

Risk estimation including risk compensation with cyclists

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- In a recent study of the Austrian Traffic Safety Board , KfV (ZUSER Veronika, AIGNER-BREUSS Eva et.al. 2021) accident reports are dealt with by interviewing injured cyclists in hospital often having accidents without any other person involved.
- Therefore these accidents are not reported in an official accident report because only the injured cyclist is responsible.
- These not reported accidents double the amount of injured cyclists by single driver accidents.
- In this interaction with the environment the cyclist fails to achieve, he is going too fast for the given conditons and is leaving the road.

In an earlier study of the University of Salzburg together with the Austrian Traffic Safety Board (KÜHBERGER Anton, KEUL Alexander et.al. 1999)

- they tried to explore the influence of learning and risk experience on the behaviour of cyclists.
- There is indeed a connection between the perceived risk and the behaviour of cyclists.
- By the theory of risk compensation (Wild Gerry, Klebelsberg Dieter) it is known that drivers take higher risk when perceived risk is low.
- Cyclist behave in the same way.
- There are for example sporty riders driving at high risk which they perceive but with this perceived risk being part of their pleasure. By that they more frequently also use protective equipment but not reduce speed or change behaviour.

On the other hand...

- The other group consists of conventional cyclists complaining about risks but not preparing themselves for risky situations by the use of protective equipment for example.
- The learning environment of a cyclist provides only few possibilities to recognise the connection between one's own behaviour and dangerous traffic situations.
- They think to represent the new green age of mobility and therefore not to be under the restraints of road traffic.