



Trafinz

NEWSLETTER

FEBRUARY 2022

FROM THE PRESIDENT 1

NEWS FROM TRAFINZ 2

WORKING WITH LGNZ & MoT

PAUL BARKER

SUBMISSION ON A LOW EMISSIONS &
CLIMATE RESILIENT FUTURE

AUSTRALASIAN ROAD SAFETY CONFERENCE 3

NEWS FROM OUR MEMBERS AND NZTA 4

PARKING ON PATHS SET TO COME TO A HALT 4

NELSON CITY COUNCIL-NELSON SOUTH
PROJECT 5

PROGRESS CONTINUES ON SPEED
MANAGEMENT PLANNING FRAMEWORK 6

ROAD SAFETY CHALLENGES 6

TRAFINZ ACHIEVEMENT AWARDS 6

CONFERENCE 2023 6

FROM THE PRESIDENT

2021 has been a challenging time for all of us during the pandemic. We have been buffeted by storm events and the restricted international travel for people and goods.

As the President I want to bring you back to an area where I think we can make a real difference. New Zealand has committed to decisive action on road safety under Road to Zero with an initial target of reducing annual deaths and serious injuries by 40 percent by 2030.

319 people lost their lives on our roads in the last 12 months despite Auckland being in lockdown for over 100 days. 327 people were killed in the previous 12 months, with the Christmas/New Year's holiday death toll at 17.

The initial Road to Zero target is 227 by 2030. Despite lockdowns with weeks of lower traffic flows we continue to kill far too many people on our roading network. Trafinz believes there is nothing cast in stone that says we have to lose as many people.

Trafinz continues to engage actively with Government in responding to this life saving and cost reducing challenge. The Action Planning has been set - we need to move now on its implementation.

I want to encourage you to come on this journey with us as a member of the Trafinz family.

We'd love to see you at our conference in Christchurch with the Australasian College of Road Safety which has the theme of 'Changing Today for Tomorrow.'

Trafinz conferences are always learning experiences with outstanding presenters offering great evidence and challenging system failures as well as providing opportunities across a wide range of transport and urban planning associated topics. There is plenty of great networking and fun too!

This is our chance to talk safe, efficient, resilient, inclusive, equitable and sustainable transport in the context of Vision Zero and NZ's transport direction for local government and the state highway network.

This is an exciting time for transportation as disruptive technologies come to our cities with the opportunity and challenges they bring for us to act as a collaborative team and make a real positive difference.

Trafinz welcomes your involvement in being part of tomorrow so we can achieve great outcomes for our people and our communities.

Warmest regards

Andy Foster

President



News from Trafinz

Working with:
Local Government New Zealand (LGNZ)
and Ministry of Transport (MoT)

LGNZ recently adopted a new strategy which focuses on being local democracy's vision and voice. Although transport is not a policy priority in the new strategy, one of LGNZ's leadership pillars is 'Whakahono/Connect'. Whakahono is about connecting with different players in the local government ecosystem to bring greater strength to the sector.

As such, LGNZ and Trafinz are working together on further building a closer relationship to address transport and land-use integration issues.

After another devastating Xmas Road Toll in NZ the MOT is continuing its collaborative efforts to drive the NZ action plans for the NZ Road to Zero strategy. Trafinz has stepped up its support by having His Worship Mayor of Wellington and President of Trafinz, Andy Foster on the Ministerial Steering Committee, Trafinz Executive Member and CEO of Auckland Transport, Shane Ellison on the Road to Zero Governance Group and the Vice President, John Goettler (as well as others) on the Technical Committee.



Life Member

Paul Barker

It is with great pleasure that the Trafinz Executive announces that Paul Barker has been awarded Trafinz Life Membership for his many years of service at the very highest of levels to local government in transportation. This has included nearly 20 years on the Executive as a Wellington City (WCC) representative.

Paul has held many roles at WCC, most recently Transport Planning Manager. He retired from Executive in March 2020 when he was seconded to work on the multi-agency Get Wellington Moving Project. He is continuing to work on that project.

Over the years, he has been most active in all areas of Trafinz's work. In 2019 he helped recruit suitable consultants to assist Trafinz to carry out its strategic review and was part of a small subcommittee working on that project. He has been involved in organizing four Trafinz Conferences and has organised venues for the many Workshops and meetings held in Wellington.

Thank you Paul.



Submission on a Low Emissions and Climate Resilient Future

After consultation with its members Trafinz made a detailed submission to MfE in November 2021.

Trafinz is very supportive of the need for change and proposes that central government should set more ambitious targets. For example, the proposed reduction in VKT by cars and light vehicles by 20% by 2035 needs to be doubled to achieve the needed results.

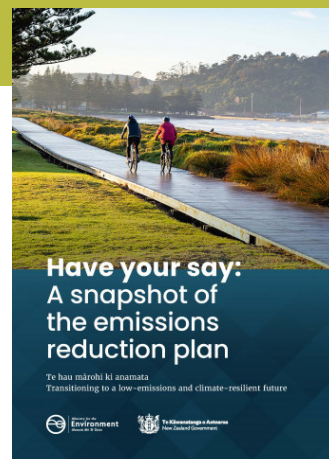
A target of 39 percent reduction by 2035, and at least 20 percent by 2030 would be consistent with the "high" VKT reduction pathway 4 in the Ministry of Transport's modelling. The larger urban areas must provide almost all of this reduction, given the time that it will take to achieve emission reduction across the rural communities of NZ.

Other initiatives should be considered:

1. **Accelerating the programme of Speed Limit Reviews**
An important opportunity to reduce CO2 emissions is traffic speed reduction, which links directly to making real gains in reducing road trauma.
2. **Faster scrapping of older fuel inefficient vehicles**
NZ has a very old vehicle fleet and older vehicles are very fuel inefficient and also unsafe in comparison with modern vehicles.
3. **Reviewing existing transport funding and investment commitments**

The level of funding for walking, cycling and public transport in the Government Policy Statement on Land Transport 2021 (GPS 2021) needs to align with emissions targets. Our member City, District and Regional Councils are all concerned that the investment levels in the GPS 2021 are not going to achieve the greenhouse gas reductions and mode shift needed. Waiting until 2024 for an updated GPS and Regional Land Transport Plans is in Trafinz's view, too late.

Submissions have now closed and the 1st Emissions Reduction Plan is due to be delivered by Government in May 2022.



For full details of Trafinz's submission see

<https://www.trafinz.org.nz/submissions>

2022 Australasian Road Safety Conference

28-30 SEPTEMBER • ŌTAUTAHI CHRISTCHURCH, NZ + ONLINE

Changing today for tomorrow.



2022 Australasian Road Safety Conference

The largest road safety-dedicated conference in the Southern Hemisphere

Join Australasia's leading road safety and injury prevention researchers, practitioners and policy makers for the Australasian Road Safety Conference 2022.

ARSC 2022 will be held in conjunction with Trafinz in Christchurch, NZ and online to accommodate delegates from anywhere in the world. This hybrid format will bring together road safety stakeholders and decision-makers from Australasia and international jurisdictions to facilitate collaboration and share information.

Call for Abstracts now open

The conference theme is **Changing Today for Tomorrow** with the sub themes:

- Prioritising People
- Implementing Change
- Defining Tomorrow
- Innovation & Transformation

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Australian Government
Department of Infrastructure, Transport,
Regional Development and Communications

Call for Abstracts now open

Plan to be a part of this incredible event - in person or virtually

visit www.australasianroadsafetyconference.com.au



Australasian College of Road Safety

The Australasian College of Road Safety (ACRS) is the region's peak membership association for road safety professionals, advocates, and members of the public who are focused on saving lives and serious injuries on our roads.

ACRS provides a rich, collaborative environment to promote communication, networking, professionalism and advocacy across all spheres of road safety.

Our current membership includes experts from across all areas of road safety: policymakers, academics, community organisations, researchers, federal, state and local government agencies, private companies and members of the public.

ACRS advocacy efforts are underpinned by good practice in the safest countries and the safest industries, and are designed to provide an overview of our fundamental values.

These key principles are:

- We should prevent all fatal and serious injury on our roads.
- The road traffic system must be made safe for all road users.
- System designers should aim to prevent human error and mitigate its consequences.
- Life and health are not exchangeable for other benefits in society.
- Policy positions must be evidence based.

ACRS hosts the annual Australasian Road Safety Conference (ARSC), with Austroads, with the aim of bringing together road safety stakeholders and decision-makers from Australasia and international jurisdictions to facilitate collaboration and information sharing. We are thrilled to be hosting ARSC 2022 in conjunction with Trafinz in Christchurch 28 to 30 September 2022.

Call for Papers visit the website

australasianroadsafetyconference.com.au



News from our Members Wellington

Parking on paths set to come to a halt

Creative parking practices will soon be a thing of the past as Wellington City Council prepares to stamp out city-wide footpath parking, reduce transport emissions and make streets more accessible for all Wellingtonians.



"We're working hard to create a city that's even better for pedestrians to move around easily, so we need to take steps to prevent poor parking choices which have become increasingly common in recent years,"

says Councillor Iona Pannett, Chairperson of the Council's Pūroro Āmua Planning and Environment Committee.

"Parking on footpaths creates safety risks for footpath users,

who are often forced onto the road to get around vehicles. This is far from optimal if, for instance, you are pushing a pram or if you are in a wheelchair.

"Our approach to managing this situation supports both our zero-carbon strategy and the Let's Get Wellington Moving vision of accessibility, shared streets and efficient local and regional journeys. In the coming months we'll be sharing information to help Wellingtonians understand that parking on footpaths is both unacceptable and illegal." Cr Pannett says the Council will work with communities to implement feasible solutions where possible. "But as Wellington works towards becoming a net zero-carbon Capital by 2050, parking for private vehicles will increasingly become less of a priority.

"In the meantime, the Council understands some vehicle owners will need to explore different parking options, so we want to provide some time for them to find alternative solutions. For that reason, no changes to our ticketing practice will be made until early next year."

From 1 February 2022 any vehicle parked illegally on a footpath may be ticketed. In the lead up to this, parking officers had been reminding drivers that parking on footpaths is not permitted. They had also been issuing infringements in situations where a vehicle is fully obstructing a footpath or when a vehicle totally obstructs pedestrian access.

Earlier this year the Council revoked a footpath parking guideline from 2005 to reflect the city's new Parking Policy which prioritises the safe, efficient movement of people, active and public transport over private vehicles and introduced a parking space hierarchy to prioritise the use of public road space.

Wellington Scooter Parking trial

A trial of the white triangle road marking in Wellington has just begun, providing parking spaces for smaller vehicles and motorbikes in residential streets.



Victoria University student Daisy Lutyens on her scooter parked in a white triangle car park for small vehicles.

The first white triangle road markings have been introduced on Holloway Road in Aro Valley and Hadfield Terrace in Kelburn. If the white triangle trial goes well, more will be painted in different Wellington suburbs.

Wellington City Council Transport Engineer Zackary Moodie says the trial follows feedback from residents in Kelburn that several small parking spaces on their street were restricting driveway access, however they didn't want to lose the parking spaces completely.

"We had heard from residents about regular and larger-sized vehicles blocking driveways, but instead of painting the broken yellow lines in these small spaces and taking away parks all together, we wanted to reserve parking for smaller vehicles."

After being inspired by other Councils around New Zealand, Zackary and the team investigated how they could incorporate the white triangles in Wellington.

He says Auckland, Nelson and Christchurch all successfully have the white triangles on their roads.

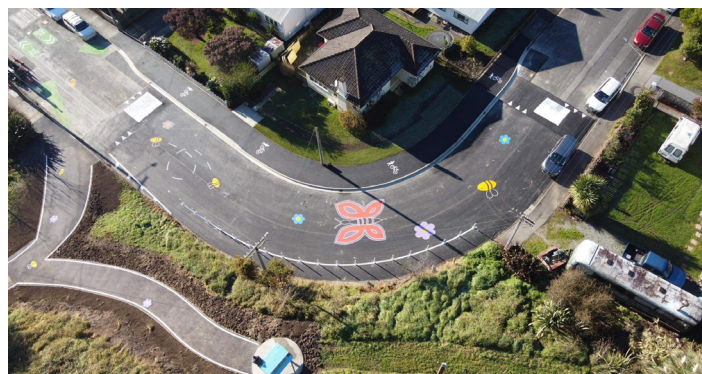
Te Herenga Waka—Victoria University of Wellington student and scooter user Daisy Lutyens used the white triangle on Holloway Road to park her scooter.

"There was plenty of room to park my scooter and I reckon you could easily fit two scooters in there. I have lots of friends at Uni who own scooters, so this is going to be very handy for parking."

Nelson

Nelson City Council-Nelson South Project

As part of the wider Waka Kotahi led, and sponsored, Innovating Streets for People programme, the Nelson South project was one of the first out of the blocks. Trafanz has awarded the project its Sustainability Leadership Award for 2021.



Here are some notes about the project :

Nelson South has struggled for several years with high volumes of non-residential through traffic diverted from the adjacent main arterial Waimea Road. The transport network was old and vehicle-centric, with footpaths that are generally narrow. This provided a low level of service for active modes, and poor connectivity which affected sustainability and liveability within the community.

In August 2019, the community of Nelson South petitioned the Council with a call to action. They presented to the Regional Land Transport Committee and requested to be part of the "living street area".

Early baseline traffic count data showed high traffic speeds and a high traffic count for the residential streets, with 85th percentile range 48–51km/h and a maximum speeds of 100 – 110km/h.

Community collaboration and co-design was fundamental. The project has hosted five separate community events over the two phases of the project.



Phase 1 – Slowing and deterring through traffic

Phase 2 – Improving active transport links

To slow traffic midblock, especially near the Kindergarten, the team created community spaces on the roads with brightly coloured planter boxes and picnic tables for residents to use. (see photos). These temporary spaces were designed to be adaptable to changes in national road design guides and capable of including other elements like community art or large trees in planters. Bold colour and "fun" design elements emphasise the local character of the area. Footpaths have been widened and the area has become more cycling friendly.

Nelson City Council Manager of Transport and Solid Waste Manager Marg Parfitt, said it's great to see the team's efforts receive national recognition.



"This project has not been easy, and like many places around New Zealand trialling this type of intervention, it was subject to some abuse and vandalism. However, steadfast leadership from Council and community champions enabled the team to press on, and the data is now proving projects like this work."

"These roads in Nelson South now have safe and appropriate speeds and less rat-running through-traffic. Residents are reclaiming their neighbourhood as a place for people first and cars second."

Progress continues on speed management planning framework

Waka Kotahi continues to make progress on the development of a new regulatory framework for speed management to improve how Road Controlling Authorities (RCAs) plan for, consult on and implement speed management changes as part of New Zealand's Road to Zero strategy.

Setting of Speed Limits 2022

The Land Transport Rule: Setting of Speed Limits 2022 (new Rule) which replaces the Land Transport Rule: Setting of Speed Limits 2017 (current Rule) is expected to come into force in the second quarter of 2022, pending Cabinet agreement. It is going through the Cabinet process now.

The new Rule will significantly change the way speed limits are set in the future and will ensure decisions about safety-related infrastructure improvements, speed limit changes and the placement of safety cameras are made together.

The high volume of thoughtful and constructive consultation feedback created key changes in the roles for coordination and certification of speed planning, and in the timing and categorisation of school speed changes.

Aotearoa Speed Management Guide: Road to Zero Edition

The Aotearoa Speed Management Guide: Road to Zero Edition (the Guide) provides guidance to road controlling authorities on how to establish, consult on, and set speed limits under the new Rule. It draws from international best practice and the following strategic, policy and regulatory framework:

- The Road to Zero Strategy and Action Plan
- The new movement and place-based One Network Framework (ONF) approach to categorising New Zealand's streets and roads
- The Rule
- The Waka Kotahi Sustainability Action Plan, Toitū te Taio.



Waka Kotahi continues to engage with a representative group of stakeholders and local authorities to help test and refine the content. Throughout February and March 2022, a series of deep dive workshops will be run with this group to test specific aspects of the Guide. Following each of these workshops updated information and FAQs will be available on the Waka Kotahi website.

National Speed Limit Register

Under the new Rule, the National Speed Limit Register (NSLR) will become the legal instrument and single source of truth for setting of speed limits on New Zealand's roads. The NSLR will be a central, geospatially enabled register of the legal speed limits on New Zealand's roads.

The NSLR will enable better speed limit management by having one up-to-date national consistent source for speed limits. This allows for improved efficiency as each RCA no longer needs to maintain their own register. If you have any questions or would like any further information, please email: NationalSpeedLimitRegister@nzta.govt.nz

The development of the NSLR is nearing completion. Waka Kotahi is working with RCAs over several stages to help migrate their speed limit data into the NSLR and to check its accuracy. Some RCAs have completed most of the stages to get their data ready for when the NSLR goes live.

In order for all RCAs to access the benefits of the NSLR as soon as it is available, it is integral that RCAs continue to work with Waka Kotahi to complete migration of their speed limit data, ready in time for go-live.

Technology enablement

Waka Kotahi is also

- Assessing requirements for a Speed Management Planning Solution which will help in creating speed management plans in a standard process and format.
- Updating MegaMaps to the next Road to Zero Edition to incorporate the One Network Framework and a revised, principled based analysis for safe and appropriate speeds. This edition will be published in line with the Rule going into force and the publication of the Guide.

More information

Visit the Waka Kotahi website for up-to-date information and guidance on speed management planning. If you have any questions, email speedmanagementprogramme@nzta.govt.nz

Road Safety Challenges



The Australasian College of Road Safety publish a quarterly Journal. In his latest message, the President Martin Small reflected on current challenges for road safety. He stated that "Elimination is an accepted public policy goal. However, we must also recognise that how our approach to safety is being interpreted and delivered, won't get us to where we want to be."

"The now pervasive view that the design of the road traffic system

should accommodate human error does not embrace a fundamental need to prevent that error in the first place. "Self-explaining roads" aren't the answer because roads and traffic authorities have spent so many decades conditioning drivers to breathtakingly dangerous speed limits that this risks mass confusion and, yes, victim blaming. That said, the design problem is real. We must think deeply about how human error can be prevented, and how our design philosophy can be strengthened to anticipate the human factor issues being confronted in much safer environments."

"We also need to reconsider whether the word "shared" is useful for what will be required ahead. There is now a more widespread view that the road user is no longer solely responsible for their own safety, but ... we need to be much clearer about what organisations and professions are responsible for the safety of the road traffic system and what they can be expected to do about that."

"(Finally) we need to think much more deeply about what a systems approach to road safety is, how the elements and actors of the road traffic system interconnect and impact upon one another, and how deficiencies in the system can be significantly reduced and eliminated over time. This will be vital if we are to come close to realising our goal."

Trafinz achievement awards



The 2022 Trafinz achievement awards will be announced at the ARSC 2022 conference dinner to be held at Te Pae Ōtautahi Christchurch on Thursday 29 September 2022.

Applications are now open and will close on 1 July 2022.

Visit the website to view the submission details: <https://www.trafinz.org.nz/the-awards>

Trafinz conference 2023

[Trafinz would like to firstly express it's massive thanks to Auckland Transport and Waka Kotahi NZ Transport Agency for their ongoing support for the conference.](#)



New dates

[5-8 September 2023](#)

[For now, everything else stays the same as far as venue and theme. More information will be provided in due course.](#)

[Keep your eye out on the Trafinz conference website \(<https://www.trafinzconference.co.nz/>\)](#)

Trafinz conference dates
5-8 September 2023
We look forward to seeing you there!!

 New Journeys
in Mobility
for Aotearoa