# Article information:

IJERPH | Free Full-Text | Bicycle Rider Behavior and Crash Involvement in Australia  
<https://www.mdpi.com/1660-4601/18/5/2378>

# Article summary:

1. This research investigated how behaviours and attitudes of bicycle riders influence crash frequency and severity.

2. The survey included questions on demographics, frequency of riding, and the number and severity of traffic crashes during the last five years.

3. Higher rates of violations and errors were associated with increased crash likelihood, while higher rates of positive behaviours were associated with reduced rates of crash involvement in a period of 5 years.

# Article rating:

May be slightly imbalanced: The article presents the information in a generally reliable way, but there are minor points of consideration that could be explored further or claims that are not fully backed by appropriate evidence. Some perspectives may also be omitted, and you are encouraged to use the research topics section to explore the topic further.

# Article analysis:

The article “Bicycle Rider Behavior and Crash Involvement in Australia” is an informative piece that provides insight into the relationship between bicycle rider behavior and crash involvement in Australia. The article is well-written, organized, and easy to understand. It includes relevant data from an online survey conducted by Monash University Accident Research Centre, Transport Research Centre Verne at Tampere University, and Faculty of Psychology—INTRAS Research Centre at University of Valencia. The survey included questions on demographics, frequency of riding, number and severity of traffic crashes during the last five years as well as Cycling Behaviour Questionnaire and Cyclist Risk Perception and Regulation Scale.

The article does not appear to be biased or one-sided in its reporting; it presents both sides equally by discussing both positive behaviors (which are associated with reduced rates of crash involvement) as well as negative behaviors (which are associated with increased crash likelihood). Furthermore, the article does not appear to contain any promotional content or partiality towards any particular group or opinion. Additionally, it does note possible risks associated with riding a bicycle on-road such as being hit by a motor vehicle which can be a key deterrent against riding a bicycle for some people.

The only potential issue with this article is that it does not provide evidence for all claims made; for example, there is no evidence provided to support the claim that cycling mode share remains relatively low in Australia or that participation has declined in some areas. However, overall this article appears to be trustworthy and reliable due to its clear organization, lack of bias or partiality towards any particular group or opinion, inclusion of relevant data from an online survey conducted by three universities/research centers, discussion on both positive behaviors (associated with reduced rates of crash involvement) as well as negative behaviors (associated with increased crash likelihood), noting possible risks associated with riding a bicycle on-road such as being hit by a motor vehicle which can be a key deterrent against riding a bicycle for some people etc., making it an informative piece about the relationship between bicycle rider behavior and crash involvement in Australia.

# Topics for further research:

* Bicycle rider safety in Australia
* Bicycle rider crash involvement in Australia
* Cycling mode share in Australia
* Cycling participation in Australia
* Cyclist Risk Perception and Regulation Scale
* Cycling Behaviour Questionnaire

# Report location:

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