Managing Pedestrians and Cyclists at Worksites

SaferRoads2017
5th International Conference

Auckland Transport
An Auckland Council Organisation

When it comes to footpath and cycle users, people make poor assessments of risk

Road users & workers

C13.2.3 Pedestrians and cyclists
Priority order for alternative footpath routes

CoPTTM

1. • On side of road reserve away from the carriageway
2. • Between the working space and carriageway
3. • Into the carriageway (either in a parking lane or a suitably delineated and protected section of the existing traffic lane)
4. • Across the carriageway to a footpath on the opposite side **(this option is strongly discouraged and is not to be used if options 1, 2 or 3 are feasible. Only use on roads with a speed of less than 65km/h)**
5. • Use footpath controllers **(only when no alternative available)**

3 Into the carriageway (either parking lane, shoulder or traffic lane)

CoPTTM

Can use cone bars at attended sites – must use safety fences or barriers for unattended sites

Provide safety zones

Use kerb ramps (or driveways)

Must have pedestrian signs

4 Across the carriageway to footpath on opposite side - under 65km/h only

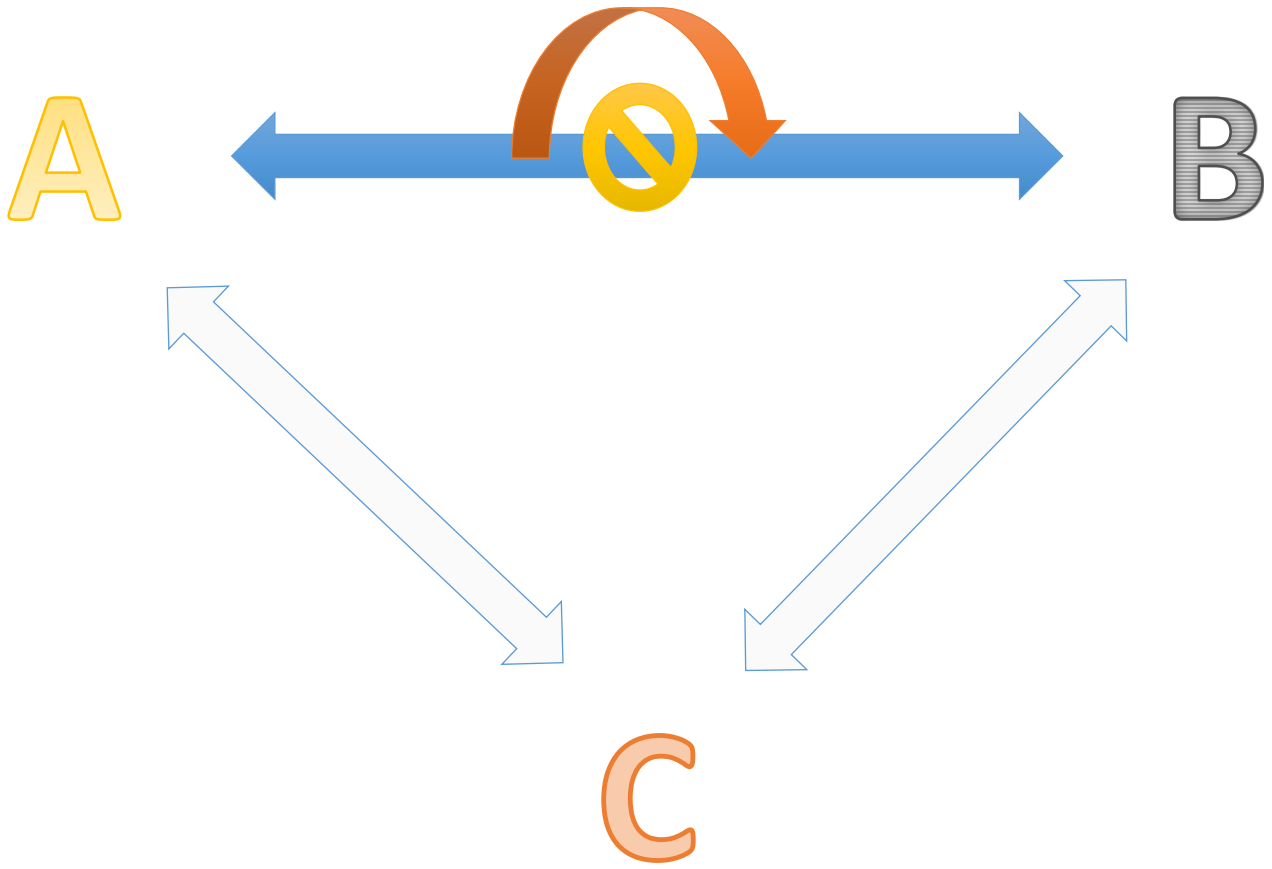
CoPTTM

Strongly discouraged (only use if no other option)

Use kerb ramps (or driveways)

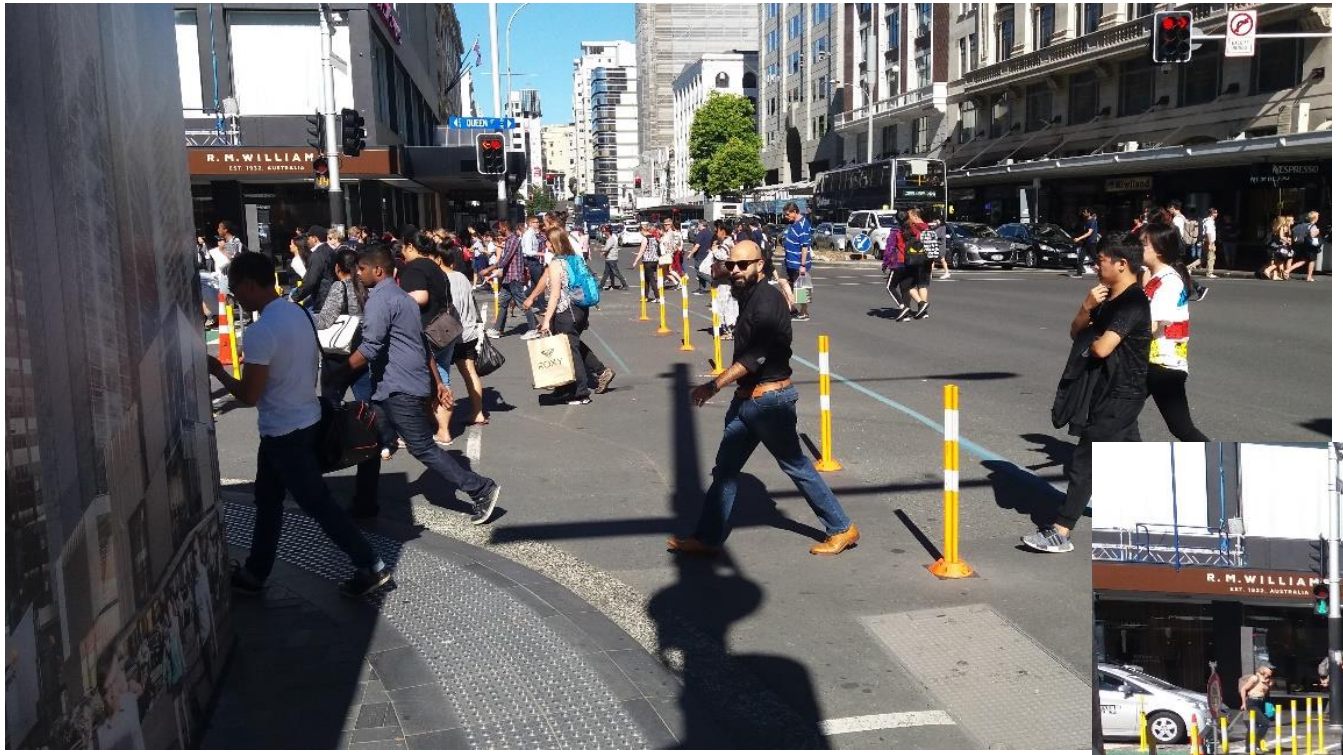
Can use cone bars at attended sites – must use safety fences or barriers for unattended sites

Must have pedestrian signs



A to B but not via C

CoPTTM development



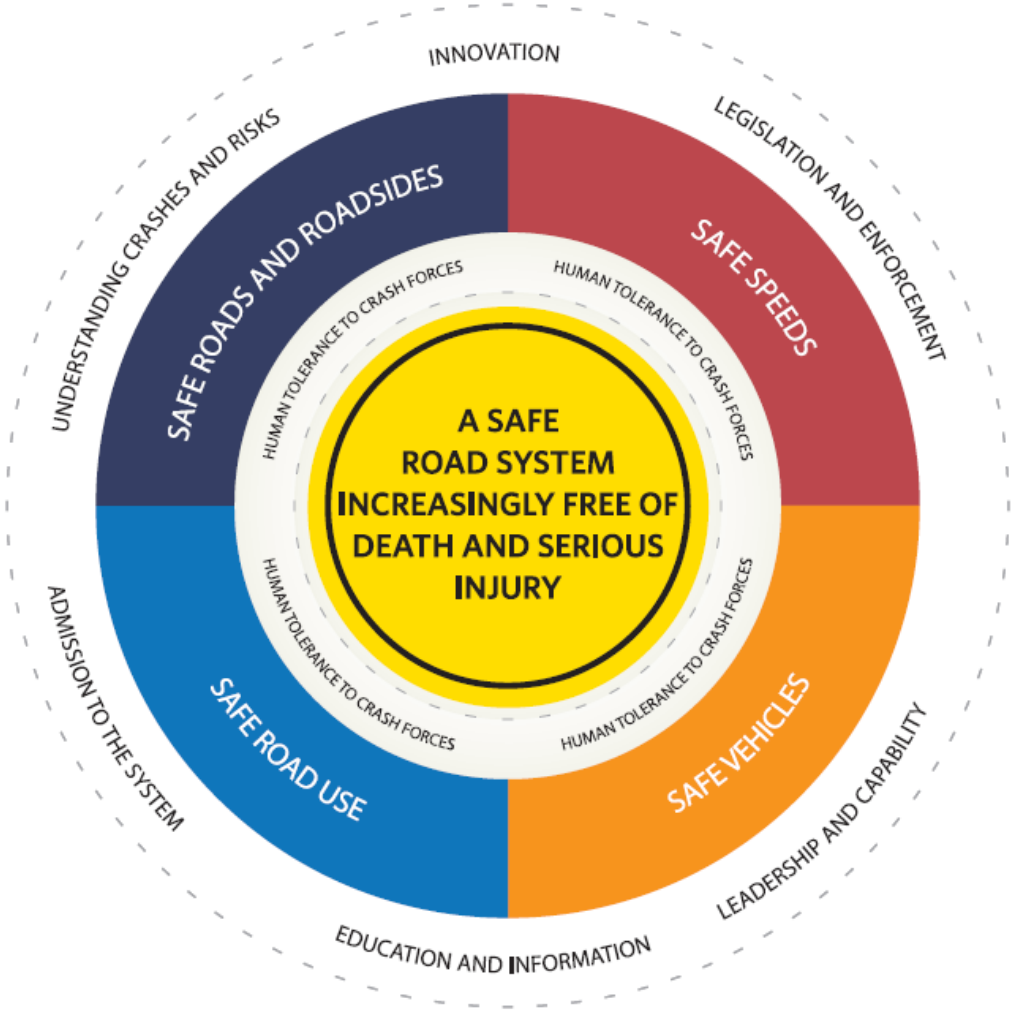
Permeable delineation

First principle of the Safe System approach:

1 **People make mistakes.**

We need to recognise that some crashes are inevitable. What we shouldn't accept is the death or serious injury that results from those crashes.

http://www.saferjourneys.govt.nz/about-safer-journeys/the-safe-system-approach/



Psychological factors affecting the safety of vulnerable road users (VRU):
A review of the literature by Ian Walker, University of Bath

"The causes of accidents are relatively diverse, but two psychological factors cut across the three VRU groups:

(1) drivers often expect only to meet motor vehicles at junctions and so develop habitual attention strategies whereby they do not attend to VRUs and the parts of the road where VRUs tend to be present, and

(2) VRUs are not always properly aware of their own vulnerability and so do not always act appropriately to protect themselves."

The Door Study – Change blindness

Derrin Brown – Person Swap
https://www.youtube.com/watch?v=vBPG_OBgTWg

Original study

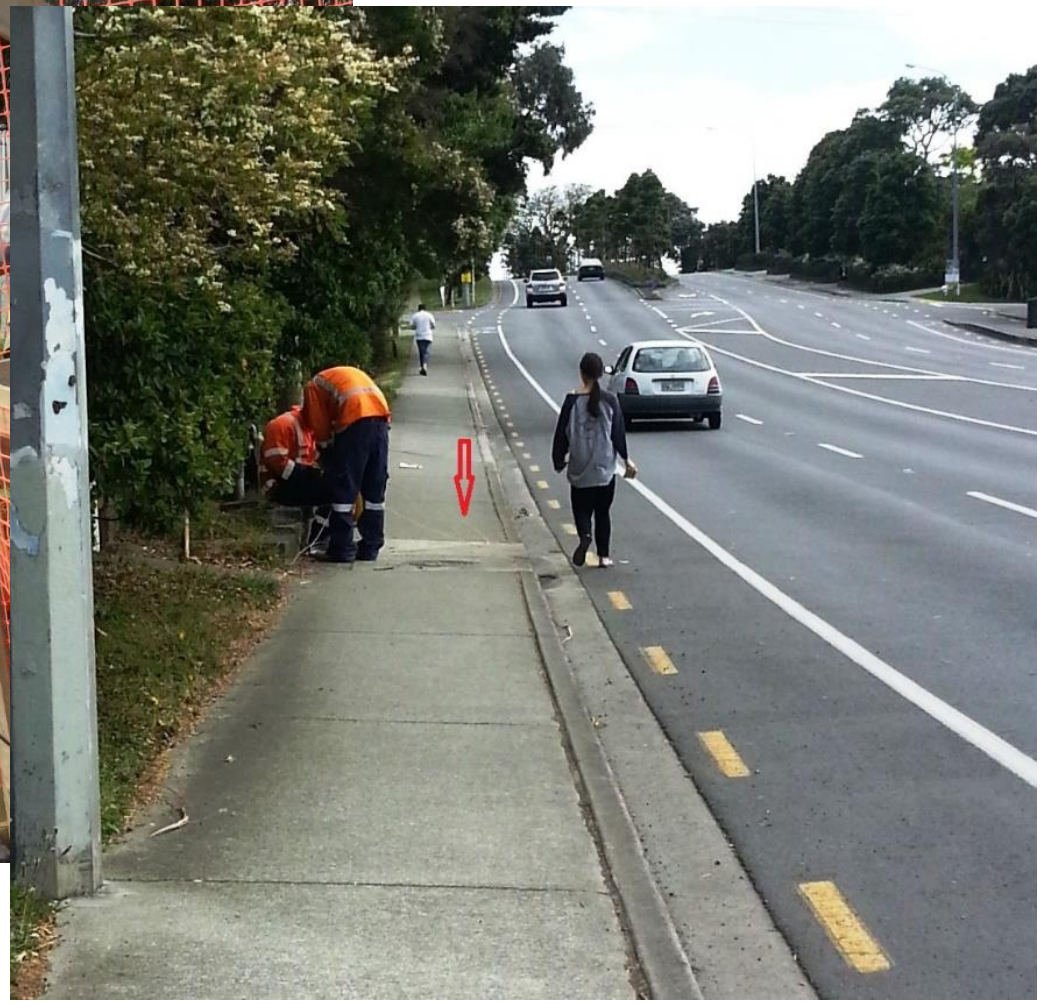
https://www.youtube.com/watch?v=FWSxSQsspiQ

Psychological factors affecting the safety of vulnerable road users (VRU):
A review of the literature Ian Walker University of Bath

[Pedestrians] greatly overestimate how visible they are to motorists and even more seriously, it seems that people can forget they are pedestrians altogether.

… many police reports of heavy goods vehicle drivers who were killed soon after leaving their trucks. The drivers in all these accidents were apparently walking around in the mind set of a motorist, and so continued to act as if they were protected from other traffic.


STMS
YANMAR



The Red Man = STOP

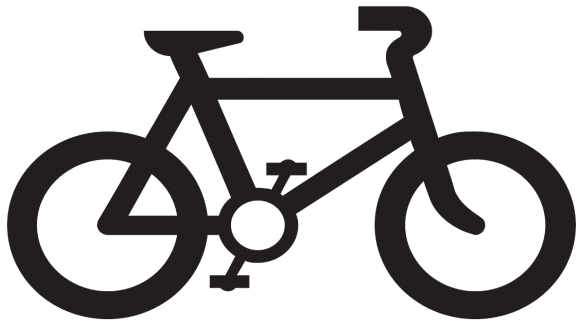
http://www.legislation.govt.nz/regulation/public/2004/0427/latest/DLM303065.html?search=sw_096be8ed814665f1_pedestrian_25_se&p=1&sr=6

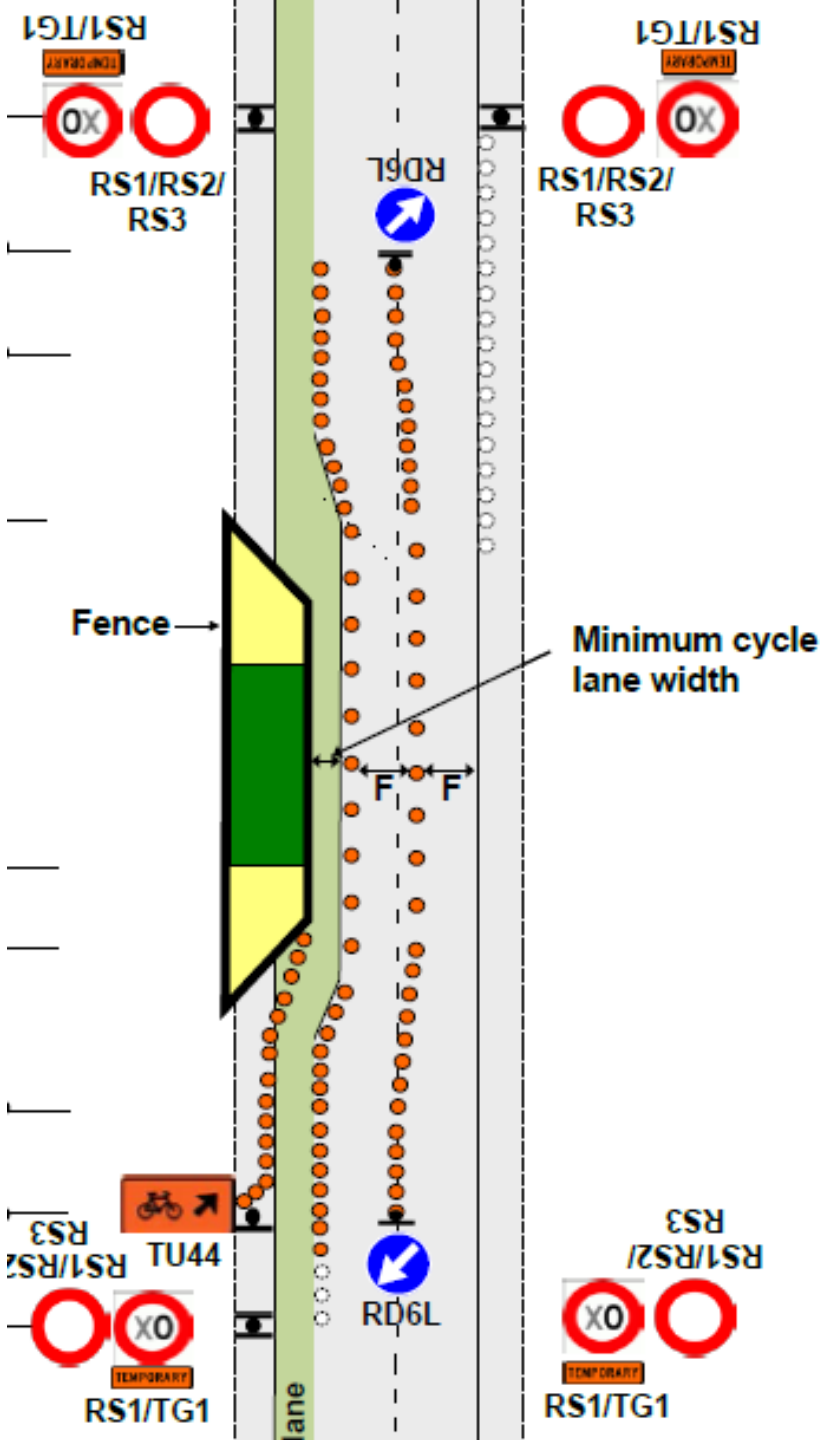

More VRUs = Less Risk
AMP
BACHELOR
NEW ZEALAND
GLOBAL SECURITY
CSP Hire 0800 655 200

But sometimes its not just pedestrians who make mistakes

What risks do we see?

Cyclist management





CoPTTM

But what about the cyclists themselves?

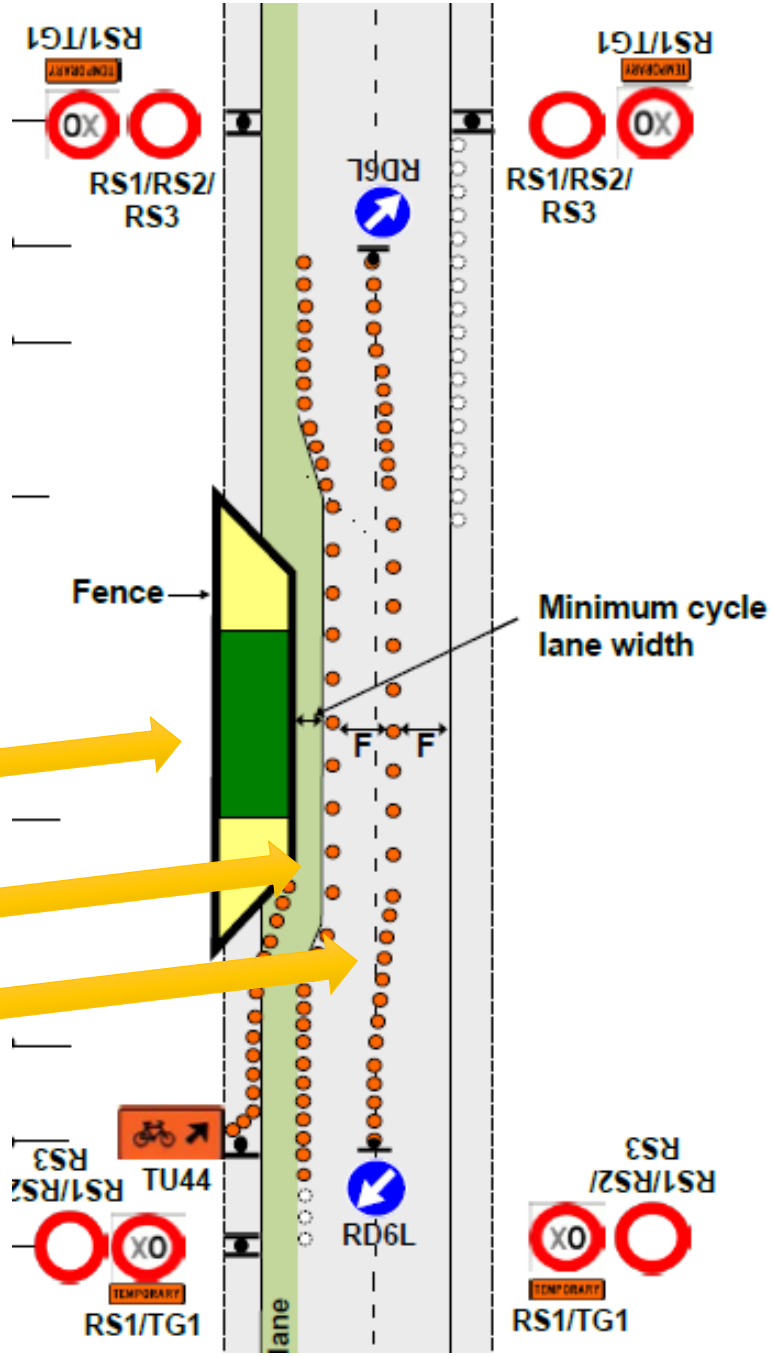
Four types:

1. No way No how
2. Interested but concerned
3. Enthused and confident
4. Strong and fearless

What would each type of cyclist do?

Four types:

1. No way No how
2. Interested but concerned
3. Enthused and confident
4. Strong and fearless



None like this

And cyclist management on a dedicated path

Answers?