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**AGGRESSIONS ON ROAD TRAFFIC**

In many daily newspapers one can read about increasing aggressions among car drivers. Headlines such as “Guerilla warfare on Hamburgs Roads – Aggression increases alarming” (Hamburger Abendblatt, 16.7.1999) or “To give someone the bird is not enough for many drivers - The frustration is tipped on the roads” (Rhein-Zeitung, 22.5.1997) are printed.

In cooperation with the “Interdisziplinären Zentrum für Verkehrswissenschaften” (IZVW) at the University of Würzburg with the support of the Bavarian Ministry of the Interior and the police- and road construction authority the project „Aggression on road traffic“ is carried out at the Institut für Kraftfahrwesen (ika) for scientific investigation. In vielen Tageszeitungen ist von zunehmenden Aggressionen zwischen Autofahrern zu lesen. Dort werden dann Titelzeilen wie “Kleinkrieg auf Hamburgs Straßen - Aggressivität der Fahrer steigt alarmierend” (Hamburger Abendblatt, 16.7.1999) oder “Das Vogel-Zeigen reicht vielen Autofahrern beim Streit nicht mehr aus - Der Frust wird auf der Straße abgeladen” (Rhein-Zeitung, 22.5.1997) gedruckt.

Aim on this project is the determination of the frequency and the characteristic of aggressive behaviour on road traffic (focal point highway) and gained suggestions for a secure and efficient organization of road traffic. Through experimental drives in the driving simulator of the IZVW and in the test- and measuring vehicle of the ika/fka it is assessed, which situation the driver becomes aware of as a conflict and how they, in certain circumstances, react aggressive. For simulation of this situation the submicroscopic traffic flow simulation PELOPS (Program for the Development of Longitudinal Traffic Processes in System Relevant Environment) is used, which is developed by the ika/fka in cooperation with the BMW AG since 1990. In addition to the traffic elements road / environment and vehicle this program contains a psycho-physical driver model which has been extended in the course of the project by both the emotional development processes of aggressive episodes and realisation (e.g. fast and close approach).

With the results of the simulator- and the driving test as well as a bigger field test this model is being validated right now and it is supposed to offer the opportunity in future to predict the frequency of aggressive episodes, based on measured macroscopic traffic data. Further on, it will be possible to evaluate the real threat potential of such situations and to prove counter measures concerning their effectiveness.

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