In the current study a data triangulation strategy has been applied, in order to explore inter-actions from various perspectives. The questions raised are 1) what are the social functions of interactions in road traffic, which are considered as a constitutive element for the social order of traffic (“traffic climate”) and 2) how do the processes of change and stagnation with regard to the altering conditions for cyclists influence the interactions. The focus especially is put on interactions of cyclists and car drivers. Vienna is the locale for the study: The share of cycling trips since 2009 was on a level of 6% and raised up only to 7% in 2014 [1]. Therefore it was of interest to investigate how the cyclists cope with other road users and with the conditions for cycling in order to develop policy recommendations how cyclists could be supported.

For this aim interview data, observation data, data about infrastructure and crash data is used in this study to uncover the linkage between individual characteristics, societal aspects (traffic policy, images, law, common behavioural norms etc.), the environment (infrastructure, vehicles, traffic lights etc.) and interaction. The interview data brought information about applied interacting strategies which point out safety critical aspects for cyclists, which preliminary refer to shortcomings of infrastructure and resulting detriments for cyclists, e.g. being endangered by right turning cars on cycle path. Cyclist crash data [2] was integrated in the sampling strategy for identifying reasonable observation sites. The observation data from an intersection, where several cyclists have been injured in the last years, showed various forms of interactions, which cyclists use to cope with the infrastructural shortcomings, such as slowing down (rolling to a stop), scanning environment (turning the head and looking aside) or trusting in others (imitating (illegal) actions of other cyclists). By relating these forms of interaction with perceived change and stagnation of cycling policies, a number of areas have been identified, which should be targeted in the Viennese cycling policies more forcefully, such as increasing accessibility of cycling for children by reducing vehicle speed through infrastructural measures or providing more infrastructural capacities for faster driving utility cyclists.