



December 2011

2011 TRAFINZ conference

A Call for ACTION

Report Back from Robyn Denton, Hamilton City Council

With a the theme of “ACTION” the 63rd TRAFINZ conference held in Hamilton 15-19 November 2011 issued a challenge to all attendees to take action and play their part in achieving the Safer Journeys vision for New Zealand.

The “ACTION” theme for the Trafinz 2011 Conference was aligned to the global Decade of Action for Road Safety 2011-2020 launched to the international community on 11 May 2011.

The current road safety situation is a pandemic with devastating health, social and economic impacts that threaten other health and development gains that have been achieved in New Zealand and worldwide. Road safety is not a new issue, but over the last decade activity at the international level has gained new momentum.

The conference was hosted by Hamilton City, and sponsored by a range of public and private

sector organisations with involvement in transport. SASTA poster displays combined with the sponsors displays to provide plenty for delegates to view and discuss during the breaks.

The conference had a slightly different format this year – starting with the SASTA day on Tuesday and then running through to Friday. But, as usual, Glenda Harding and her team pulled together another well organised conference and fantastic social programme.

The challenge for action was laid down at the welcome function with some fun but relevant road safety challenges resulting in a lot of laughter and a high degree of competitive rivalry between teams. The series of challenges provided delegates with the opportunity of experiencing some of the challenges of being in a wheel chair, being vision impaired or having to negotiate a tight shalom course on a bike. The Safe System also came under fire from delegates, with a target round requiring delegates to shoot all four components of the sys-

tem and vision bullseye– little did they know that this information would be the topic for a quiz session to be held later in the evening!

The conference dinner also had plenty of action – not only having delegates making their way around the variously themed Hamilton Gardens to enjoy complimentary entertainment and nibbles, but also at the dinner – with a very active ‘Elvis’ displaying a high degree of hip action.

The conference hosted a wide range of speakers, who provided the latest information on the actions being undertaken in all of the components of the Safe System approach to road safety, including:



• Jeanne Breen - principal author of the World Report on Road Traffic Injury Prevention and Editorial Board member for the OECD’s Towards Zero: Meeting Ambitious Road

Safety Targets report

- Dr John Bonning - Director of the Department of Emergency Medicine at Waikato Hospital
- Celia Lashlie – expert on the psyche of adolescent males
- Steve Curtis - Electronics Engineer for General Motors
- Dr Michael Lenné - Associate Director – Monash University Accident Research Centre
- Ross Gregory - Team Leader – Traffic and Road Safety, Mornington Peninsula Shire
- Dr Gareth Morgan - Chair of the Motorcycle Safety Levy Advisory Council

Finally, Superintendent Paula Rose, National Manager Road Policing summed up the need for everyone to get out there and take up the conference challenge

Take ACTION.

It may just save a life,

That life may just be your own.

From the President



As I write 280 people had died on our roads in the last 12 months. It’s obviously hard to say that represents good news, because that’s 280 people with dreams and aspirations, husbands, wives, parents, children, friends and loved ones. So let’s say it is less bad than previous years, and that there is good news that we are going in the right direction.

Of course thousands more people were injured, many in life altering fashion, and the cost to the country is assessed at in the order of \$4 billion a year. The reasons for the reduction in deaths are probably many: traffic volumes haven’t increased since 2005, effective policing, new Government legislation, roading and vehicle improvements, and better attitudes and awareness among some.

We’ve a long way to go - we have now adopted the Safer Journeys Strategy. It is built on the ‘systems approach’, that TRAFINZ advocated from 2005. This moves away from just ‘blaming the driver’ to a more enlightened recognition that humans do make mistakes and we all have a role to play in making sure that the inevitable human errors don’t have fatal consequences.

It’s a ‘shared responsibility’ approach. We haven’t ‘got it’ yet. Death statistics don’t yet show an understanding that many (most) of the people who died may have survived if roads and rules had been designed differently. Our role is to make our roads as safe as we can.

I wish you all a very happy and safe Christmas and New Year. We’d also welcome your involvement in TRAFINZ and in the work we are doing.

A new forum for ACTION

Platinum sponsors of this year’s conference were the National Road Safety Management Group who launched the Local Government Road Safety Forum. This forum will provide a critical opportunity for local government political representatives from throughout NZ to become actively involved with the development of the Safer Journeys action plans and their delivery. It is a recognition of the fact that local government has a key role in operating and managing their transport infrastructure for NZ to achieve the Safer Journeys vision.

Members of the Forum are keen to get started and will meet for the first time on 22 December. They are: Mayor Meng Foon (Gisborne), Mayor David Ayers (Waimakariri), Mayor Ron Marks (Carterton), Mayor Harry Duynhoven (New Plymouth), Cr Andy Foster (Wellington), Cr Dave Macpherson (Hamilton), Cr Norm Barker (Waikato Region).

New Trafinz Website

The new site was launched at Conference; still the same address www.trafinz.org.nz, but completely updated and refreshed.

Visit it now for the latest news, for technical help or to view the presentations at conference (via the link to the Conference website, click on the presenters name). Contact us via the website with any comments or to enquire about your organisation joining Trafinz.

Trafinz Leadership Awards 2011

Three Trafinz Leadership Awards were presented at the Conference Dinner



Emma Hope (on behalf of Greater Wellington) receives the Award from President Andy

Trafinz 2011 Leadership Award for sustainable transport Wellington Regional Council – Active a2b Programme

This programme provides support and innovative resources to encourage walking and cycling to work particularly in warmer weather. Over two years it has attracted 1500 participants. This project shows great leadership.



Moses Alatini of Safe Kids NZ being congratulated by President Andy Foster and VP John Gottler

Trafinz 2011 Leadership Awards for transport safety

Safe Kids New Zealand – Booster Seat Campaign

This campaign aimed to increase awareness of the need to continue using booster seats until a child is large enough to safely use an adult seat belt. The campaign has been extremely effective in raising awareness with parents and children and leads in the promotion of a safety culture in the community.



Cherie Mason (Opus) and Colin Brodie (NZTA)

NZ Transport Agency/ Opus International Consultants/ MWH – The Development of the High Risk Rural Roads Guide

NZTA has prepared this guidance on Safe Systems with respect to travel on rural roads. This guide provides a valuable tool for all roading authorities to plan, evaluate and gain funding for safety projects on high risk rural roads.

The judges also highly commended the following two entries:

Tauranga City council – Travel Smart Programme

This programme, targeted at senior primary school students, aimed to empower youth to solve issues related to their existing travel and to plan for new safe and sustainable travel to school.

Waikato Regional Council – Regional Road Safety Strategy for the Waikato Region

This Strategy involves all key stakeholders working in a collaborative manner and aims to improve road safety in the Region

A two- step ACTION programme?

Keynote speaker Jeanne Breen provided a two-step programme for NZ to 'Action' The programme also reflected the key role local government has in working alongside central government if we seriously want to achieve the Safer Journeys and Decade for Road Safety Action visions:

Safe Vehicles

- Pilot new Government procurement policy with National Road Safety Committee agencies requiring 5*ANCAP vehicles in procurement policies from 2012



- Encouraging public and private sector organisations to improve fleet safety quality

Safe Road Users

- Merge the two action plan options for further research/legislative action for changing the blood alcohol limit
- Enhancing the Graduate Driver Licensing system

Post Crash Response

- Pilot first responder schemes
- In Safe Corridor and Safe City/town projects identify contribution of more efficient post-crash response and trauma care on number of deaths and serious injuries

Safe Speeds

- Implementing new speed limits on road sections aligned to protective qualities of roads and vehicles to inform new road classification

Safe Roads

- Safe Corridor projects eg motorcycle routes, urban arterials
- Safe City/town project – multi sectorial interventions

The importance of taking a systems approach

On the relative contribution of system failures and extreme behaviour in South Australian crashes....

LN Wundersitz, MRJ Baldock, CASR092 August 2011

AVAILABLE FROM: Centre for Automotive Safety Research, <http://casr.adelaide.edu.au/publications/researchreports>

Conference Abstract

Within the road system, there are compliant road users who may make an error that leads to a crash, resulting in a 'system failure', and there are also road users who deliberately take risks and display dangerous or 'extreme' behaviours that lead to a crash.



Crashes resulting from system failures can be addressed through improvements to road system design more readily than crashes resulting from extreme behaviours. Therefore, the classification of crash causation in terms of system failures or extreme behaviour is important for determining the extent to which a Safe System approach (i.e. improvements to road

system design to serve compliant road users) is capable of reducing the number of crashes.

This study examined the relative contribution of system failures and extreme behaviour in South Australian crashes as identified from information in Coroner's investigation files and databases of in-depth crash investigations conducted by CASR.

The analysis of 83 fatal crashes, 272 non-fatal metropolitan injury crashes and 181 non-fatal rural crashes indicated that very few non-fatal crashes (3% metropolitan, 9% rural) involved extreme behaviour by road users and, even in fatal crashes, the majority (57%) were the result of system failures.

This means that improvements to the road transport system can be expected to be much more effective in reducing crashes than concentrating on preventing extreme behaviours. Such a strategy could reduce the incidence and severity of a large proportion of crashes in South Australia.

Visit the Trafinz website

Young Males – Why are they High Risk Drivers?

Social commentator Celia Lashlie spoke at the recent Trafinz Conference in Hamilton about the psyche of adolescent boys and the issues they face when they are behind the wheel.

Celia drew upon her many years working in prisons and observations of boys in her work on the 'good man' project. She offered a fascinating and at times entertaining insight into young males; their pragmatism, intuition, relationships and key influences in life.

Celia spoke about the role of mothers in their sons lives and the importance of teaching them about 'action and consequence' from a very early age in order to reduce the risk of more serious consequences in later life.

The Transport Ministry classifies young males as high-risk drivers, who make up 25 per cent of all at-fault drivers in fatal and serious injury crashes.

"I am saddened by how many boys we

lose," she said, adding that society needed to care enough to say no.

"Part of the reason, I think, why we have the carnage we have on our roads is because the first time he gets freedom is when he buys a car, and suddenly he starts to practise his decision making and he runs the orange light and a truck is coming the other way."

The problem, she said, is that some parents, and in particular mothers, refuse to allow their sons to learn about actions and consequences.

"One of the biggest damagers to us is, in my view, the parenting we are doing on our teenage boys. We have to teach them about consequences.

"Mothers who go into schools and tell the school they are wrong for disciplining their son. Mothers who ask their boys to pick up



their laundry and when they don't just do it for them."

Celia said many teenage boys have an 'it won't happen to me' mentality.

Following the Trafinz conference Celia gave an interview to Radio New Zealand. To hear the full interview please go to <http://www.celialashlie.co.nz/news.html>

YOUR Views please

The Action Plan for Safer Journeys published by the National Road Safety Committee covers the period 2011-2012. This details actions by focus area together with the organisations responsible for making progress (MoT/NZTA/Police/ACC/Local Government). Good progress has been made, but this is just the start of achieving the 2020 goals. Work is now starting on the next action plan 2013-2014. What is your view of Jeanne Breen's list? What else needs to be considered in the next Action Plan? Please send your ideas to us at trafinz@gmail.com. Thanks.

Trafinz will be running a Workshop on the Action Plan in late March 2012 – more details in the next Newsletter early next year.

Things we can all do!

Not all of the actions suggested at Conference for improving safety were dependent on organisations. Steve Curtis who heads Holden's Vehicle Structure and Safety Integration team at Port Melbourne provided a nice list of practical actions we can all take in our day to day vehicle travel to maximise the safety features in our vehicles:

- Adjust your safety belt anchor point to be level with your ear
- Ensure that you wear your safety belt low across your hips
- Ensure you sit at least 300mm back from the steering wheel
- Do not let your passenger put their feet up on the dash
- Adjust head restraint to as close to your head as comfortable, and about mid height on your head.



Christchurch Draft Central City Plan

From Executive Member Steffan Thomas

As I write this article it has been 15 months since the 4 September earthquake. Since then Christchurch has experienced over 9000 aftershocks and the devastating 22 February earthquake. In recent times the aftershocks have become less frequent and less in intensity, so the hope is that we are heading in the right direction.

Typical Main Street views- before and after



After - Victoria Street



landscaping, street furniture, surfacing and lighting

- There will be more on-street cycle lanes, separated from traffic linking into the wider cycling network, together with quiet routes linking green spaces, and high quality parking facilities. The cycle facilities will include a tool box of initiatives such as cycles always on the left side of parked vehicles, cycle tracks marked in a different colour at major intersections, cycle head-starts at signals of 4-6 seconds, wide median buffer between separated cycle lane and parked cars to prevent door strikes

- Replacement of existing one-way streets with two way roads

In order to achieve these initiatives without compromising the capacity of the city's network, the Avenues around the central city will be upgraded to provide a high quality orbital route around the inner city. This will encourage across-town traffic around the central city rather than through it. The reduction in traffic volumes within the central city will make the initiatives outlined above achievable.

Once the Central City Plan has been signed

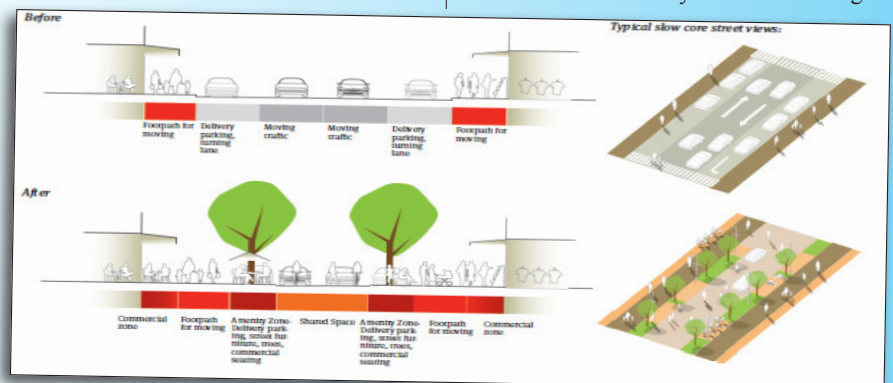
The Canterbury Earthquake Recovery Authority (CERA) is continuing to demolish earthquake damaged buildings. Residents who took the opportunity to visit the Red Zone during the bus tours would have noted that there are large empty areas where buildings used to stand. There are plans to hopefully reduce the Red Zone slightly prior to Christmas as well as further reduction in the New Year.

Christchurch City Council has been busy putting together the Draft Central City Plan. The Plan outlines the framework for the rebuild. The Plan brings together suggestions made by residents during the successful "Share an Idea" campaign. The document has been out for consultation and Councillors are currently deliberating on the feedback they have received during the consultation. The Draft Central City will be finalised and signed off by Council mid-December before being delivered to the Earthquake Recovery Minister prior to Christmas.

The Draft Central City Plan proposed a number of transport focussed initiatives in its Transport Chapter. Some of the key initiatives include:

- High quality, efficient, reliable and affordable public transport system. Investigations will be made into Light Rail as well as im-

provements to the existing bus network such as directing buses around the slow core heart of the Central City, not through it. The new network circulating around the slow core of streets will have bus routes typically passing



through three central street stations.

- A Slow Core with a reduced speed limit, shared spaces, wider footpaths, space for café tables and chairs, street trees, street furniture, public art, higher quality pavements, seats, narrower carriageway and provide easier access for people with limited mobility.

- High quality Main Streets providing iconic approaches to the heart of the city from the avenues. These will provide easy walking and cycling routes including separated cycle lanes, wide footpaths and a high standard of

off by the Minister, a series of Transitional Projects may be implemented as the Central City Red Zone is reduced. These may include the reduced speed limit for the Slow Core, together with some temporary works to ensure the road environment will match the reduced speed limit. CCC will be taking a mix of successful initiatives from overseas as well as some local initiatives to achieve this. For more information on the draft Central City Plan see the website www.centralcityplan.org.nz