



Fit to Drive

8th International Traffic Expert Congress
08 to 09 May, 2014
Warsaw

A system approach to FtD

Thursday May 8th 2014

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Reminder: This is Congress Nr. 8 after

Berlin 2006

Vienna 2007

Prague 2008

Tallinn 2009

The Hague 2011

Barcelona 2012

Berlin 2013



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Objectives and goals

1) Original goal:

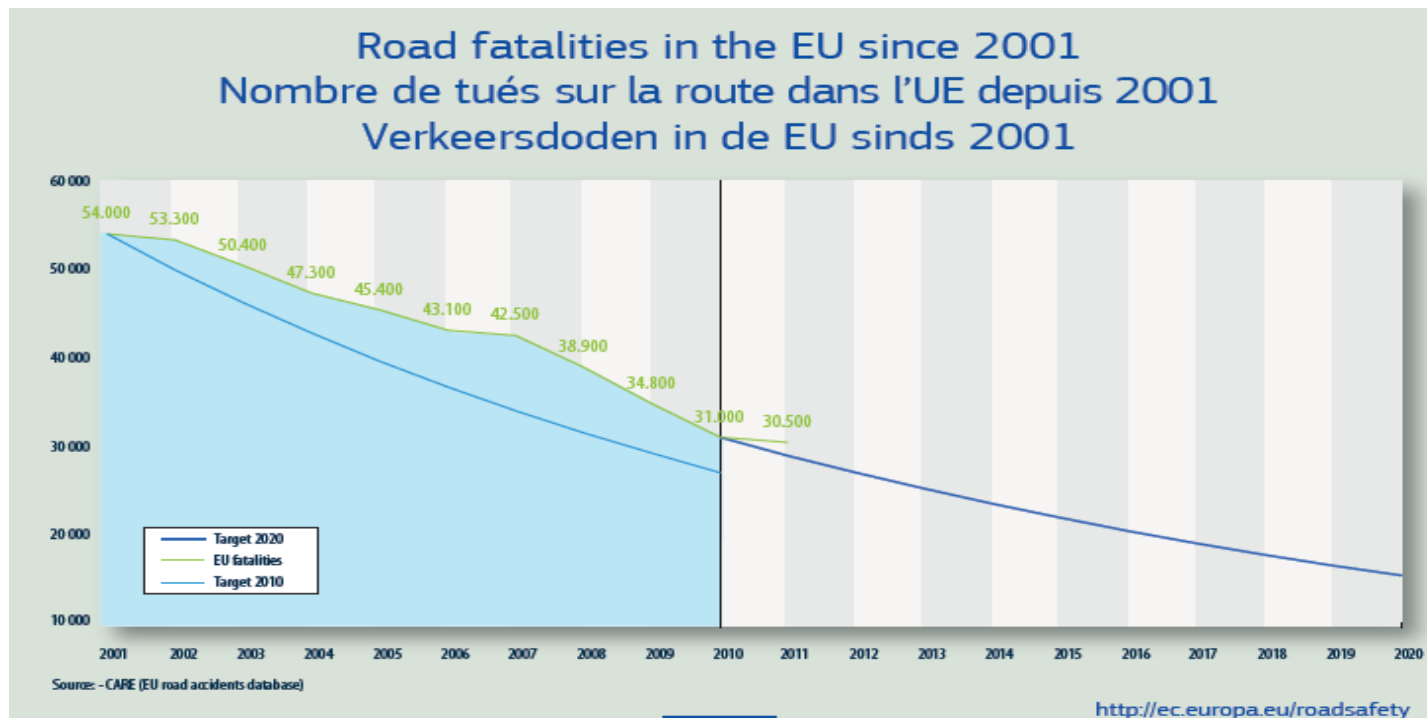
Contribution towards halving road traffic fatalities within the EU to 25.000 by 2010

(Conference of Traffic Ministers, May 2004 in Dublin)

Specified in European Road Safety Charter.



Did we reach our goals?





2) Goal to involve many countries → success

- Till now many European countries represented:
A, B, CH, CR, DK, D, EST, FIN, GR, H, I, E, F, N, NL, P,
PL, S, UK
- Also colleagues from non-European countries
have contributed → USA & Canada
- Participants also from Israel and Russia



This time: Broader look at fitness to drive

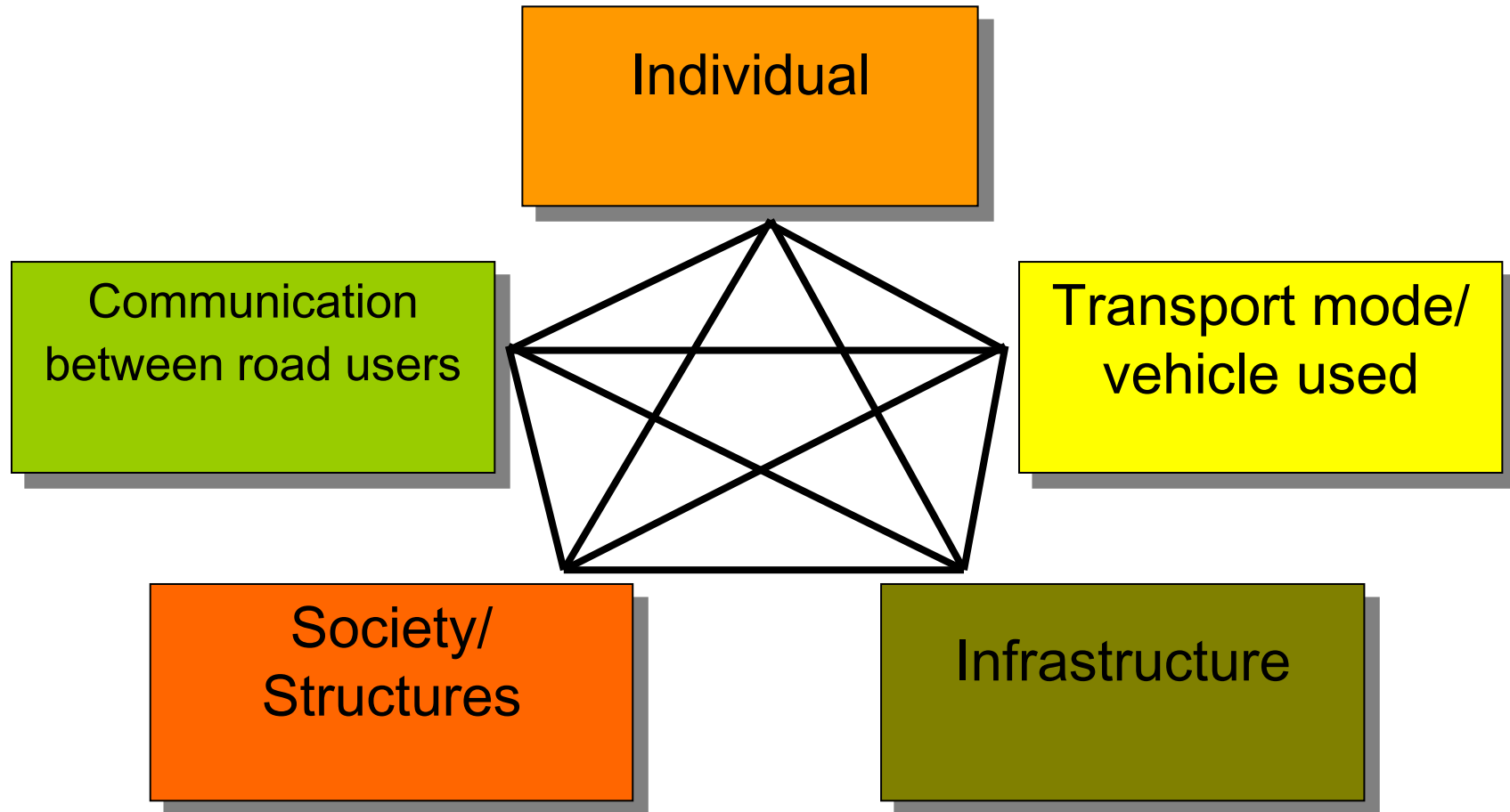
The individual acts according to his/her own abilities, attitudes, habits, motives etc.

But the individual does everything he/she does in interaction with the outer world:

- The outer world can make tasks more easy or more difficult and
- The outer world can increase or reduce willingness of individual to abide with rules, to take care of other road users, etc.
- → fitness to drive in another sense: That road user knows how to behave correctly, is able to do so, and is motivated/willing to do so



Areas that affect our fitness to drive





Interpersonal communication

→ Overtaking, yielding, following other cars, crossing roads as pedestrian are communication acts

→ direct reactions by involved parties – internal & external expectations established how interaction does and should work

- Informal norms
- Climate including willingness to “co-operate”

”Blind spot of communication” – view on own behaviour is impaired by the fact that we do not see ourselves, both in a narrow & a symbolic sense



Infrastructure

- Affects our behaviour directly → to get a blow from underneath if we drive over a hump too fast is a contingent reinforcement with a negative weight (or a contingent “punishment”)
- Many other relations between infrastructure and behaviour: If the red light for pedestrians is on too long, they start walking against red
- Broad road → higher speed
(Towliat 2001, Varhelyi 1996, Ekman 1997, Falk et al. 2003).



Vehicle features

- The “walking” vehicle, our body, gets tired easily and is very much susceptible for physical efforts, long distances, steep stair cases etc.
- Characteristics of bicycles in many years have not been put much weight upon with respect to easy everyday use (assets for shopping, good lights, etc.).
- In modern cars → little feedback concerning, e.g., speeds: Reduced motor sound, vibrations, wind and other feedback from outside

(Grant et al. 1990, OECD Study)



Social structure

- Laws and informal norms, the characteristics of the public discussion, the traffic "culture" that becomes transparent, etc.
- Public discussion and the media coin our perception of the public attitude, awareness and weight of problems etc.
- Our behaviour is much influenced by these aspects, e.g. also importance of what people of public weight do and say, etc. → "Socialisation"



This is how we want to work

Presentation around these topics ~20minutes

Discussion after each presentation ~10minutes

Questions for panel discussion:

- write question on provided sheet of paper
- we select 10 questions, at least one per area
- one representative on the panel will answer them



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Thank you and
let's start!

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