



INSIDE THIS ISSUE /SMART LINKS

FROM THE PRESIDENT	1
2015 CONFERENCE "FABULOUS OVERALL"	2
WHAT DID DELEGATES GET FROM CONFERENCE	2, 3
INVITATION TO TAURANGA	3
NEWS	4
• Jo Carling	
• Next Workshop	
• NZTA Cycling	
• Draft Speed Management	
CONFERENCE DINNER, WELCOME FUNCTION	5
2015 ACHIEVEMENT AWARDS	6 - 8
TRAFINZ CONFERENCE CHALLENGES ROAD SAFETY AUDIT	8
PORTLAND	9
MEMBERSHIP APPLICATION FORM	10, 11

FROM THE PRESIDENT

If you missed our excellent 'Transport Futures' conference last month then can I encourage you to diary now to attend next year's TRAFINZ conference in November in Tauranga. Councillors in particular. Please get your Council to book for someone to attend post-election – it will be a great way to start the new triennium! I can promise you will learn a lot which will benefit your community.

It's funny, we expect and understand change in so many aspects of life, but strangely so many people, including many transport planners, policy makers, and most of the wider public, don't seem to see the world is changing in transport too. Our 'Transport Futures' conference covered big picture changes in demographics, lifestyle choices, technology, transport mode choice, flattening VKT, environmental and human health challenges and opportunities.

Of course we are becoming more urbanised, and aspects of urban development were tied into transport planning. That included macro planning, and we had an excellent practical presentation from Chris Orr about designing our streets for the blind. We also heard about potential changes in the port sector

which are likely to have massive implications for land transport. TRAFINZ has been advocating for many years that transport planning should be built around scenario planning, and it is very encouraging that the Ministry of Transport in particular is now doing excellent work in this space. The clear message is that the future will not be the same as the past, so we need to plan ahead – not behind!

We had a solid road safety theme too. There is real opportunity to reduce death and injury on our roads – if we have the will and apply the resources to do it. After record low of 253 deaths on our roads in 2013, 323 people died in the 12 months to 10 September 2015. Contrary to some commentators, and looking back at recent years, I believe it is absolutely not inevitable that the calendar 2015 road toll will be over 300, but it will take effort on the part of all players in the road safety system, including road users. (198 people died in the year to end September 2014, as of 10 September 2015 it was 197. 2014's road toll finished on 295). All road deaths are avoidable and who doesn't want to be around to enjoy the new year?

Longer term we echo conference keynote speaker Professor Mark Stevenson, who among other topics discussed Australia's 'Towards Zero' safety strategy. The question we should all be asking, as so often in life is 'what can we do' to help move towards zero. TRAFINZ participated actively in the mid-term review of Safer Journeys and we look forward with anticipation to the release of the review and its recommendations for further actions.

Relationships matter. It was a real pleasure to have LGNZ CEO Malcolm Alexander giving two excellent presentations, one a joint one with me. TRAFINZ is developing a much closer working relationship with LGNZ and renewing our MOU. We also heard from RCA Forum's Kaye Clark, and look forward to developing relationships further with the Forum. We would love to hear from anyone interested in our transport future, and for you to get involved in TRAFINZ and in making that future the best one it can be.

Warmest regards

Cr ANDY FOSTER
PRESIDENT
TRAFINZ

2015 CONFERENCE "FABULOUS OVERALL"



Delegates at the 2015 Trafanz Conference at the Dunedin Centre have rated their experience very highly. From 64 responses to the conference questionnaire delegates gave a rating of 8.3 out of 10 to the "Total Experience". They also gave good ratings to the programme, the organisation of the conference and the venue. 77 percent said they expect to attend next year. Delegates commented:

"Fabulous overall, very inspiring and motivating as well as informative"

"Good focus on the user rather than the system"

More details on the survey results are on the Conference Website <http://trafinz.org.nz/conferences/2015/>

Thanks to:

The Conference Committee with Glenda Harding and her team who produced another great result.

Dunedin City Council and its staff for helping make it a friendly Dunedin experience.

Our partners and sponsors who added an extra dimension with the Trade Displays and their financial contribution.

Please support them!

Gold Sponsor



Silver Sponsor



Bronze Sponsor



Exhibitors



Breakout Session



Trade Displays



Plenary Session

WHAT DELEGATES GET FROM CONFERENCE

I asked some of those attending for their "Take-Aways"

Here is a selection.

For more information; where a name is given see the link to their presentation on the Conference website:

<http://trafinz.org.nz/conferences/2015/>

LOOKING FORWARD

- The transport landscape is changing rapidly, not just in terms of whether we're driving an autonomous vehicle 10 years from now but also in terms

CONT.

of the business processes we are using and the strategic alliances we need to be considering. A parallel change in the way our cities are used and inhabited means we need to be planning now for the future.

- Health changes and transport challenges due to growing urbanisation- we need more sustainable transport. -Prof Mark Stevenson
- Emerging technologies will influence every aspect of the transport sector in the near and medium-term future, from giving us real-time feedback on our driving skills to creating platoons of self-driving freight carriers which could make the journeys to and from new super-ports without drivers.

ORGANISATIONS ARE CHANGING:

- Local Government NZ has recalibrated and developed a business plan which has a strong focus on building productive and constructive relationships with the aim of leading effective infrastructure development and funding policies. This is pertinent to the transport sector.
- The Road Controlling Authority Forum, which helps shape policy and best practice, is observing huge transformation following deregulation and the new business case practices. The RCA Forum is taking a forward-looking stance with its working groups and is looking next at road user charging for electric vehicles and better coordination of the planning cycle for local and national government.
- NZTA has turned its face to the future with the addition of cycling as its sixth priority. NZTA aims to increase the number of trips made by bicycle by 10 million per annum within the next three years and is investing in infrastructure and behaviour change programmes to ensure this happens.
- NZTA's ambitious-sounding goal re cycling journeys begins to seem realistic when the Ministry of Transport's Future Demand scenarios are taken into account. The Ministry considers that we need to recognise that decisions we make now will shape future demand and accept responsibility for this. It suggests that we build flexibility into our transport system to accommodate change and invest in accessibility to future-proof our cities. It also suggests we need to prepare ourselves for where new technology will take us and the speed of its adoption by the public.

NEW MESSAGES:

- the message that it's how we talk that will change people's ideas- "we are people on bikes" not cyclists.
- "People buy why you do it" comment from

Malcolm Alexander Chief Executive of Local Government NZ. Get the right information to take to decision makers- (councillors) so they can make right decisions.

- Its hard to sell value if ratepayers do not know what we do- so tell them – campaign to educate ratepayers
- Towards Zero together- what can I do to make the road system safer?
- Break out of auto pilot- do things differently- Community transport for older drivers- Bridget Burdett.
- If change is proposed-focus on relationship building, engaging public, be clear and inclusive, have a positive vision, focus on the benefits, be pragmatic and practical and get timing correct, guide developers through the process- Dunedin Mayor Dave Cull.
- We need health services for prevention of harm to young people instead of just trying to put them back together after a crash. Other peoples' drinking behaviour does matter. Abusing alcohol is our problem too- if they drive on our roads they could harm our friends and neighbours and us- Prof Shanthi Ameratunga
- Major problem- people say "I didn't see you"- people don't expect to see cyclists. In countries where there are more cyclists people expect to see them and there are less crashes -Tim Hughes on the challenges of walking and cycling.
- Make sure we get our politicians to the TRAFINZ conference- so we can get our messages understood.

INVITATION TO TAURANGA

Executive Member Martin Parkes made the following announcement at the close of the Dunedin Conference:

"It was a great pleasure when the Trafanz Executive asked me if Tauranga was happy to host the 2016 conference. There was only

one proviso, that the conference be held in November. Whilst I thoroughly enjoyed Dunedin this year, I don't do cold very well. So if you're coming to Tauranga it's buckets, spades, togs, jandals, and a money back sunshine guarantee (conditions apply). Aside from a stunning natural environment, Tauranga is officially the 5th largest city in New Zealand (sorry Dunedin) and one of the fastest growing regions outside Auckland. This growth has occurred due to Tauranga's position at the centre of the regional economy and within the Upper North Island. The increased population and expansion of commercial and industrial activity including growth of the Port of Tauranga have brought a range of positive benefits to the city and sub-region. These include employment, positive social outcomes and infrastructure improvements. However, the consequence of this growth has been increased pressure on a range of citywide infrastructure systems, ranging from wastewater treatment to the transport network. Ensuring the city's transport needs are delivered in a balanced way is a significant challenging facing Tauranga City Council and NZTA in the coming years. As part of the 2016 conference we'll be able to showcase a number of projects that highlight how we are trying to integrate travel modes across the city. As yet, a theme for the conference hasn't been agreed, however having just re-read what I've written maybe it should be about transport challenges in a growth region? If anyone has any ideas please send them to someone on the Trafanz Executive. Alternatively, you can email me at martin.parkes@tauranga.govt.nz Roll on November 2016."

Tauranga from above



NEWS

JO CARLING



Long standing Trafanz Executive Member Jo Carling (representing Waikato Regional Council) has resigned. Jo says:

"I have really enjoyed my time on the Committee and being part of the great work that Trafanz represents. I wish you all well through this next exciting period as you decide what the next big challenges are for Trafanz to put its energy into."

"I will be taking up a role at NZTA so will still be working with many of you going forward."

Thanks Jo and best wishes in your new post.

NEXT WORKSHOP

The next TRAFINZ half day workshop will be on Wednesday 9 December in Wellington and focus on 'Older Persons Mobility' and their future needs. More details later.

NZTA CYCLING

NZTA make Cycling a Priority

NZTA are implementing the recommendations made by the Cycling Safety Panel in its report of December last year.

They have:

- made cycling one of their six priorities for 2015-19
- set up a new core cycling team
- developed a programme to making cycling a safer and more attractive transport choice
- built the panel's recommendations into their ongoing programme and will
- work in partnership with Councils to support them and facilitate delivery.

MAKING CYCLING SAFER & MORE ATTRACTIVE

The NZ Transport Agency's cycling safety action plan



For more information see www.nzta.govt.nz

Also, there are three industry seminars which ViaStrada are jointly running with NZ Transport Agency to give an overview of cycle programming in light of the significant increase in funding announced by Government:

Auckland	Tues 3 November
Christchurch	Tues 10 November
Wellington	Thurs 12 November

For further details and bookings please contact Helen Woodhouse at ViaStrada on **03 366 7605** or helen@viastrada.co.nz

DRAFT SPEED MANAGEMENT GUIDE

The final working draft of the Speed Management Guide is now up on the Transport Agency's knowledge base website

www.pikb.co.nz/additional-resources/

It is currently in draft form while a demonstration project is carried out in the Waikato region over the next 12-15 months. The aim is demonstrate how it will work across an integrated regional network, including using (and proving) new approaches for 'changing the conversation on speed'.

While the demonstration project is going, the Transport Agency can assist other regions to ensure speed management reviews are targeted to the riskiest sites/corridors. If RCAs have a backlog of speed limit reviews pending, or receive proposals from their community, the Transport Agency can help with using the new assessment method in the draft Guide to test them.

Another action in the Safer Speeds Programme – Changing the Conversation on speed – will complement the gradual roll-out of the Guide through a campaign that will build better sector and public understanding of risk, road classification and the necessity of speed management.

A full set of Q&A is available via the same link above. Please contact Iain McAuley if you want to find out more iain.mcauley@nzta.govt.nz

CONFERENCE DINNER

The Conference Dinner was held at the Dunedin Centre and included the Presentation of Awards.

Delegates rated the venue 9 out of 10 and enjoyed the food ("including a low-fat option") and a "great band".



Welcome Function imagery below



WELCOME FUNCTION

The Welcome Function was held at the Toitu Museum which is in part a former Bus Depot and contains an excellent collection of road and rail vehicles.



2015 ACHIEVEMENT AWARDS

TRAFINZ wishes to congratulate the following individuals and organisations who were presented with Awards at the Conference Dinner in Dunedin.

Trafinz Special Award

Awarded to CCS Disability - 'Measuring accessible journeys: including all people'

We have lots of ways to determine user numbers, costs and benefits when it comes to developing a network for vehicles. Pedestrians and cyclists are the poor cousins by comparison and there is a growing realisation that more needs to be done to fully understand the benefits of providing facilities for these user groups.

Even more difficult is the task of quantifying the benefit of providing accessible journeys for all people – including those with mobility challenges.

CCS Disability Action have embarked on this journey and with assistance from the Ministry of Social Development and their 'Think Differently' campaign funding, are developing tools and resources to assist including:

- Monitoring of the numbers of people with a disability using the pedestrian infrastructure
- Evaluating costs of removing barriers
- Determining the value of the benefit to the community of removing those barriers.

The development of 'Street Accessibility Audits' utilises the skills and knowledge not only of the Council staff but also the local community members with disabilities.

Understanding the benefits from this work is currently underway and includes consideration of the potential that is being unlocked by these works, including:

- Access to employment – both for the person with a disability and also for the support person who may be released from their caring duties
- Reductions in disability support costs
- The value to society of improved lifestyle choices leading to reduced health costs.

Award for Leadership in Sustainability

Nelson City Council - 'Schools Package'

Over 50% of New Zealand children are

driven to school each day. In 1990 it was 31%. There is a clear correlation between congestion in the peak hours and the school term timetable. Driving to school instead of walking or cycling reduces children's physical activity and leads to increased traffic congestion, air pollution and chaos at the school gate.

Nelson is well on the way to getting its citizens walking and cycling more. The 2013 census showed 18% of trips to work being undertaken by walking or cycling. The aim is to have a 25% share of all journey to work trips being undertaken by either walking or cycling by 2018. When the desire to get more children travelling actively to school was tested through school travel planning it was obvious there were some barriers. The network needed to be safer; young cyclists aged 10-14 years were over represented in the crash statistics. Many wish lists were drawn up to address safety concerns but when individual safety projects were considered, they did not stack up for funding.

A package of projects was developed for 2012-15 and an application for \$12 million in R-funding was successful.

A significant advantage of the package approach was in the NZTA's assessment of costs and benefits being made from a whole-of-life and whole-of-network perspective.

An Active Transport Advisory Group was formed to overview and assist with the project selection, design and consultation. Representation on that group included local AA, walking and cycling advocacy groups, district health board, police and the Nelson Youth Council.

Construction and changes to speed zones and signage were undertaken over the next 2 years resulting in: Better connected cycle arterial links, Safer school frontages and an annual growth of 3.4% increase in cyclists and 4.4% increase in walkers.

Award for Leadership in Road Safety

Auckland Transport - 'Oi! Mind on the road, not on the phone'

In the Auckland region 'driver distraction' is a real concern and in the 2009-13 period was a contributing factor in 21 deaths, 61 serious injuries and 782 minor injuries.

Drivers aged between 20 and 29 years of age were involved in 32% of crashes. Cell phone usage whilst driving was a primary factor with surveys showing that 56% of 17-29 year old drivers use their Smart Phones to access maps and social media.

Auckland Transport in conjunction with the NZ Transport Agency and NZ Police have delivered the third year of a campaign targeted at addressing the dangers of driver distraction. Targeted at 20-29 year olds, the campaign used a YouTube video with Facebook and other advertising.

NZ Police support of the campaign during May resulted in 790 infringement notices being issued, along with the distribution of a variety of Oi! branded resources including a brochure, phone socks, silicone sleeves and car registration sleeves.

Post campaign evaluation has shown that 60% of the target audience were aware of the campaign with over 40% reporting that they have seen the video.

Most exciting is that 58% indicated that the campaign made them talk with family and friends about driver distraction and 44% reported a change in their driver behaviour.

Award for Leadership in Road Safety

Christchurch City Council - 'Crash Bash'

Working with your local academy of singing and dramatic arts may not seem like the traditional way to tackle a road safety issue, but Christchurch City Council, working closely with the NZ Police has developed a winning formula focused on youth drivers. In Canterbury 30% of serious trauma crashes involve young drivers.

Crash Bash began in the 1990's as a script writing competition for secondary schools, with a drink drive focus. The winning script was professionally developed in conjunction with the script writer and then toured by a theatre troop to secondary schools throughout Canterbury.

An evaluation of the programme in 2010 resulted in it being reformatted to reflect the current day teen market and relevant road safety issues. The Crash Bash Advisory

CONT.

Council was formed – drawing together senior secondary school staff, Police and the Christchurch City Council Community Travel Advisor.

CPIT's National Academy of Singing and Dramatic Arts are contracted to create and perform a stage performance to convey the wider key road safety messages and strategies to help youth to make safe choices and avoid risky situations.

A new Crash bash show is toured each year. The show is supported by in-class discussions and a dedicated website.

The programme has been so popular that it has also toured further afield – visiting Wellington in 2014 and Timaru in 2015.

Since reformatting Crash Bash in 2010, the number of bookings by schools has increased; from 11 schools in 2010 to 28 in 2015. More than 14,000 teenagers have watched the show this year alone. In the same period, there has been a 23% reduction in serious injury crashes involving young drivers in Christchurch and a 32% reduction in Canterbury.

Trafinz Awards presented by President Andy Foster & Vice-President John Gottler.



Angela McDonnell, Christchurch City Council
(above)

Karen Hay, Auckland Transport and
David Hines, NZ Police



Gerri Pomeroy, CCS Disability Action

Marg Parfitt, Nelson City Council



SASTA Cedric Rogers Memorial Award

**Chris Neason,
Waimakariri District Council**

This award was given to Chris by SASTA in recognition of her knowledge, inspiration and dedication to road safety which has been widely felt by not only her local community but the wider road safety community in New Zealand.



Chris Neason, Waimakariri District Council responds to her SASTA award

TRAFINZ CONFERENCE CHALLENGES ROAD SAFETY AUDIT

At the 2015 Trafinz conference in Dunedin, which focused on people and how transportation needs to achieve human outcomes, participants challenged decision makers and the industry as to whether the independent Road Safety Audit (RSA) process was being guided and applied to make the very most out of this international best practice independent tool. Will it:

- Drive the creation of a safe system by providing a designed safer road network that is self-explaining?
- Minimise the risk of high severity crashes?
- Reduce the whole-of-life costs of the transportation projects, maintenance and operations?
- Improve awareness of and contribute to improvements in safe design practices?
- Create human value from investment?

The discussion was sparked by a presentation of a paper on Safe System Auditing by Bridget Southey- Jenson and Paul Durdin

(see <http://trafinz.org.nz/conferences/2015/> for the presentation) which challenged decision makers by:

- Showing photographs of design failures
- Asking whether authorities were really following the latest guidelines
- Suggesting that the most valuable and low cost Concept RSA's were simply not being undertaken and hence real benefits were not being achieved

Concern was raised that:

- Auditors with more independent experience should be used for this important role
- Road Safety Audit is NOT a safety review and hence single person audits should not be called RSA Audits

- There is a need to review the current procedures in view of the AustRoads and UK reviews making significant changes to their procedures. It was recognised that some of these changes catch up with NZ but others identify weakness in the NZ guide - especially in relation to level of expertise, safe system application and the independence of audit teams
- The checklist and matrix tools were also seen to need science-based improvements that have been demonstrated in research released over the last three years
- Outcomes not being fed back to RSA Team Leaders was also highlighted as a key failing

So how can this be fixed?

Some suggestions included:

- Request that NZTA reconvene the RSA Guide Development Group to make positive improvement to drive safe system implementation on all transportation networks
- Drive the guide to promote earlier involvement of safety auditor teams on all network wide projects
- Eliminate single person audits as they are NOT independent road safety audits and cannot be supported as Road Safety Audits
- Promote education on Safe Systems for auditors, designers, decision makers and RCA's
- Integrate safe system compliance into the safety audit checklist and identify when a Road Safe Audit should or must be repeated in the design process for roads
- Review the science and evidence basis of the assessment matrix and update as appropriate
- Review the suggested action for the concern categories to drive safe system
- Develop a reassessment process within safety audits

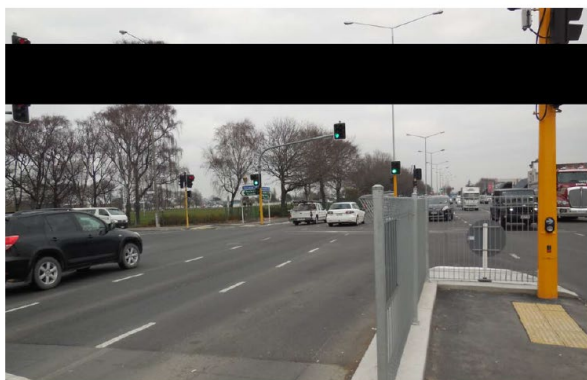
This was a spirited and passionate presentation that supported the great work undertaken to date by Trafinz and other partners. The challenge was to do better.

This can be achieved by applying the evidence to improve what is a worldwide best practice tool and so of benefit our communities in terms of the true cost of transportation.

Trafinz has supported the challenge and has spoken with safety partners on a way forward. With industry support this can be delivered to drive positive change.

John Gottler Vice President Trafinz

Is this a safe system?



PORTLAND

Visit to Portland Oregon

Portland Oregon has a reputation as a "Smart City" with strong urban area containment planning policies, an extensive public passenger transport network (Light Rail and Buses) and policies that encourage Active Modes. The city has a population of 620,000, not too much different from the NZ scale. I took advantage of a recent 5 day visit to check it out.

Many of Portland's "green" innovations in transport planning and operation have now been taken up and expanded elsewhere but they are still trying hard! See the photo of a solar powered kerbside garbage bin. These have been sponsored by local businesses and result in less truck visits being needed to empty them.

I had a TriMet Multi day passenger transport pass- just \$5 a day- and used it everywhere, even to the Airport. Services in the CBD, where I was, were very frequent and accessible for all users- see photos. About 35% of workers in the CBD use passenger transport for their commute. Transit only streets and a new Pedestrian/ Cycle/ Public Transport Tiikum Crossing (Bridge of the People) over the Willamette River encourage a move away from car use. The CBD was very pedestrian friendly with very little car and truck traffic on the streets. A great place for a tourist.

However I was told that Portland has the second highest unemployment rate in the US. There were a lot of people sleeping rough around the railway station. Any employment growth is outside of the CBD. PT use has plateaued at about 12% for work trips. Across the city there are excellent facilities for cyclists with 331 miles of cycle lane and neighbourhood "greenways". Cycle use is still increasing, but only slowly: Portland-wide, only 6% cycle to work, still well below their aspirational goal of 25%.

New arterial roading development has been discouraged for many years and traffic congestion has increased significantly. We drove into Portland on major roads from the south during the middle of a weekday and crawled the last 20 miles on the overloaded system. We were told that was not unusual and were very glad to ditch the hire car.

Brian Hasell



Above: MAX Light Rail



Right: Bikes on Public Transport (2)



Below: New "Bridge of the People" on the right (before opening). The left hand bridge carries the I5 Freeway.



Innovations - Solar powered garbage compactor, Electric car charging





MEMBERSHIP APPLICATION FORM

NAME OF APPLICANT ORGANISATION:

NAME OF REPRESENTATIVE:

POSITION TITLE:

POSTAL ADDRESS:

PHONE:

CELL:

EMAIL:

CONTACT DETAILS FOR ACCOUNTS: / IF DIFFERENT FROM ABOVE

MEMBERSHIP CLASS: / REFER OVERLEAF

CONFIDENTIALITY AGREEMENT:

Discussions at Trafinz meetings will often involve the sharing of information by attending parties that is not yet publicly available or policy. This may include details of possible future national policies which are in the early stages of development and draft submissions on these policies. It is provided on the basis that there are advantages to be gained from sharing the information and gaining feedback from Trafinz as an organisation representing the views of territorial local authorities and their communities. Confidentiality of this information is crucial and therefore any intending member must complete and abide by the following confidentiality agreement.

We (the intending member) _____ acknowledge and accept that any information relating to the development of possible national transport policies, rules and procedures becomes privy to in the course of or as a consequence of our membership shall be maintained in the strictest confidence and we shall not divulge/release or otherwise allow the information to be made known to any person/persons who otherwise are not eligible to partake of such information without first discussing the matter with the President or Vice President and where necessary gaining Trafinz Executive approval.

SIGNED:

POSITION TITLE:

Please send completed form to:
Robyn Denton, Secretary/Treasurer Trafinz
C/o Hamilton City Council, City Transportation Unit, Private Bag 3010, Hamilton 3240.

This application will be considered at the next Trafinz Executive meeting.
If application is accepted a Membership Pack will be provided along with an invoice (as appropriate).



The NZ Traffic Institute Inc has been in existence since 1948 and has the following objectives:

1. To provide or advocate for public mobility including the planning provision and management of roads, public transport and parking in a sustainable manner.
2. To promote the safe use of roads by all, through education, encouragement, engineering and enforcement.
3. To ensure the environmental impact of traffic movement is recognised and treated sensitively.
4. To ensure that the Ministry of Transport and New Zealand Transport Agency and their departments and partner agencies are aware of the needs of local authorities and their communities.

The Institutes membership comprises local and territorial authorities, crown agencies and consultants. The Institutes strategic partners are Local Government NZ, MOT, SASTA, NZ Transport Agency, NZ Police and ACC.

Local Government members are represented by both elected members and technical staff.

MEMBERSHIP CLASSES AND ASSOCIATED FEES 2015		Cost (\$) GST exclusive
Local Government Members	300,000 and above	4,000
Cities and Districts Authorities with Populations :	200,000 and above	3,000
	100,000 - 200,000	2,000
	50,000 - 100,000	750
	Up to 50,000	500
Regional Councils:		2,000
No charge for first the year of membership for new Local Government members		
Associates	Not-for profit organisations	100
Corporates	Consultants, contractors	1,000
Strategic Local Government Stakeholders	SASTA, Local Government NZ	exempt
Strategic Government Stakeholders	NZTA, NZ Police, MOT, ACC	1,000
Learning Institutions	Eg University, Polytechnic	250
Life Members		exempt