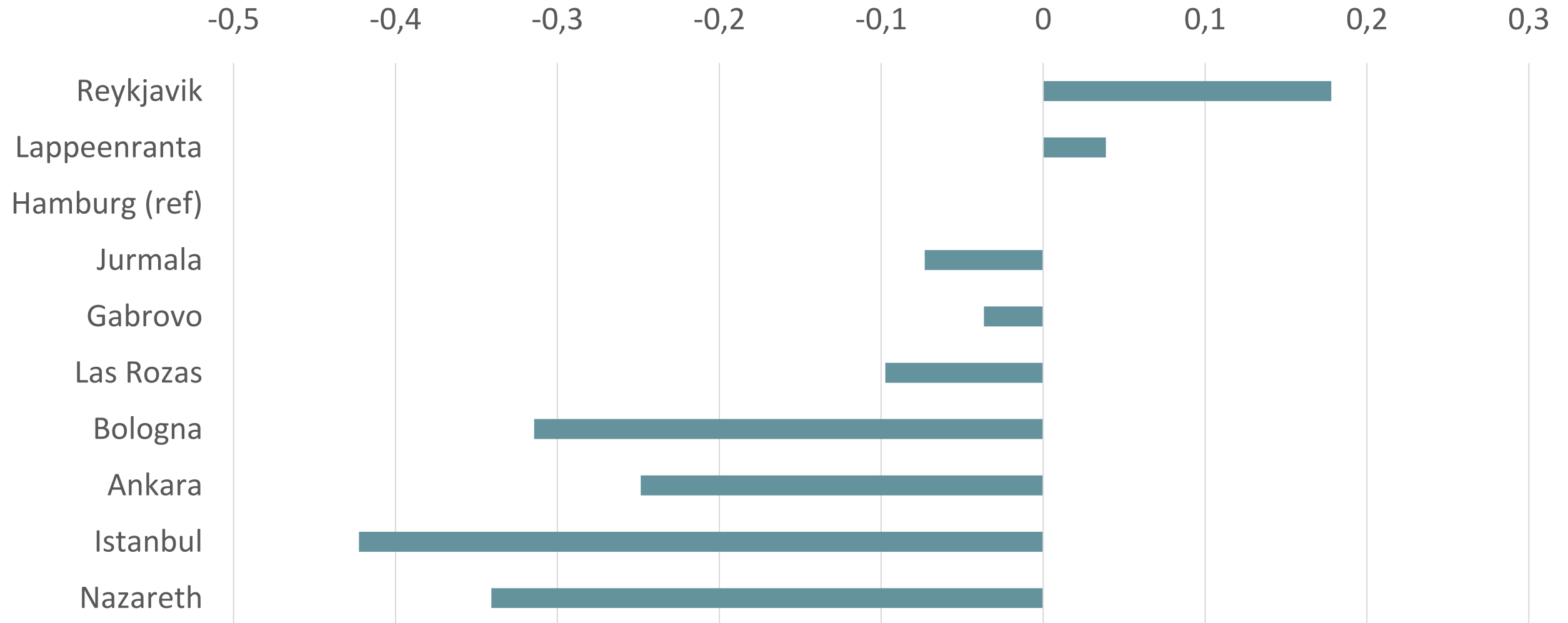


Security and safety concern by transport mode



Perceived safety/security on transport

Modelled, with Hamburg as reference



SEM model output on path diagram

Social and Economic background

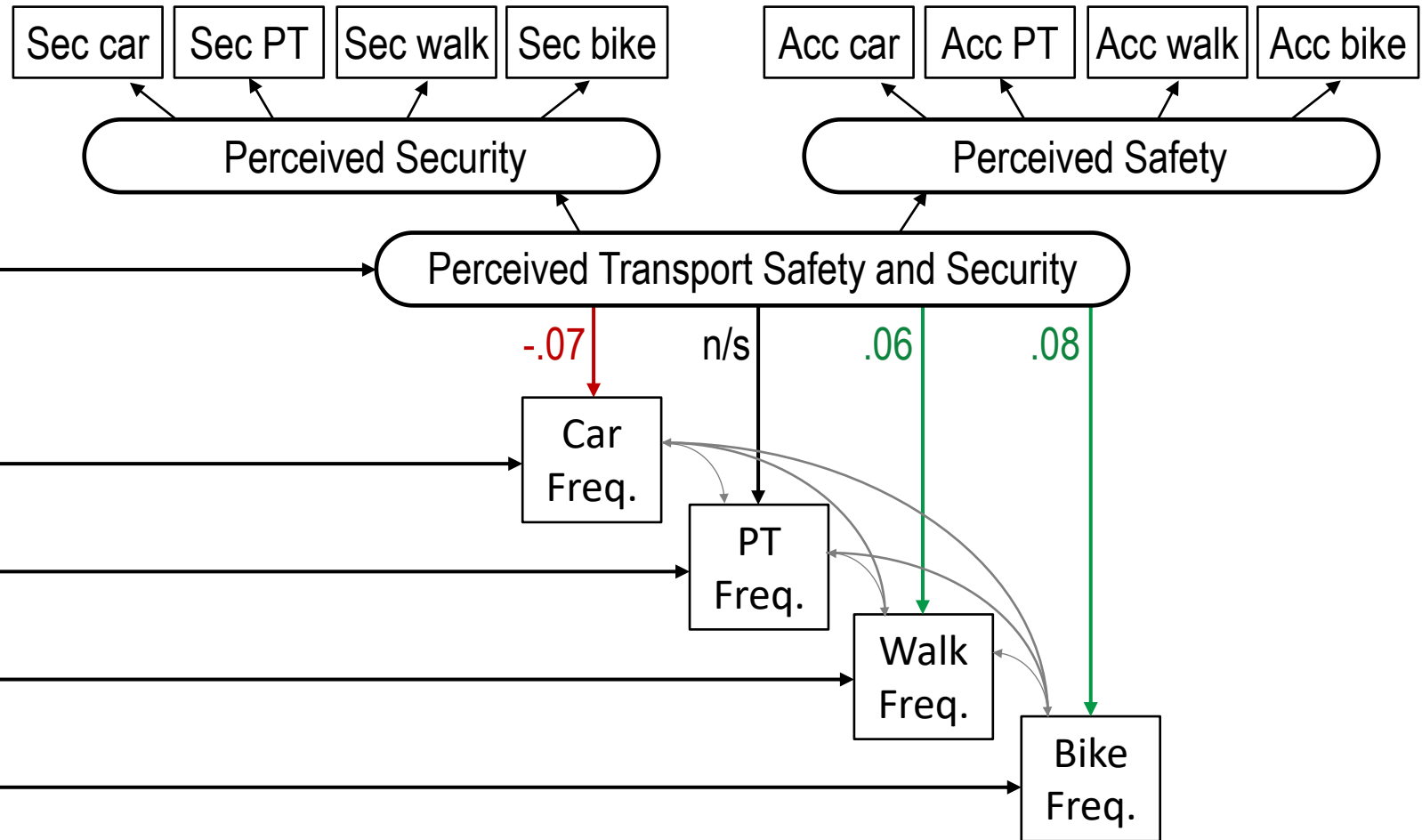
Female, Educ, Income, Fulltime

#Cars, Age/Age², Income, Env, Fulltime

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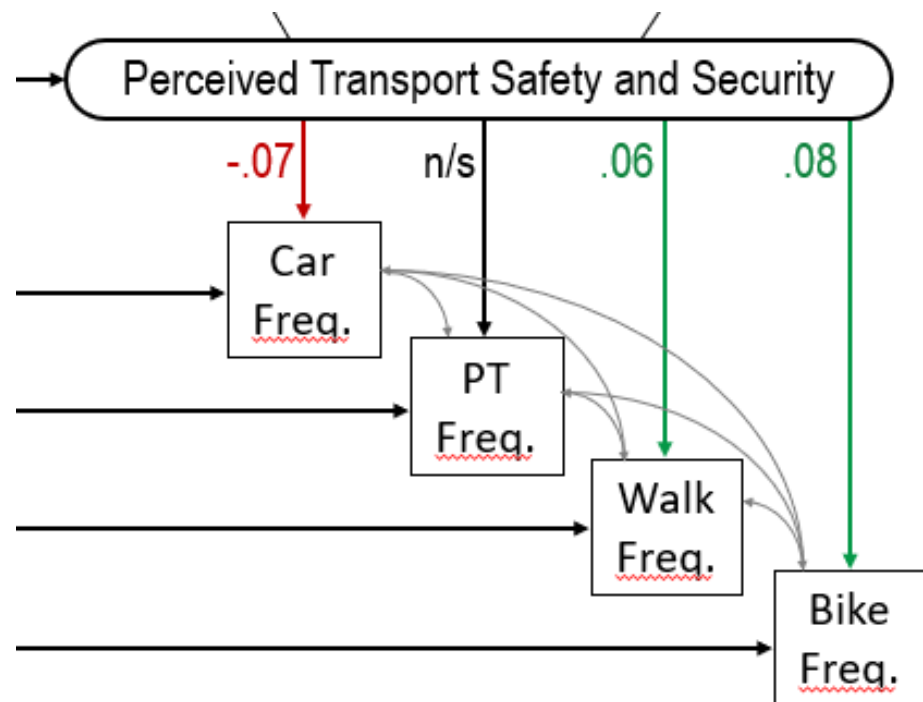
#Cars, Age/Age², Female, Income, Educ, Env

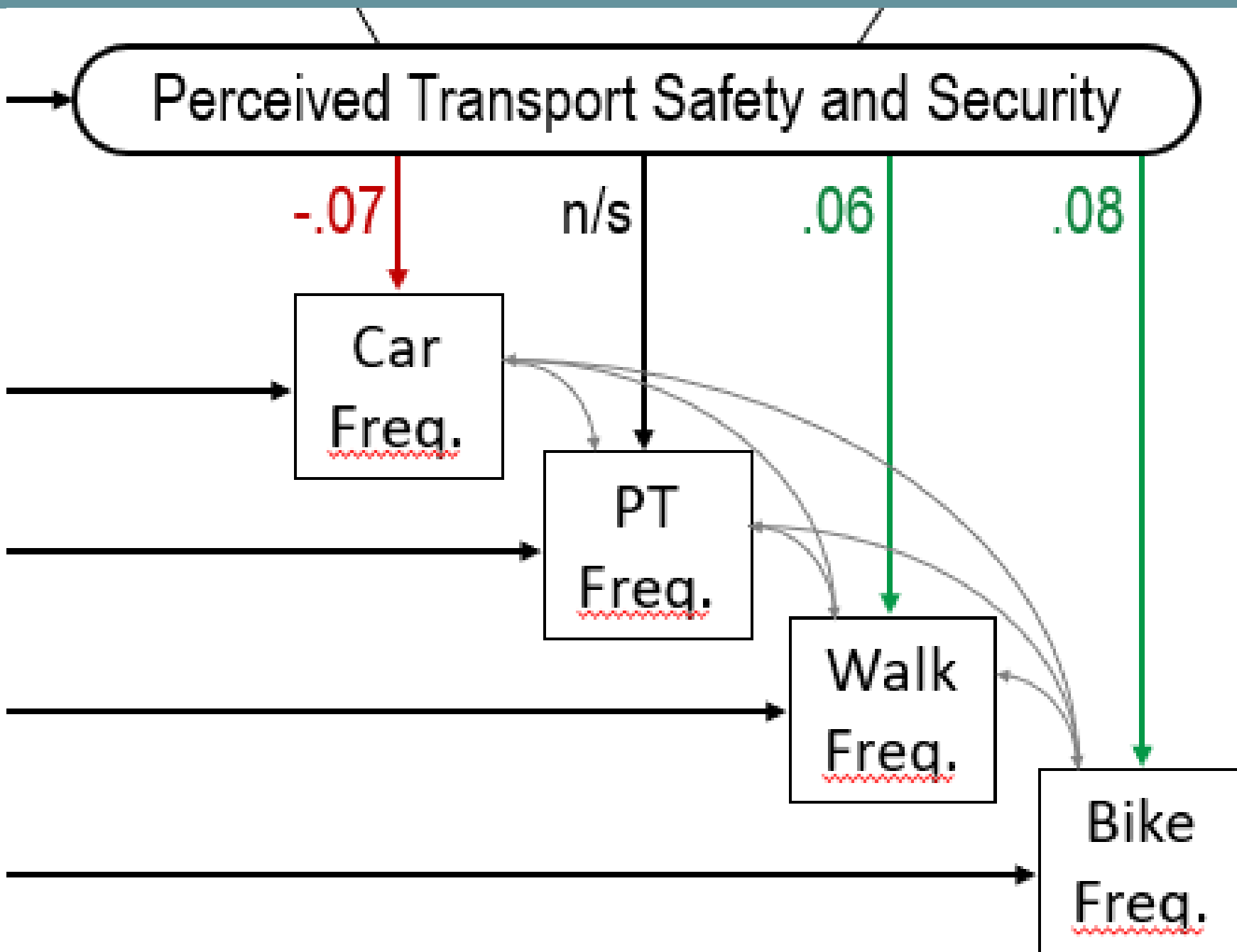


RMSEA/CFI = .048/.929

R² Car / PT / walk / bike / Safety and Security = .24 / .14 / .26 / .14 / .39

Red/green = negative/positive association; Env = Latent Construct for Environmental Concern (4 items)





Summary



Summary

- Bikes and cars are associated with accidents
 - Walking and public transport with “unpleasant incidents”
- The brave walk and cycle
 - The timid drive car



Implications for African context

- Perceived safety is likely to be worse here
- To avoid people transferring to private cars -
The alternatives must feel safer