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# Safe System maturity and Safe System readiness in three European and three African countries: Results from a cross-national survey

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# The study is part of the AfroSAFE project, Work package 2 Road safety management system

**WP2 Involves: Case comparison** of African countries with EU countries with record of excellence in traffic safety and practicing Safe Systems principles.

**Focus:** -What can the African countries learn from the Safe System implementation in the European countries?





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# Quote from keynote speech first day:

- **"We are good at making strategies, but we are terrible at implementing"**
- The level of implementation= Safe System maturity.
- Factors influencing the level of implementation= Safe System readiness

## Key concepts:

**Safe System maturity:** The level of implementation of Safe System -is contingent on several societal preconditions.

**Safe System readiness:** Factors impeding or facilitating Safe System implementation.

...the extent to which a country, region, or organisation has the necessary conditions in place to successfully implement the Safe System approach to road safety.

...willingness and capacity to change, and to further develop your own progress to a higher level of Safe System maturity, e.g. from emerging state to a mature level.

# Why does Safe System readiness matter?

LMIC countries: low level of Safe System maturity and low level of readiness.

Safe System countries “implementation of Safe System is inadequate”. Elvik 2023: full implementation could reduce fatal accidents between 50-70%.

Implementation is a challenge in all contexts, and at all levels – and we need frameworks to understand it.

**Good frameworks can enable good diagnoses of problems and good solutions.**

# Safe System maturity - from the ITF-framework:

Figure 2. The stages of Safe System development

## Stage 0: Starting

There is no knowledge of Safe System principles and hence no implementation of Safe System activities.

## Stage 1: Emerging

There is awareness and knowledge of what a Safe System looks like.

## Stage 2: Advancing

Interventions and policies are linked and organised by robust institutional governance focused on road safety, transport and mobility.

## Stage 3: Mature

Highly sophisticated technical and public-policy interventions are implemented.

## Stage 4: Perfect

In this hypothetical Safe System implementation, there are zero fatalities and zero serious injuries.

Source: ITF 2022: «Safe System in action»



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# Safe system implementation in three African and three European countries: Preliminary results from a comparison of six countries

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# Descriptions of Safe System maturity in the AfroSAFE project:

- **European countries:**

- We have good data and know exactly the measures needed to reach the Safe System, but not how to make it happen.
- Societal factors are constraining implementation.

- **African countries:**

- Insufficient data on accidents and road safety indicators and lacking implementation of existing plans.
- Societal factors are constraining implementation.




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### Safe System maturity and Safe System readiness in three European and three African countries: A comparison of an emerging versus a mature context

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# Descriptions of Safe System readiness

- **European countries:**

- “There is a clear gap between where we need to be—the well-defined safe system we know is necessary—and how to actually get there. That’s the challenge. We don’t lack knowledge about what is needed.

- **African countries:**

- “I think the policy's there, but the implementation of the policy is the issue.”



# Societal factors influencing readiness:

## European countries:

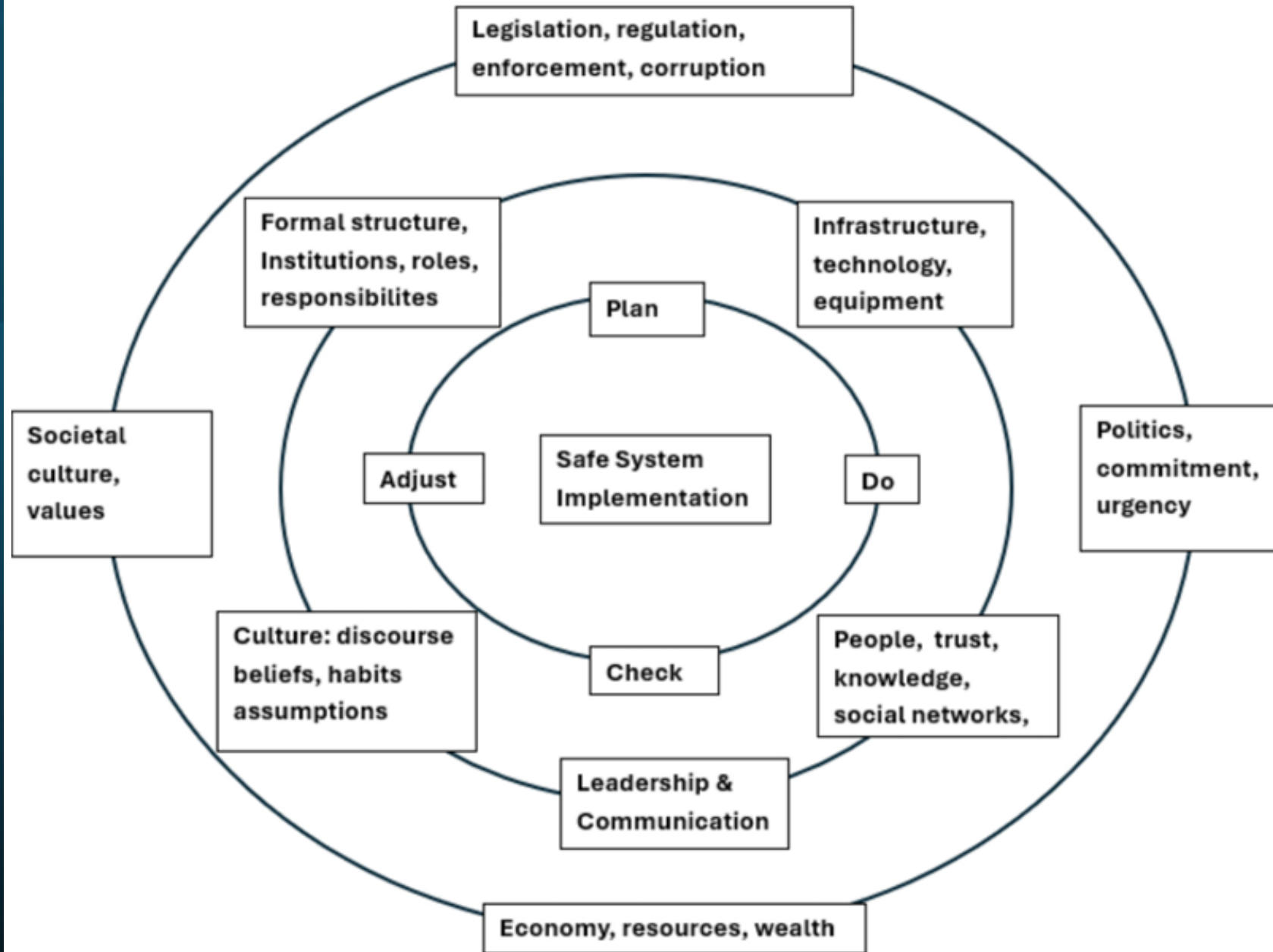
- 1) Cultural and political valuation of individual freedom**
- 2) The societal valuation of mobility versus safety**
- 3) Geographical factors**
- 4) Insufficient funding of road safety**
- 5) Lacking sense of urgency related to road safety**

## African countries:

- 1) Insufficient stability and strength of road safety institutions**
- 2) Insufficient resources and funding of RS**
- 3) Corruption**
- 4) Lacking sense of urgency related to RS**
- 5) Economy, poverty and social conditions**
- 6) Insufficient urban planning and land use planning**
- 7) Lack of a viable organized public transport system.**

**Why is the implementation insufficient?**

**Development of a new model:**



We have developed a survey with questions for each factor: «Inner circle circle» «Road safety management» (This is the dependent variable +)

- **National authorities in my country:**
- Have reliable statistics on all accidents with fatalities and seriously injured persons in road traffic
- Collect data for a broad set of safety performance indicators related to road user behaviour, vehicles and roads/infrastructure
- Annually follow up and report on the status of the mentioned sets of safety performance indicators
- Have quantified targets for reduction in fatalities and seriously injured persons in road traffic within a certain period

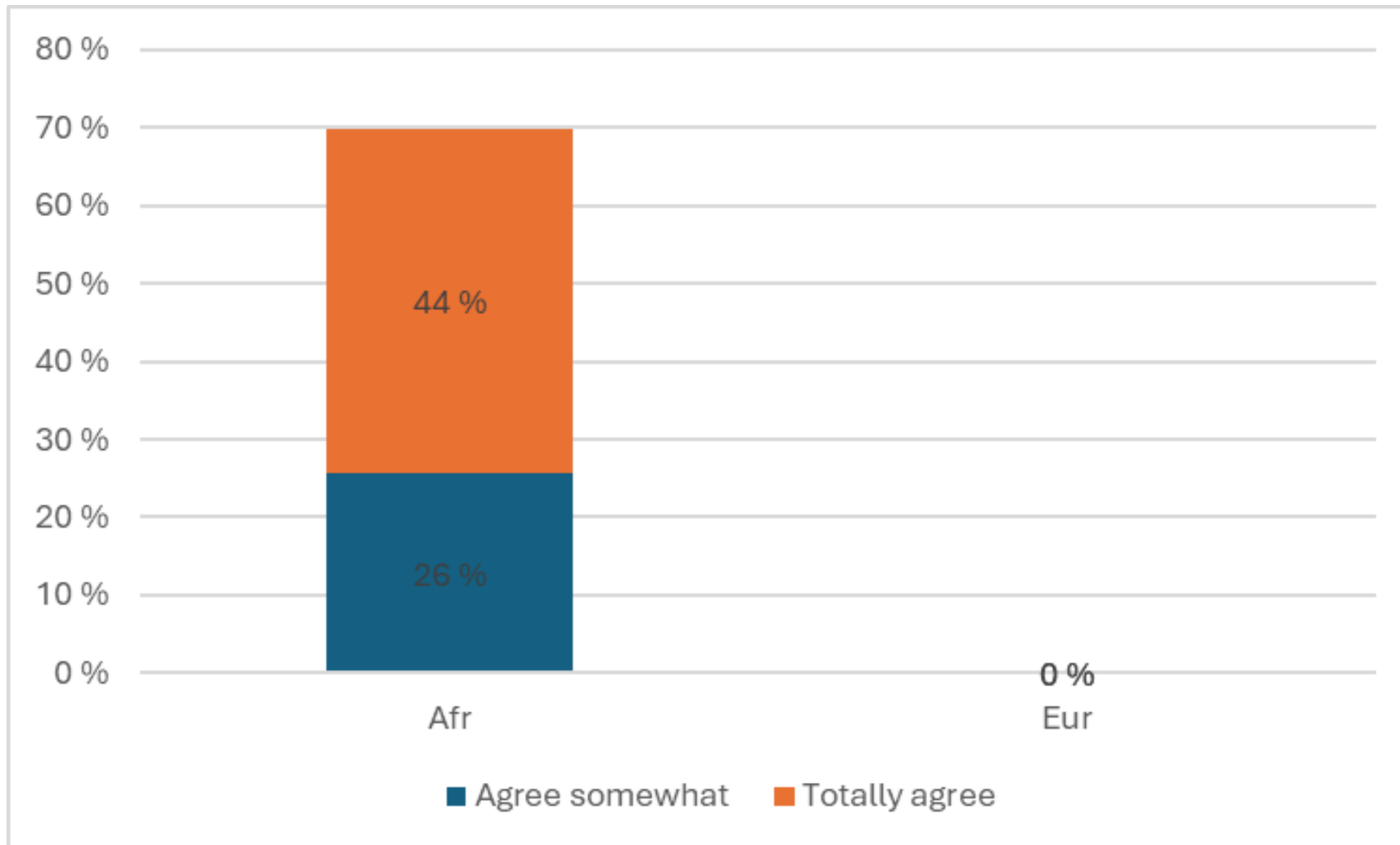
We have developed a survey with questions for each factor: «Middle circle» «Formal structure, institutions, roles, responsibilities»

- It is clear which institution that has the leading responsibility for road safety
- The lead agency for road safety has clearly assigned responsibilities to relevant actors for implementing measures to achieve the road safety targets
- The lead agency for road safety regularly monitors and follows up on whether actors involved in road safety management fulfil their assigned responsibilities

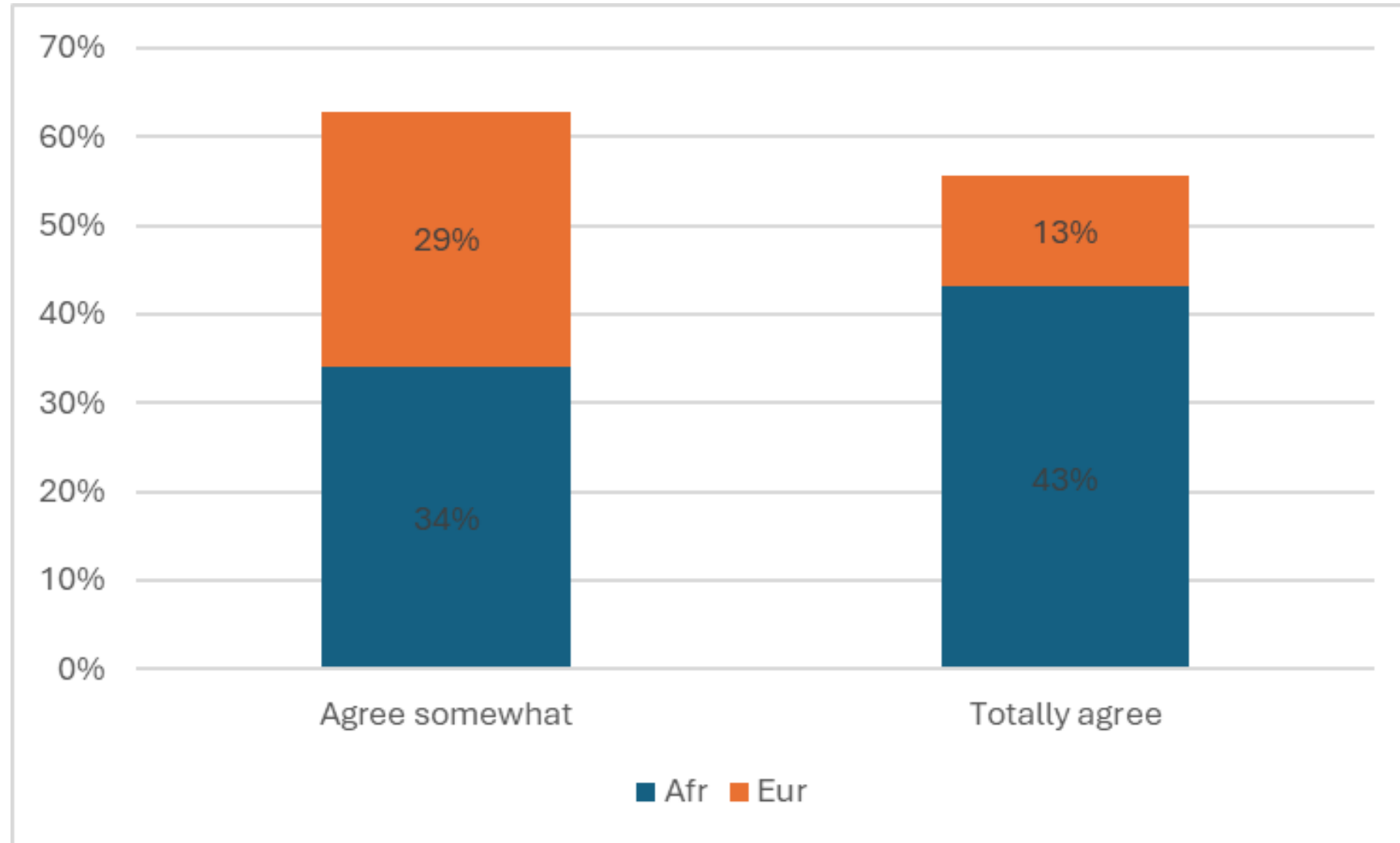
We have developed a survey with questions for each factor: «outer circle» «Legislation, regulation, enforcement, corruption»

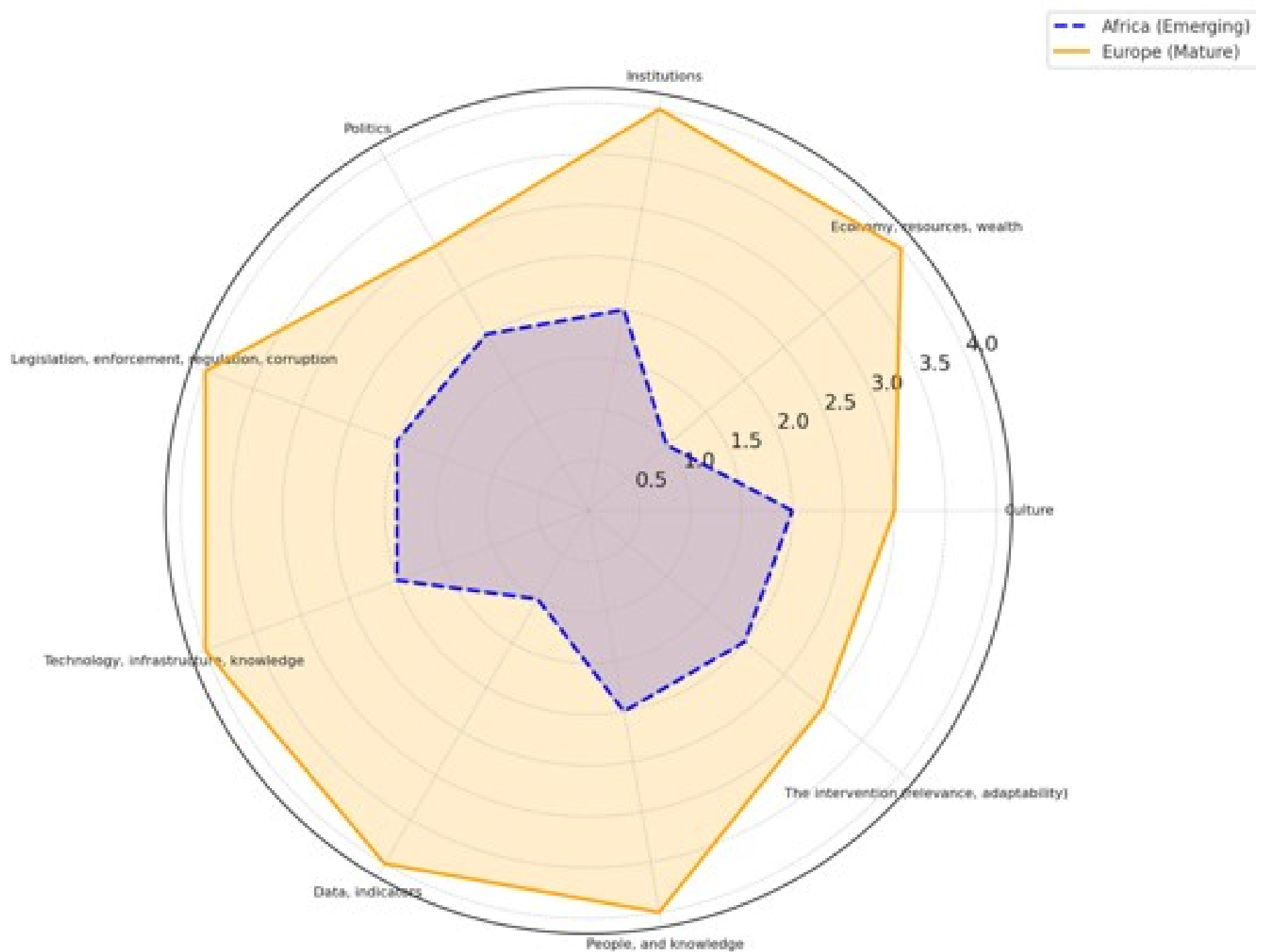
- **In my country:**
- It is common to pay traffic police officers informally on the spot, to avoid fines or other sanctions for traffic violations
- Road users feel that they do not have to abide by traffic regulations because law enforcement is weak
- Citizens trust that the police always act objectively and fairly

# In my country... It is common to pay traffic police officers informally on the spot, to avoid fines or other sanctions for traffic violations



# In my country, there is a systematic gap between what is decided in national road safety strategies/action plans and what is actually implemented





# Another dependent variable:

- Safe System is not perceived as relevant to the national context by key actors involved in road safety management
- Safe System is not perceived as realistic in the national context by key actors involved in road safety management

## Summing up:

The European countries: Political and cultural factors influencing willingness.

The African countries: institutions, economy influencing capacity

**We need to improve:**

Willingness (political and cultural factors)

Capacity (institutions, economy)

# Policy implications:



Given challenges related to resource etc. which factors can we realistically address?



Factors related to traffic safety culture and ways of thinking...



Factors related to knowledge and the adoption of the Safe system perspective.



These factors are especially important among people working in organisations involved in road safety management.

# We need more respondents from Zambia:

- **Please answer, if you are working in an authority, NGO, or if you are a researcher.**
- **Have you received the e-mail from Thomas?**
- **If not, come to me, or send e-mail to: [ton@toi.no](mailto:ton@toi.no).**
- **You will get the link!**

# Thank you for your attention!



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