



Trafinz

NEWSLETTER

DECEMBER 2019

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Photo credit: NZTA



FROM THE TRAFINZ TEAM

It was good to meet many of you at our 2019 conference at Hamilton. It is clear that participants found it a great experience and appreciated the exposure they got to cutting edge presenters from NZ and overseas. For those who were not able to be there we hope you will find useful information in this newsletter and on the Trafinz conference website where most of the presentations are hosted.

Now it is time to recharge, to spend time with those that matter most to you, and to think about the changes you can help make in our country in 2020. We'd love to have you involved in Trafinz to help us in our work for change.

We wish you all a safe and happy Christmas and New Year.

Best wishes,

Andy Foster and the Trafinz Executive Team



TRAFINZ CONFERENCE A GREAT SUCCESS

The 81st Annual Trafinz conference - titled Smart, Safe and Accessible Places was held at the Claudelands Arena, Hamilton over 3 days 11-13 November 2019. Much of the time was in plenary session, with parts of days 1 and 2 in two concurrent sessions.

I have reviewed the sessions I attended and the social activities later in this newsletter. Apologies to those authors that I missed. There were hard choices to be made. You will find all the presentations posted on the conference website trafinzconference.co.nz/

I found that there was a real "buzz" at conference. Delegates were keen to learn about ways of making change and to share their successes. Following the conference one senior TLA officer emailed, "Just wanted to say a big thanks from us here... for an awesome conference. It was truly inspiring. I have so many ideas now I'm not sure what to do with them all!"

Brian Hasell



Smart, Safe & Accessible Places

Hamilton. Claudelands
10-13 November 2019

NEWS FROM TRAFINZ

MARK YOUR CALENDAR FOR THE 2020 CONFERENCE

Tuesday 24th – Friday 27th November 2020
Grand Millennium Hotel, Auckland

Theme is to be confirmed;
but it will focus on Vision Zero



FIRST XV SURVEY - Interventions to reduce death and serious injury

The number of people dying and being seriously hurt on our roads has increased by over 50% since 2013. There are a range of factors behind this, but death and injury levels are rising far faster than population or the distances we travel. We can and must, take concerted action to reduce this trend. Trafinz has set out the key initiatives we consider should be taken. Collectively we consider that over time these initiatives will dramatically reduce death and injury on our roads. Simply catching up with the best performing nations in the world would cut death rates by 2/3rds saving some 250 lives a year – every year. We should aspire to do even better than that.

Trafinz sent a list of fifteen interventions to MOT in 2018 in response to their request.

How are we doing? We asked delegates at Trafinz 2019 to rate progress with each intervention on a 5 point scale where 5 is 'Great' and 1 is 'Not much happening'. They were to do this on their phones using the conference app but many were too busy tuning into the great information being shared and we only got 26 responses. The low response means the results are not very reliable. Regardless, they show some progress, but much more is needed.

We calculated the mean performance score for each intervention and have sorted them best to worst.

The Highest Two:

Adopt Vision Zero
72% gave a 4 or 5 – mean 3.9

Develop a Comprehensive Strategy
52% gave a 4 or 5 – mean 3.4



Three others got a mean score over 3:

Significantly increased investment in highest risk roads and intersections
(mean score 3.3)

Accelerate the implementation of the Speed Management Guide (3.2)

Ensure there is a dynamic Vision Zero leadership structure (3.1)



The remaining 10 Interventions scored poorly - in the range 2 to 3.

Encourage safer forms of transport (2.9)

Focus On active Users (2.9)

Design towns and cities for liveability and safety (2.9)
Road safety policing well targeted, documented and monitored (2.8)

Provide more safety cameras (2.7)

Educate practitioners, decision makers, fleet operators etc (2.7)

Review driver training and licencing (2.6)

More rigorous standards and testing for motorcycle licenses (2.6)

Significantly raise the safety provided by used imported vehicles (2.3)

Review penalties so commensurate with risk (2.1)



Trafinz will be working to get a larger sample survey so we can give better feedback in future.

For more detail on the Top 15 Interventions see www.trafinz.org.nz

WELCOME TO NEW MEMBER

We welcome New Zealand Grey Power Federation Inc. as an Associate Member of Trafinz. They will be represented by their National Vice President Peter Macham of Lower Hutt.

To Join Trafinz [click here](#)

New TLA Members – First year Free

LOCAL GOVERNMENT ELECTIONS

To all our City, District and Regional Councillors who were successful at the recent local body elections – Congratulations!

You will have a strong interest in making your place smart, safe and accessible, the theme of our conference, and it was good that a mix of experienced and brand new Councillors were able to attend. We hope you have taken away new perspectives on transport issues and ideas that you can champion in your community. Do come again next year and encourage other Councillors to join you.

A special mention must go to two members of the Trafinz Executive who did particularly well at election time. President Andy Foster is the new Mayor of Wellington and former Waitemata Local Board Chair Pippa Coom has been elected as the new Councillor for the Waitemata and Gulf ward on Auckland Council.

SUPPORT FOR REVIEW

Trafinz was asked for its view on a proposed review of the Joint Standard for Offstreet Parking Facilities AS/NZS2890.1-2004

Trafinz supports the need for a review of this Joint Standard.

It is dated (15 years old) and urgently needs to be revised so that it is relevant to modern parking building technology and societal changes. We support the list of matters requiring consideration listed in the proposal, such as:

- Alternate access opportunities (car lifts, turntables, automated systems)
- The provision for pedestrians in car park design, e.g. formally declare carparks as Shared Zones, with right of way for pedestrians
- Implications of electronic vehicular guidance signage
- Provision for electric vehicles and charge stations
- Provision for parents with prams
- Mechanical (stacker) parking requirements

The Standard should continue as a Joint Standard. Separate development of such standards would be more expensive for both countries and is contrary to the success of the bi-national approach of such initiatives as Austroads.

CONFERENCE REVIEW

DAY ONE

After a Mihi Whakatau the Deputy Mayor of Hamilton Cr Geoff Taylor welcomed delegates and Trafinz President Andy Foster opened. He challenged us “to make a difference on our roads, our streets and on the places we live, work, learn, and play.” For the following three days delegates heard from 36 overseas and local speakers about the need for fundamental change with examples that could be applied to the NZ scene.



Keynote speaker Steve Burgess from Australia addressed ‘Planning, design and development of liveable cities’ He was a dynamic presenter and contributed to other sessions later in the programme. He argued for a “braver approach to city shaping, creating spaces and economies that make healthy, happy communities.”





John Wall



Dr Bridget Burdett



Paul Graham



Lucy Lie



Billie Jordan

We then heard from another Keynote Speaker, **John Wall** from Austroads. He leads a programme looking at the readiness of Australian and NZ roads for automated vehicles. His preliminary conclusions are that there is a reasonable but not universal level of readiness for active safety systems but It is more challenging to achieve readiness for automated driving and fewer roads are fully suitable for this.

Various speakers from New Zealand followed.

Dr Bridget Burdett told us why safety and access must be considered together for walking. She said that current practice often ignores the needs of people with differing levels of capacity and is development led. We don't yet measure our failure to make inclusive choices. Another hard hitting presentation from Bridget.

Paul Graham from NZTA told us about an Integrated Intervention Logic Model they have developed to inform strategies aimed at improving safety across the network. This has been used in the upcoming NZ Safety Strategy. He said he does not like using depersonalised acronyms such as DSI- they are all people.

Lucy Lie from the Ministry of Transport then told us that the new road safety strategy was not available yet and was not able to indicate what would be in the initial action plan.

So we are still waiting but Auckland Transport has published their own strategy and other TLAs are actively reviewing speed limits on their road networks.

Billie Jordan then closed the day with an inspirational presentation Hip Op-eration. She had established a dance group for seniors in her community and they have performed overseas. She said "With the right mindset everything is possible - even zero road deaths"

DAY TWO

Day 2 started with a Plenary Session featuring Prof Sam Charlton, Prof Shanti Ameratunga and Dr Hamish Mackie, all NZ- based experts in their fields.



Prof Sam Charlton



Dr Hamish Mackie



Prof Shanti Ameratunga

Prof Sam, a regular speaker at Trafinz conferences updated us on his research on driver behavior. He told us that "most drivers are driving without awareness, most of the time" in the same way that we do the dishes and other repetitive activities. We don't notice small changes to the road environment but do notice new large signs and changes to centre line and other road markings. Double yellow and wide centre lines increase drivers sense of risk and where there is plenty of traffic they will reduce their speed. Removing some lines, together with build outs etc, can help reinforce the local classification of roads.

Prof Shanthi, also a popular repeat speaker at Trafanz, works in public health research in Auckland. She spoke about the Inclusive Streetscapes project which investigated 4 Auckland sites where transport projects had a sometimes disastrous effect on local accessibility, especially impacting on those who are disabled or elderly. She emphasized the need to involve communities better “on their terms” at an early stage in project development, and commented that the Subdivision Code of Practice is very car-centred. A wider view of transport accessibility is needed.

Dr Hamish is a human factors professional and is the project lead for Te Ara Mua- Future Streets. This project aims at making neighbourhood streets safer for pedestrians and cyclists in Mangere, Auckland. He compared areas with and without change. While there had been good results with lower speeds and fewer accidents he said that they were not making progress fast enough. There was a need to concentrate on the socio-technical system. Also we need a program for innovations, demonstration and niche projects. See www.futurestreets.org.nz for details.

Hon Julie Anne Genter Associate Minister of Transport then addressed the conference. She said that people want walkable neighborhoods and the challenge is how to change our processes so that there is priority for people rather than traffic. She illustrated how this could work with before and after slides (see example from US). Government has prioritised Safety and Access in the GPS and is seeking more use of public transport. Freight is still very important and greater use of rail and shipping is being encouraged. However there is a lot of inertia in the system and a need for positive support for alternatives from communities and organisations such as Trafanz.



The programme continued with presentations on intersections, local roads and system wide initiatives and demonstration programmes. Plenty of good practical information there for delegates to use. One session I attended was a presentation from **Mihi Bennett-Smith** (below) of Hamilton City Council. She is a Community Advisor in the City Transportation Unit. Together with Dr Deane Searle of NZ Police she is working on ‘The Right Track’ programme. This has a focus on changing driving behaviours and attitudes and re-offending. This programme has been successful and the Council has helped with funding since 2011. Mihi introduced a father and son who had been helped by the programme and they told us about the life changing effect it had had.



Transport and urban design can help us solve our biggest challenges



We then heard from **Rachel Cook** about the strong collaboration and leadership from the Waikato Road Safety Forum to address the region's poor road safety record and from **Claire Dixon** on the way Auckland Transport has been addressing issues of traffic congestion at the school gate. Good communication is a key focus in both regions, Auckland Safe Streets Pilot using the relationship a school has with its community to deliver mode and behavior change.



Rachel Cook



Claire Dixon



Robyn Denton

Robyn Denton from Hamilton City Council told us about the way they promote a regional focus on speed management and the need to keep people well informed at each stage. A Speed Management Plan has been adopted, with a requirement that all roads in new subdivisions will be signed with a maximum 40 kph limit.

In the afternoon there was a choice of 4 separate streams; a Get Smart Workshop with a visit to the Hamilton City Smart Place, and tours by E-bike, on foot or bus visiting projects of interest.



DAY THREE

Day 3 began with another keynote speaker NZ expat **Skye Duncan**. She is a top international urban designer. After working at New York City Department of City Planning, she now leads a program funded by Bloomberg Philanthropies to help cities around the world make their streets safe and sustainable.

She said "Sustainable mobility means when we design our cities to give people choices of how they get around. It's lower carbon emissions, cleaner and facilitates healthy kind of neighborhoods and communities where people have choices and it's safe to walk and bike and take public transport" "And they still have the choice to use a car."

She says access to mass transportation is undervalued as a public good compared with education or health and there is no reason why New Zealand's cities shouldn't have efficient mass transit systems. Small population is no barrier to such a goal.

Skye supports the use of temporary initiatives to build confidence about change and gave the example of pedestrianising Times Square, New York and projects in South America- see her slide for the reaction of a young boy to being able to use more street space in the future. She ended with a reminder - "don't forget to plan for maintenance and care of spaces."





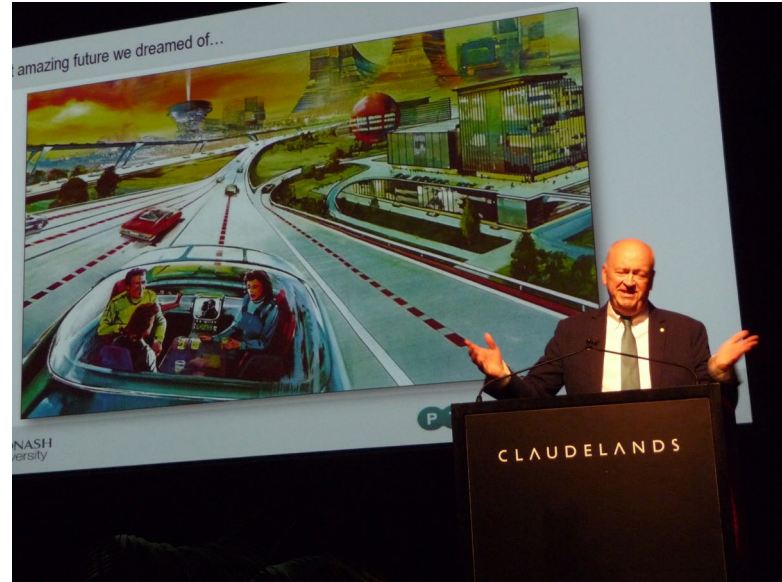
In the afternoon the conference went back to plenary session and heard from **Prof Graeme Currie** from Melbourne. He specialises in public transport and argued that autonomous vehicles are not the future as the hype would have us believe – see picture. “The only autonomous innovation that will survive is driverless trains.”



Frith Walker

Frith Walker followed Skye with a presentation on the Auckland scene. She is the Manager, Place Making at Panuku Developments for Auckland Council. She said that panuku was about moving forward with confidence, together, like a whaka. See her presentation for examples of their projects.

I then listened to **Claire Pascoe** and **Kathryn King** talk about the innovating streets programme of NZTA. Together with Skye they then ran an interactive workshop with groups of delegates working on different place making issues and presenting a low budget package of initiatives for improvement. It was good to hear that groups were well aware of the need to actively involve the local community in the process.



Then we had a further 3 papers on the NZ scene, covering Auckland’ Vision Zero, NZTA’s work on vehicle safety and a very interesting paper on linking Police and Hospital crash data- see Clarke and Amey. The Closing Session was a panel ably hosted by Martin Parkes and Pippa Coom.



NEWS

FROM NZTA

TACKLING UNSAFE SPEEDS

Speeds around schools, speed management and safety camera changes announced

The Government has announced its Tackling Unsafe Speeds package which improves how councils and the Waka Kotahi NZ Transport Agency carry out speed management and requires road controlling authorities (RCAs) to adopt safer speed limits around schools.

In making the announcement, Associate Minister for Transport Julie Anne Genter says the package also adopts a 'highly visible, no surprises' approach to the safety camera network.

'Speed continues to be a major contributing factor to deaths and serious injuries on our roads. In 2018, travelling too fast for the conditions was the second highest contributing factor to causes of fatal and serious injury crashes,' Minister Genter says.

The Tackling Unsafe Speeds package comprises:

- the introduction of safer speeds around schools by requiring RCAs to reduce speed limits around urban schools (to a maximum of 40 km/h), and around rural schools to a maximum of 60 km/h. They will be encouraged to reduce speed limits in the wider area around schools, particularly in urban areas to make it safer for children to walk and cycle to school.
- changing the way RCAs plan and consult on speed management changes.
- an increase to the number of safety cameras on the network, and the transfer of ownership and operation of the safety camera network from NZ Police to the Transport Agency.

Changes to setting of speed limits

Tackling Unsafe Speeds changes the way speed limits are set. The setting of speed limits will no longer be done through a bylaw-making process, but RCAs will be required to develop speed management plans which will set out proposals for speed limit changes, engineering upgrades and safety infrastructure treatments over the coming 10 years on roads they are responsible for.

Regional transport committees will coordinate and support consultation on speed management plans at the regional level every three years, at the same time as regional land transport programmes are prepared. The Transport Agency will work with RCAs and regional transport committees throughout this process.

Regional speed management plans will set out proposals for safety infrastructure investment and speed management treatments on local roads and the state highway network, as well as all safety camera investment proposals.

An independent speed management committee will be established to provide independent advice, and assurance specifically to the state highway speed limit change proposals. Speed limits will become legal once they are included in a centrally held speed limit register that the Agency will administer.

These changes align with the Government Policy Statement on Land Transport and land transport planning processes and will bring together infrastructure investment decisions with speed management decisions.

Transfer of ownership and operation of safety cameras

The Tackling Unsafe Speeds package also adopts a new approach to the safety camera network, with the transfer of ownership and operation of safety cameras to the Transport Agency from NZ Police.

Cameras will be clearly sign-posted. Camera investment proposals will be incorporated into the Transport Agency's broader speed management planning and consultation process.

Minister Genter says the message to the public is that safety cameras are there to improve road safety, rather than enforcement tools to issue infringement notices.

There will be a transition period of around two years to enable all management and administration options to be considered, and to ensure a smooth change over. Staff in both agencies will be kept updated as the transition programme is worked through.

This Tackling Unsafe Speeds package is one of the priority actions in the Road to Zero road safety strategy and action plan due to be released shortly.

Following the select committee process, legislation and rule changes to support the delivery of the Tackling Unsafe Speeds package are expected to be in place by mid-2020.



Why a focus on 'mode shift'?

NZTA have announced a refocus of their policies in urban areas in line with the 2018-21 Government Policy Statement (GPS). Working with their 'co-investment partners' they "will work... to increase the wellbeing of our towns and cities by growing the share of travel by public transport, walking and cycling (and reduce reliance on private vehicles)". In a leaflet available on the NZTA website www.nzta.govt.nz they summarise the benefits of this new policy as better:

- Public Health - More physical activity and less pollution and noise
- Safety - fewer traffic crashes, safer shared and active modes
- Economy - Efficient resource use and more productive businesses
- Environment - Reducing emissions and negative ecological impacts
- Access - Better connections and affordable choices

It is great to see this new statement of intent from NZTA. Many of the speakers at the recent Trafanz conference promoted modal shift and gave examples from overseas. Of course we can make the changes here too. The benefits are real and the next question is how quickly we can achieve them. We are waiting for the release of the new NZ Road Safety Strategy by central government and expect that to include targets and accountabilities on all relevant public sector organisations including NZTA.

NEWS FROM LIVING STREETS AOTEAROA

MICRO-MOBILITY

Living Streets have released a new policy position on the use of micro-mobility vehicles on NZ roads and streets. This calls for footpaths as the safe place for pedestrians, and low speed roads for the new powered micro-mobility vehicles such as e-scooters.

A petition calling for a ban on e-scooters and similar vehicles being used on footpaths is to be presented to Parliament in December, supported by the Footpaths4Feet coalition of 13 groups representing pedestrian, aged and disability interests.

'E-scooters are capable of speeds that are incompatible with their use on the footpath and there is no practical way to monitor and enforce their use at low speeds', say Dr Chris Teo-Sherrell, Living Streets convenor of the Footpaths4Feet coalition. 'People on foot and using mobility aids, as well as people using e-scooters and similar vehicles have the right to be safe and feel safe as they move about. This means they need to move in different spaces.'

'We are already hearing reports of people saying they no longer feel safe on footpaths because of encounters with e-scooters.'

'We urge the Government to hasten its efforts to increase safety and the perception of safety on roads by requiring road controlling authorities to lower speed limits and provide appropriate on-road facilities for people riding bikes, e-scooters and any other similar vehicles and to keep footpaths for people who really need them.'

For more information see livingstreets.org.nz

Walk2Work Day 11 March 2020

Start planning now to celebrate and support walking, the healthy fun way to get around. Get in touch with Living Streets if you would like help to organise your event or for more ideas.



CONFERENCE REVIEW cont.

WELCOME FUNCTION

Claudelands - Monday 11 November

The Welcome Function was held along the frontage of the Claudelands complex, with a wide variety of “give it a go” opportunities for delegates. On the carpark there were electric scooters and bikes for trial runs, on the grass there was juggling. New Wellington Mayor Foster and Councillor Jenny Condie were most adept. You could try out driving a mobility scooter or be impressed by the Otorohunga DC display of coffins representing the geographical distribution of road deaths. Or just drink a Mocktail (non-alcoholic) and chat.



CONFERENCE DINNER

Zealong Tea Estate - Tuesday 12 November

The 2019 dinner was held at the Zealong Tea Estate on rolling countryside to the north of Hamilton. We had pre-dinner drinks and canapes in a pavilion with great views and then walked to the main venue through the tea plantings along a path lined with appropriate sculptures.

The theme was Tea Party and a wide variety of exotic head gear was on display.

The Dinner included the presentation of Trafanz Awards and the SASTA Cedric Rogers Award.

A great night with entertainment from a very talented singing duo.



TRAFINZ LEADERSHIP AWARDS 2019

The NZ Transportation Institute (Trafinz) Leadership Awards are open for judging of submissions every year for leadership by an organisations, individuals or communities within the transportation industry. Each submission is required to demonstrate extremely high levels of their:

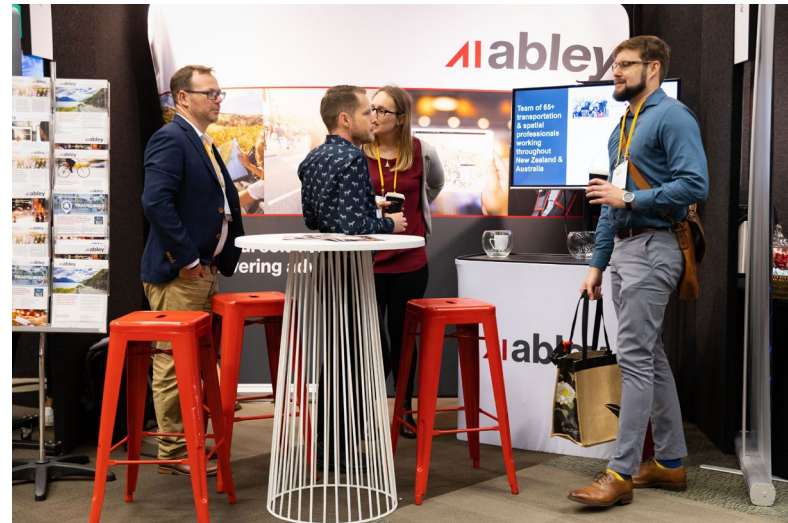
- Leadership
- Level of innovation
- Sound research and technical basis
- Extent of benefits achieved and to whom
- Community engagement
- Ability to be adopted and applied more widely throughout NZ

This year four awards were made at the annual conference dinner to; Palmerston North, Hamilton and Nelson City Councils and to NZTA. For details www.trafinz.org.nz



TRADE DISPLAY AREA

The trade display area not only widened delegate's knowledge of new products and systems but also served as a gathering area for lunch and coffee breaks. It was the site of the registration desk with the ever efficient and helpful Hardings conference staff available to help with connections to the interactive conference app.



Located at the south end of Hamilton's main Victoria Street is a statue of the iconic Riff Raff character from the cult status movie The Rocky Horror Picture Show.

The statue commemorates the development of the idea and the writing of The Rocky Horror Picture Show by Richard O'Brien - who lived in Hamilton and worked next door to the site.

