



Ping Sim,
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Turning the Waka around:
The story of Auckland Transport
setting off for Vision Zero



AT'S VISION ZERO JOURNEY SO FAR

Steep decline in Auckland road safety performance
A greater than 70% increase in DSI over three years since 2014

Draft Safe Roads Strategy (unapproved)
Vision: A network free of death and serious injury

Tāmaki Makaurau Reformed
Road safety partner collaboration

Regional Land Transport Plan (RLTP) and Auckland Transport Alignment Plan
ATAP target to reduce DSI by 60% in ten years



Safe System / Safer Journeys
Adopted in NZ

Three Road Safety Deep Dive reports
Attempts to raise urgency of problem

Visit from Matts Ake Belin
Vision Zero expert from Sweden

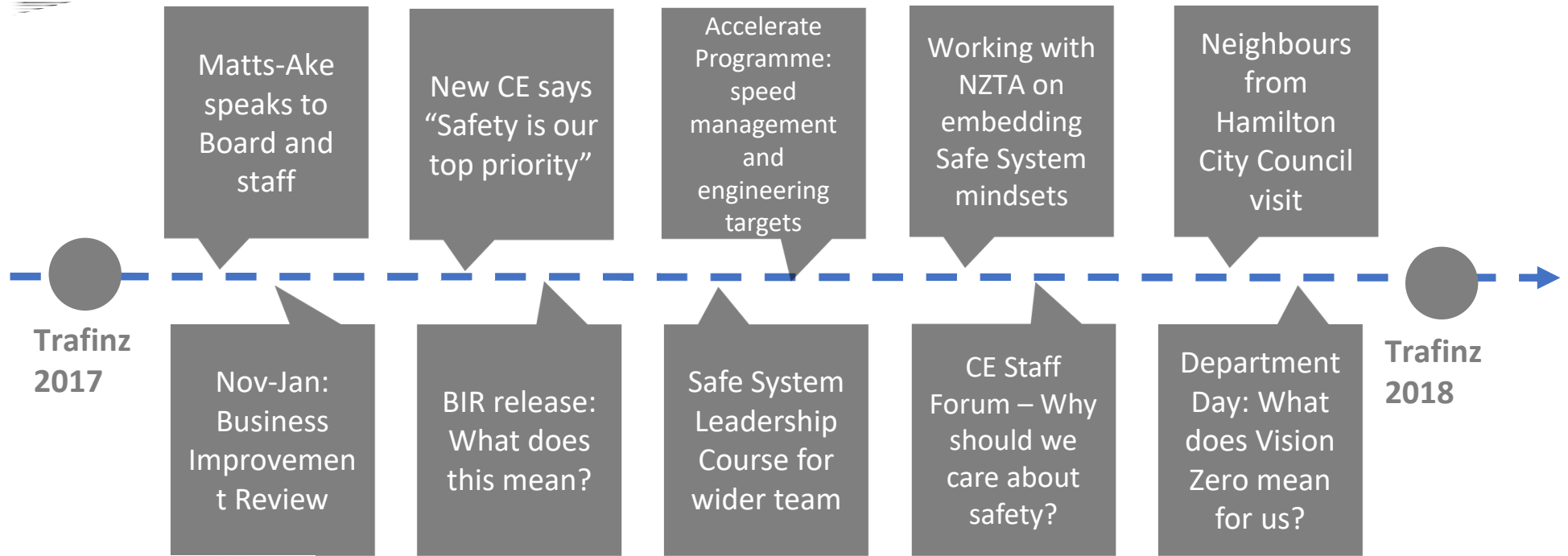
Road Safety Business Improvement Review
45 recommendations for AT and road safety partners

Government Policy Statement Transport 2018
Top priority is safety

AT commits to Vision Zero goal



The behind the scenes story...





The big lessons so far...

Delivery of the zero-harm goal is a learning by doing process...it must be implemented in context.

Both place and movement functions of roads and streets matter (traffic-centric approaches unable to be effectively implemented). People's use of place comes first (in spirit of mode neutrality).

Systemic change is needed. There are important implications for governance (new planning and design partners), leadership (at executive and government levels), and technical practices (new disciplines and new tools).

Success feels like chaos.

“Last Tuesday my colleague got hit by a car on his way home on his bicycle. He’s broken his pelvis in 3 places. The car turned into a driveway and didn’t look. It’s the arrogance and laziness of those sort of drivers that gets people hurt. Can we seriously push for a decent campaign targeting dumb behaviour?”

Activity

- Write down what could you say to help shift this to a ‘Safe System/Vision Zero’ mindset conversation? *2 min*
- Share your idea with your neighbour. Explore and question. *3 min*
- Go to www.menti.com on your phone. Enter code 33 87 51 to submit your idea(s).

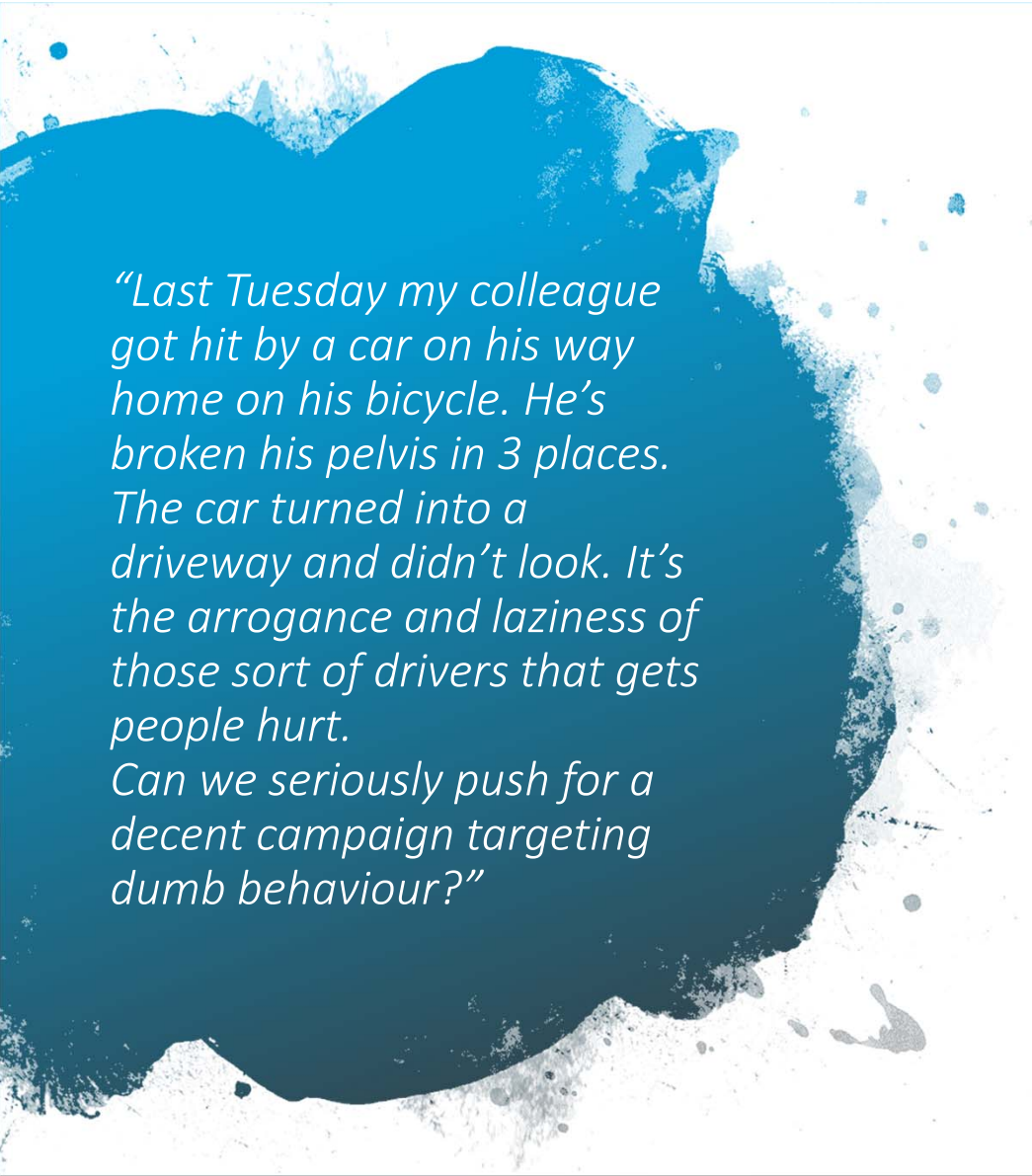
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Activity

1. Write down what could you say to help shift this to a ‘Safe System/Vision Zero’ mindset conversation?

Tips:

- Values driven, evidence based
- Safe system principles over the pillars
- Change is personal and complex



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Activity

- In groups of 2 or 3, discuss your ideas. Explore and question. Create a succinct version of your group’s thinking.
- When ready, go to www.menti.com on your phone. Enter code 33 87 51 to submit your idea(s).

Tips:

- Values driven, evidence based
- Safe system principles over the pillars
- Change is personal and complex

<https://www.mentimeter.com/s/312260caeffe37552adb0c9b9fb747d9/890bedb36fc1/edit>

Ideas on how to shift to a Safe System/Vision

Zero mindset based conversation

Apportioning blame wont undo the broken pelvis. Looking for a solution is the big idea.

Explain that this is exactly the type of incident that a safe system is trying to eliminate by building infrastructure that's allows people to make mistakes without injuring or killing themselves or others

People do make mistakes. Not many wake up planning to hurt others.

Design to make allowances for human behaviour

I understand, the crash is a system failure, people make mistakes, system design has to be challenged, slow speed or separation requiref

Driver behaviour is just one factor in this crash

Be bold Throw out the old manuals Start again from scratch with people at the head of the conversation

A car can't "look" !

We need to find ways to mitigate and reduce human error in the transport system. Could the cycle and the car have been technologically connected to avoid the harm?

Ideas on how to shift to a Safe System/Vision

Zero mindset based conversation

What if this was ur brother /son /father? Improve visibility - should hi-viz be compulsory? Is there good visibility along or distractions? Was there a place for cyclists?

We have to change all the things that enable this behaviour - physical stuff AND attitudes, law etc. here are some you might want to get involved with - but also make sure you make a noise to your local MP and councillors & media

People make mistakes. That mistake shouldn't result in serious injury or death.

We do need to continually educate and advocate to improve road user behaviours. However, at the same time, people make mistakes and we need to design our infrastructure to reduce and accommodate mistakes.

People make mistakes and bad decisions, most people don't mean to hit someone. You may also need to improve safer roads, safer speeds and safer vehicles to fix these kinds of problems

People make mistakes. We know how to reduce the opportunity to make mistakes through good infrastructure and technology.

We need to acknowledge that people make mistakes, so we're looking at how we design a roading system that allows for human fallibility and frailty

We need to think about how to change things as people will still make mistakes.

People do things everyday out of habit and automatic response. All users need prompts to inform them that things have changed. This could be engineered or social responses.



Ideas on how to shift to a Safe System/Vision

Zero mindset based conversation

Shift the conversation from blame base to system solutions. This needs understanding of the conditions at the time of the accident and the behaviour of the cyclists and drivers in the area.

Explain the different influencing factors so the individual sees the situation holistically and there sees that there are a number of other influencing factors

People make mistakes. Was there anything making it difficult to see the cyclist? Did the road warn of cyclists? Should a cycle facility be somewhere else?

Consider people make mistakes. Shared responsibility

Shift conversation from blame-based to making the system safe for all users. Consider mode separation for vulnerable users.

It's possible the behaviour wasn't right - however that mistake shouldn't result in that severe an injury. How can we address this from multiple angles and perhaps prevent something similar from happening elsewhere at the same time?

Driver behaviour is one of many things that would be considered and addressed under a Vision Zero approach. E.g. in this context we would also consider where there was adequate infrastructure to safely allow cyclists/vehicles to use the same space

1 - Empathy 2 - Try to understand cause(s) rather than assuming 3 - look across all the four pillars for possible ways of preventing recurrences

Avoid blaming either the victim or the driver. The system has failed both and responsibility needs to be taken by many.



Ideas on how to shift to a Safe System/Vision

Zero mindset based conversation

Everyone has a role to play in a safe system.

Education to make people think of others

Raise awareness about shared responsibility- eg in Europe for insurance purposes if a car hits a vulnerable user they are deemed at fault unless proven otherwise. This gets people's attention and makes the explanation "I didn't see the bike" not good ok

More questions than answers! If that was the only mistake that driver made, I would be very surprised. Was there a cycle lane/path so the driver will have expected to see a cyclist? Was the driver distracted - child, bad news, radio?

