

Editorial

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This issue of TOTS clearly has the road-user perspective as a focus. The articles included here connect attractiveness aspects to both traffic safety and mode choice. At first sight one might assume that this is not the case for the paper by **Mirjana Grdinić-Rakonjac and Vladimir Pajković** about evaluating the road safety of local municipalities in Montenegro. Traffic safety indicators like driving under the influence of alcohol, speeding, use of protective systems (seat belt, helmet), use of telephone, fleet composition, fleet age, length of the road network, quality of road infrastructure, health care, time until the arrival of assistance in the event of a traffic accident are listed there. The connection to the road-user perspective is constituted by one question that is omitted in the article: How is road user behaviour represented in all these indicators and how is problematic behaviour explained? The article displays excellent engineer's work but clearly calls for a completion by the psychological and sociological disciplines in order to understand why the mentioned indicators are relevant. When **Sonja Forward** discusses Speeding behaviour of adolescents and the image of a typical person who speeds, the relation to the road user perspective is much clearer. Substantial portions of both genders perceive speeding as fun, and part of the males speed because they believe that this impresses (relevant?) others. Understanding what role such motives play is certainly essential when considering measures to counteract such tendencies. Driver examiners could play an important role, there, as **Auksė Endriulaitienė, Laura Šeibokaitė, Rasa Markšaitytė, and Kristina Žardeckaitė-Matulaitienė** write in their article concerning the predictive role of individual differences of the work performance of Lithuanian driving examiners. They show that communication competence is a significant predictor of good job performance of driver examiners, according to their supervisors. One explanation for this is that communication competence could be seen as kind of a synonym to "being convincing" when discussing wished-for behaviour (isn't that the task of driving schools?) and when trying to motivate learner drivers to adhere to such

behaviour. The relation between traffic safety and mode choice becomes visible in the paper of **Maria Ourania Skandami, Iliani Styliani Anapali and Socrates Basbas** when they ask what makes pedestrians choose or avoid footbridges when the alternative is a signalized crossing. Footbridges are built with the goal to make traffic safer by separating pedestrians from car traffic when they cross the road. However, for many pedestrians such bridges constitute a barrier, they reduce their comfort. For many, to avoid such inconvenience seems to be a stronger motive than to strive for traffic safety, which by the way might be more of a relevant motive for authorities and traffic safety experts to insert such bridges than for the road users to use them. To reduce car speeds could be a better choice for authorities if they want to allow pedestrians to cross the road safely and comfortably. The last contribution by **Martina Trepáčová, Veronika Kurečková, Petr Zámečník and Pavel Řezáč** discusses advantages and disadvantages of rail transportation as perceived by passengers, which would affect mode choice. However, traffic safety is an issue, as well, even if indirectly so, when the authors conclude that travellers find it positive that they "do not have to pay attention or control the actual process of travelling" when going by train. In conclusion, the common feature for all the papers in this issue is the fact that certain motives lie behind human behaviour, concerning both, traffic safety and mode choice. These motives have to be identified in order to provide a sound basis for measures to improve traffic safety and to enhance sustainable mode use and mode choice.