



## SUMMER SCHOOL ON

# “INTELLIGENT TRANSPORT SYSTEMS: DESIGN AND SAFETY”

3 – 6 July 2005

Pyrenées Mountains, Saint Lary, France

## CONTENT OF LECTURES AND CV OF SPEAKERS AND AFFILIATIONS

**Ralf Risser, FACTUM Chaloupka & Risser OHG, Austria**

### **Safety according to ITS functions and to drivers**

What safety consequences different functions have on different drivers is, to a high degree, a matter of reasoning. Empirical evidence is rather poor.

This lecture will deal with the matrix (Driver type) X (Equipment type) and refers to different hypotheses concerning safety consequences of different types of equipment with respect to different driver groups. Equipment types will be ADAS and IVIS systems and their subdivisions, driver types will be age groups, experience groups (novice driver vs. others) and genders. Safety aspects will be looked upon from two perspectives: the potential certain equipment types have in order to help certain groups solve safety problems, and (unwanted) side effects for different user groups that could be caused by different types of equipment.

### **Public impact of ITS: non-equipped and vulnerable road users, and residents**

It is an old discussion topic that systems meant to improve safety and comfort of drivers equipped with these systems could have non-planned for and in some cases adverse effects for other groups. These effects may be expected mainly in the frame of communication between road users. Two different types of aspects will play a role in this respect: one of behaviour diffusion (unequipped drivers imitate the behaviour of equipped ones) and one of interacting in areas that have to be shared among different groups (intersections, pedestrian crossings, driving through residential areas, etc.). There, effects could for instance be generated via changes in speed caused by a certain equipment, which would influence all communication with other road users. A systematic diagram (Equipment types) X (Possible effects) X (Road users/Residents) will be drawn and discussed, and empirical evidence will be reported where available.

Ralf Risser received his PhD from the University of Vienna (Psychology & Sociology) and is currently a lecturer at both the University of Vienna and the Technical University of Vienna. In 1988 he was a fellow researcher at the Technical University in Lund, Dept. For technology and society, Sweden. In 1989 he worked on several EU Projects. From 1993 to 2003 he was the Convenor of the Task Force Traffic Psychology of the EFPPA (European Federation of Professional Psychologists' Associations). His research focussed of work on attitude- and acceptance matters, marketing and motive-research, driver diagnostics and rehabilitation. One of the main topics of work is the development and use of instruments that allow an adequate research on human motives as a basis for social management. He is a specialist on qualitative survey techniques, behaviour observation (Developer of the Wiener Fahrprobe and derivatives), group-dynamics-based creative and training measures, and the PROMETHEUS traffic-safety checklist for the assessment of potential safety effects of new (IST-) equipment. He is Assistant Professor of Traffic sociology at the University of Vienna and visiting Professor at the University of Lund, Department of Technology and Society. He is Secretary of the International Co-operation on Theories and Concepts on Traffic safety ICTCT, as well as a member of the task force traffic psychology of the European Federation of Psychologists' Associations EFPA.

FACTUM OHG, Sozial- und Wirtschaftsanalysen (Legal Registration No FN 8319i) is an SME located in Vienna, the capital of Austria. It is a consulting firm without any regular public funds. It conducts both basic



and applied research, and it assists various customers (see below) in connection with the implementation of research results.. Personnel: 2 owners (both with PhD's, one of them Ass. Prof. of University of Vienna) and 6 employees (one with a PhD and one master of science among them); a varying number of freelance partners. The main work area of FACTUM is traffic from a social scientific and psychological point of view. The central scientific topic is the development of methods to communicate adequately with different target groups. All this is based on work on attitude- and acceptance matters, motive and communication research ("marketing") and on behaviour observation and description methods. One of the main topics of work is the development and use of instruments that allow an adequate research on human motives as a basis for social management that adequately takes care of user and customer needs. FACTUM has large expertise in the area of transport systems. The results provided by FACTUM's work are regularly disseminated as journal articles, reports etc. Yearly reports are issued, mostly published by project sponsors. As well as German we have good knowledge in English, Italian and Swedish, and also knowledge that is sufficient for reading documents in Spanish, Portuguese, French, Danish and Norwegian. The main partners/sponsors of FACTUM are: Austrian Department of the Environment, Austrian Department of Science and Transport, Municipality of Vienna; Federal Highway Institute BAST, Bergisch Gladbach (Germany); European Commission; Italian Psychologists' Association AUPI; Lund Institute of Technology, Department of Traffic Planning and Engineering, Lund (Sweden).