## "What were they thinking"?

Using Positive Psychology insights to meet cyclists' and motorists' challenges of seeing one another's perspectives in traffic conflicts



Heavy vehicle drivers and cyclists





#### 1. Introduction

- What are they thinking?
- The effects negative and positive emotions
- Being in control, cycling skills
- Being in control, visible, predictable
- Being in control, knowing what drivers can see
- Being in control, beating road rage

### 3. What are they thinking?

- We are all biased
- 6% of riders are MAMILS, half of drivers think
  MAMIL when picturing cyclists
- One bad encounter can affect one's view of all

Cyclists are spoilt



#### 4. Who owns our roads?

- Drivers dominate, the road is theirs
- Roads do not provide queues when drivers meet cyclists
- Mandatory helmet use absolves driver duty of care.











WRONG!







WRONG!

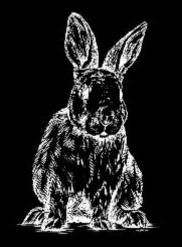
**WRONG!** 

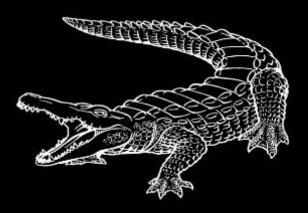
**WRONG!** 



### 2. What to do?

- Anxiety, anger, fear restrict choices to fight, run or freeze
- Good for emergencies, not for traffic incidents

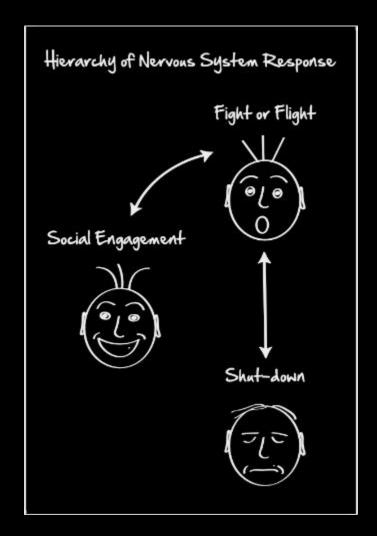






### 2. Polyvagal theory

- Social engagement
- Go face to face
- Voice tone





### 5. Feel good – Do good

- Positive emotions = broaden senses, create solutions, understanding & forgiveness
- Negative emotions = narrow senses, less is seen, cause aggression



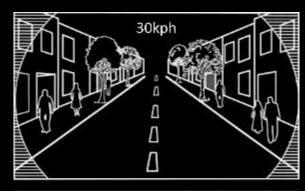
# 6 Being in control – good cycling skills

- Being able ride where you and when you want
- Ride free of distractions, impairment and stress
- Rejoice in your ability to ride well



# 7 Being in control –visible and predictable

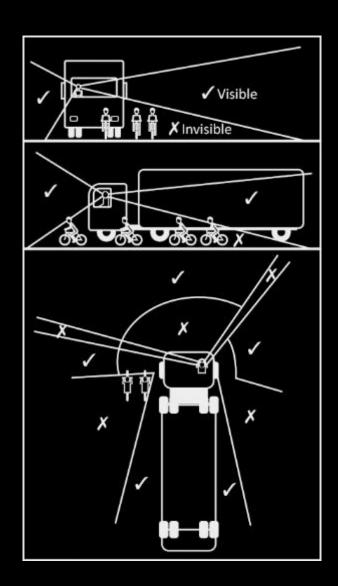
- Motorists do not see 1 in 5 cyclists
- Distraction, lack of perceived threat, visual acuity
- Ride to be seen





# 8 Being in control – know what they can see

- Road design is for driving, not cycling
- Know what drivers can see
- Avoidance strategies, understanding, predicting responses





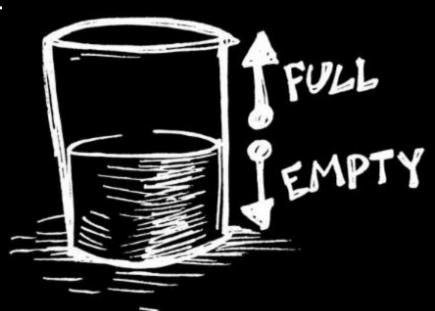
# 9 Being in control – don't let them wind you up

- We can control our attitude
- Wellbeing and satisfaction = less incidents & rule breaking
- Happiness = good hazard perception



#### 7. Conclusion

- Positive emotions create choices and awareness
- Focus on what we can control
- Engage and do the right thing...with a smile.
- Be a Citizen Rider/Driver





#### **REFERENCES**

- [1] Cycling Action Network. Share the Road Driver Feedback Responses. (2018). Retrieved from
- https://docs.google.com/spreadsheets/d/1N7dbf\_s1nKiULay\_8vYUQnx 6N8iqsivzulVRcwu\_IFs/edit?usp=sharing
- [2] B.L. Fredrickson, (2001). The role of positive emotions in positive psychology, the broaden-and-build theory of positive emotions. American Psychologist, 2001, 218-226.
- [3] A.M. Leslie, (2001). Theory of Mind. International Encyclopaedia of the Social & Behavioural Sciences.
- [4] TRA (2017). Encouraging behaviour change between motorists and cyclists. Wellington.
- [5] J.J.Gross, (2002). Emotion regulation: Affective, cognitive and social consequences. Psychophysiology, 39 930, 281-291.
- [6] C. Peterson, N. Park, & M. E. P. Seligman, (2005). Orientations to happiness and life satisfaction: The full life versus the empty life. Journal of Happiness Studies, 6(1), 25-41. doi:10.1007/s10902-004-1278-z
- [7] Southall, D., Tait, R. and Walsh, T., (1998, June). Driver's field of view from large vehicles: phase 2 report. Loughborough: Loughborough University
- [8] Isler, R. B., & Newland, S. A. (2017). Life satisfaction, well-being and safe driving behaviour in undergraduate psychology students. Transportation Research Part F: Psychology and Behaviour, 47143-154. doi:10.1016/j.trf.2017.04.010
- [9] Hulls, J. (2014) Riders Resources Cycling with Confidence. Nextbike New Zealand. Auckland. New Zealand
- [10] Ai, X., Lu, J. J., Xing, Y., Jiang, C., & Lu, W. (2013). Analyzing Driving Risks of Roadway Traffic under Adverse Weather Conditions: In Case of Rain Day. Procedia Social And Behavioral Sciences, 96(Intelligent and Integrated Sustainable Multimodal Transportation Systems Proceedings from the 13th COTA International Conference of Transportation Professionals (CICTP2013), 2563-2571.
- doi:10.1016/j.sbspro.2013.08.287
- [11] Carruthers, A. (2017, August 17). Cyclists and motorists aren't equal on the road so let's stop pretending they are. Retrieved from http://www.abc.net.au/news/2017-08-17/cyclists-and-motorists-arent-equal-on-the-road-the-conversation/8813706

- [12] Bushman, B. J., Steffgen, G., Kerwin, T., Whitlock, T., & Weisenberger, J. M. (2018). "Don't you know I own the road?" The link between narcissism and aggressive driving. Transportation Research: Part F, 5214-20. doi:10.1016/j.trf.2017.10.008
- [13] Porges, S. W. (2011). *The polyvagal theory: New insights into adaptive reactions of the autonomic nervous system*. Cleve Clin J Med. 76, 88-90.
- [14] James, A. (2017, Jul 12). *Drivers who dislike cyclists don't see them.* Retrieved from <a href="https://boingboing.net/2017/07/12/drivers-who-dislike-cyclists-d.html">https://boingboing.net/2017/07/12/drivers-who-dislike-cyclists-d.html</a>
- [15] Howard, E. (2018, Jan). "Auckland Transport: Road Safety Business Improvement Review November 2017 To January 2018". Whiting Moyle P/L Strategic Road Safety Advisory Services. Victoria, Australia.
- [16] Laker, L. (2016, Sep 28). "Will drivers ever learn to share the road with bikes?" Accessed June 4th
- https://www.theguardian.com/cities/2016/sep/28/will-car-drivers ever-learn-to-share-the-road-with-bikes London. The Guardian.
- [17] Jones, K. (2017), Accessed June 4th 2018. "Wearing cycle helmets should be a choice, cycling advocates say" https://www.stuff.co.nz/national/102363809/Wearing-cycle-helmets-should-be-a-choice-cycling-advocates-say
- [18] Summerskill, S., & Marshall, R. (2015). The Development of a Truck Concept to Allow Improved Direct Vision of Vulnerable Road Users by Drivers. Procedia Manufacturing, 3(6th International Conference on Applied Human Factors and Ergonomics (AHFE 2015) and the Affiliated Conferences, AHFE 2015), 3717-3724. doi:10.1016/j.promfg.2015.07.803
- [19] Mole, C. D., & Wilkie, R. M. (2017). Looking forward to safer HGVs: The impact of mirrors on driver reaction times. Accident Analysis And Prevention, 107173-185. doi:10.1016/j.aap.2017.07.027
- [20] MacMichael, S. (2013, April 25) Accessed June 4 2018 http://road.cc/content/news/81753-invisible-cyclists-eye-tracking-experiment-finds-drivers-dont-see-more-1-5-riders
- [21] Pammer, K., & Blink, C. (2013). Attentional differences in driving judgments for country and city scenes: Semantic congruency in inattentional blindness. Accident Analysis And Prevention, 50955-963. doi:10.1016/j.aap.2012.07.026
- [22] Carmichael, C. (2016) *Think Roads Have Become More Dangerous for Cyclists? I Don't. Here's Why*. Accessed June 4, 2018. <a href="https://trainright.com/road-cycling-dangerous/">https://trainright.com/road-cycling-dangerous/</a> Carmichael Training Systems. Colorado Springs, USA.