

Reducing the **true cost** of road safety

Trafinz Conference takes new path

The Trafinz Conference for 2012 will be different and challenging!

This year there will be a major International Safety Conference in Wellington in early October and this includes a 2 day Road Safety Education Conference. Trafinz is assisting with the organisation of the Wellington event, but does not see it as a full substitute for the Trafinz Conference.

It has therefore been decided to change the format of the Trafinz Conference this year. The 2012 Trafinz Conference "Reducing the TRUE COST of Road Safety" will be a two- centre road show. It will utilise some of the international speakers from the Wellington event and give transportation audiences in other centres the opportunity to hear their messages and discuss how to grow a NZ road safety culture locally. Two day conferences are being held in Christchurch and Auckland. One day will be particularly focussed on local safety initiatives and be organised by our partner organisation SASTA, with the other day more focussed on higher level strategic and traffic policy issues and aimed at involving local and regional political and professional leaders. As with all Trafinz conferences there will be an excellent informal evening with a dinner where

the Trafinz Achievement Awards will be presented. This will be a great opportunity to network with leading specialists in the traffic and transport field including our overseas guests.

The Auckland conference will be held 8/9 October and the Christchurch conference will be held 10/11 October. See <http://trafinz.org.nz/conferences> for more information.

The change in format responds to the budget restrictions that organisations and Councils are having to work within and will provide a low cost but high quality opportunity for staff development. Registration fees to attend these conferences are incredibly good value from only \$150.00 + GST per day.

Plan now to attend, at a venue convenient to you.

From the President



A key safety initiative that TRAFINZ has been promoting is well underway. This is the Local Government Road Safety Forum, which is looking at some excellent statistical material (MoT Dec 2011 Quarter Road Toll report, and NZTA Casualty Prediction Model). This showed:

- no growth in vkt (2011 is at same level as 2003); but growth in heavy vehicles that peaked in 2007 and 2008 and has dropped back to below 2005 levels.
- Prediction model shows the investment programme in the GPS would see increasing KSI motorcyclists and cyclists and reducing KSI motorists and passengers
- Prediction model also shows reductions in KSI on state highways and increases on local roads

An obvious conclusion is that the investment mix proposed in the GPS needs amendment from a safety perspective.

We also discussed the Safer Action Plan with Cameron Bayly (MoT – NRSC) and Lisa Rossitor (NZTA) and are intending to focus on a small number of key themes, including: the place of safe systems; the role of advocacy in getting things through Cabinet; sharing best practice; targeting high risk groups; FAR subsidy rates; BAC; safer road network; use of camera fine money; the speed limit setting process etc.

Our Plan is to have a workshop at the next LGNZ conference to give feedback on the action plan. The idea will be to put up a list of 10-12 possible ideas, pre-circulate material to get attendees well informed and use the session to address priority areas and gauge feedback. The LGNZ conference will be at the beginning of the action plan consultation period, and before the Australasian Road Safety conference and our own mini-conferences.

Conference Theme

The conference will focus on creating community engagement and corporate responsibility around: Reducing the TRUE COST of Road Safety

- * **Applying 'safe system' design**
- * **Creating self-explaining self-enforcing roads**
- * **Sustainable transport system**
- * **Growing a NZ Safety Culture**

High Risk Intersections

NZTA have produced a draft High-risk intersections guide, and this is available on their website www.nzta.govt.nz. While the consultation period has now closed they are still interested in receiving feedback.

Intersections are among the most dangerous places on New Zealand roads. During the last five years, 48 percent of fatal and serious injury crashes in urban areas were at intersections. On rural roads, with speed limits of 80 km/h or above, 17 percent of fatal and serious crashes were at intersections.

'Safer Journeys' highlights a need for improved safety on our high-risk intersections. This guide provides best practice guidance on how to identify, prioritise and treat key road safety issues at high-risk intersections.

The draft High-risk intersection guide is a companion document to the High-risk rural roads guide which was launched in September 2011. The High-risk guides provide methods based on crash histories and evidence



based risk analysis. They encourage us to be proactive, and answer the accusation that we don't fix hazards unless someone has been killed.

The Guide is not a mandatory document but will provide guidance on the analysis processes to be expected to support recommendations for the funding of counter-measures and their priority. TRAFINZ is not preparing a submission but would encourage members to provide feedback to NZTA on any matters in the draft Guide that may be unclear or likely to be difficult to implement.

New Trafinz Executive

The 64th Annual General Meeting of TRAFINZ was held on Wednesday 28 March 2012 at the Wellington City Council Chambers.

The following were elected for the 2012/13 year:

President: Councillor Andy Foster - Wellington City

Vice President: John Gottler – Aurecon (Life Member)

Secretary/Treasurer Robyn Denton (Hamilton City)

Executive:

Cr Andrew Noone (Dunedin City)

Sarah Connolly (Dunedin City)

Cr Dave Macpherson (Hamilton City)

Steffan Thomas (Christchurch City)

Dave Gamble (TrafficPlan Ltd – Life member)

Karen Hay (Auckland Transport)

Ken Lee-Jones (Auckland Transport)

Steve Spence (Wellington City)

Robert Swears (Opus International Consultants)

Kevin Taylor (NZ Police)

Paul Barker (Wellington City)

Anna Blomquist (Sasta Chair, Wellington City)

Glenn Bunting (NZTA)

President Andy Foster expressed his appreciation for the work of the outgoing Secretary/Treasurer Don Hill (Life Member) who has retired from that position.

Prior to the AGM the previous Executive discussed the development of the proposed new Action Plan for "Safer Journeys" with Tony Bliss who is assisting Cameron Bagley of the Ministry of Transport with this project. (See photo) Trafinz Executive Topics discussed included ways of developing an effective Kiwirap style system for urban areas, developing default speed settings below 100kph for parts of the rural network, and better ways to fund the installation and administration of red light cameras. Officers from Hutt City and Kapiti Coast District joined the Executive members for the discussion.



Cr Andy Foster



John Gottler



Robyn Denton



Paul Barker



Anna Blomquist



Glenn Bunting



Sarah Connolly



Dave Gamble



Karen Hay



Ken Lee-Jones



Cr Dave Macpherson



Cr Andrew Noone



Steve Spence



Robert Swears



Insp. Kevin Taylor



Steffan Thomas

Visit the Trafinz website

Getting shared zones working in NZ

Some forty years ago traffic engineers and transport planners introduced the 'shared zone' concept into low speed urban environments throughout Europe.

Communities were provided with valuable tools to enable the visually impaired, mobility impaired, youth, elderly and less confident pedestrians and cyclists to safely share available public space. Some of these tools were interim measures including initiatives such as education, bells on bikes, high visibility cycle flags etc. However, over time a culture of respect and safety within the footpath has been created as well as an environment to engage with others, improve community health and reduce transport impacts on the local environment. Today in Europe 'shared zone' is an integral part of the urban form and the fabric of all villages, towns and cities. Shared zones make a significant contribution to public health, local economies, the environment, personal security and positive safety outcomes of the transportation system.

Local Government in NZ has recognised this for some time and despite the restrictions of NZ legislation, (only postman, trained or untrained, either on a bicycle or a motorcycle are allowed to use footpaths other than pedestrians) 'shared zone' as a technique is being provided to communities to enhance convenience, directness, accessibility, personal security and safety while also creating a culture of respect and a shared sustainable vision of safety for all vulnerable users.

Trafinz understands that this technique will only be implemented



incrementally as it was in Europe as we work towards a safe system where people, vehicles and the environment are fully integrated.

In NZ local government has begun the development and implementation of 'shared zones.' In general these are at land use intensified urban areas where town centres, schools and the community need to enhance public health, grow the local economy and minimise transport impacts upon the environment. Trafinz strongly endorses 'shared zone' and is actively working through the membership to develop them and make positive changes to NZ law that reflects the needs of vulnerable users to prevent serious injury and death for NZ communities.

John Gottler :- Vice President Trafinz

Photo: Urban 'shared Zone' (Kapiti Coast District Council)

The Safe System in Practice – new training course under development

Embedding the Safe System approach is at the heart of Safer Journeys and is one of NZTA's five strategic priorities. The NZTA has appointed the New Zealand Institute of Highway Technology (NZIHT), with Traffic Engineering Research New Zealand (TERNZ), to develop and deliver a Safe System training pilot in 2012.

The training is being funded through the Sector Research and Training Activity Class. Post-pilot, the training will continue to be available to the wider sector on a commercial basis. In 2012, the training will be offered to 200 participants from the NZTA, New Zealand Police, local government, Ministry of Transport and ACC in August and September.

What the training will cover

The training course will comprise two consecutive days of "action learning" with an emphasis on small group work involving practical case studies. It will cover:

- Safe System principles – refresher and in-depth analysis of what they mean
- the four elements of the Safe System – safe roads and roadsides, safe vehicles, safe speeds and safe users – identifying the most effective treatments for each
- collaborative problem-solving using case studies to apply all Safe System principles and a cross-system, cross-sector approach, with a link into road safety action planning
- developing a personal action plan for applying the Safe System to every day work.

Who should participate?

The NZTA advises that for 2012 priority will be given to:

- roles where applying the Safe System approach is necessary for full effectiveness – particularly those that involve cross-sector co-ordination and joint problem solving
- staff who have had an introduction to the Safe System but need to

develop the ability to apply it to their work

- influential staff who are in a position to lead by example and mentor others who may participate in the training subsequently
- emerging leaders.

Course dates and locations for 2012

- 15 and 16 August - Auckland
- 29 and 30 August - Wellington
- 12 and 13 September - Christchurch
- 26 and 27 September - Rotorua

Cost

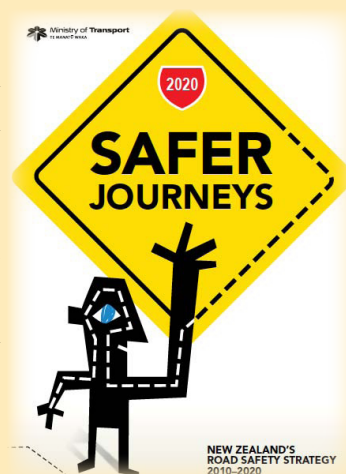
The 2012 courses do not have a course fee because they are part of a pilot. However, participants, or their employers, will need to meet their own travel and accommodation costs. Once the course is running commercially from 2013 there will be a course fee for attendance.

How can people enrol?

NZTA regional staff will work with their contacts in local government to identify potential participants who will be invited to submit an expression of interest for one of the places on the pilot programme. Across New Zealand there will be about 55 places available for local government.

Contact for queries

Please contact Margaret Dugdale, Principal Advisor Road Safety, at NZTA: margaret.dugdale@nzta.govt.nz; DDI (04) 894 6346.



Good Transport ideas from Europe

Cr Dave Macpherson
Hamilton City Council

During my visit to Europe I found the political and social conditions more similar to those prevailing in New Zealand than I suspected, and leaving aside better economies of scale in Europe, I saw many transport initiatives that could be implemented and/or improved on in the NZ context.

Looking at transport governance, it was clear, particularly in the UK, that structures in local government supported the introduction of important and innovative

transport projects and systems. All Councils I met with had versions of Transport (including Infrastructure) Committees, and Chairs/Portfolio leaders/Co-ordinators who were very often regarded as the 'champion' of the transport initiative I was studying, or if not them, then their predecessors.

Funding streams enabling the implementation of the projects or initiatives I studied principally came from three sources:

- central government grants made on a one-off, contestable basis following a 'bid' by the relevant authority;
- standard central government transport grants or subsidies used for innovative projects;
- a mixture of central and local government funding for 'pilot' projects, with only one or a handful of centres receiving grants, with the rest of the transport sector awaiting the results of the 'pilot' with a view to developing their own projects in similar areas when more widespread funding became available.

The exception to these funding types was Nottingham's locally-charged Workplace Parking Levy for Phase 2 of their NET tram system, introduced when the first type of funding above became unavailable.

In a similar economic and political climate to that prevailing in New Zealand, the UK Government had not gone down the road of totally winding down investment in some 'activity classes' or transport modes to benefit the classes they preferred. There was clearly a view that a somewhat 'balanced' investment approach across the range of transport modes would not only 'cover all bases', but would avoid both political trouble, and the sort of medium-long term transport investment 'lurches' from one path to another that are seen here.

In particular the UK Government was responding just enough (some might have said not quite enough) to local needs, often demonstrating cross-party political support at a local level to avoid unbalanced transport investment becoming a political issue. In the Netherlands, the job was easier, as there was an unwritten political and community 'compact' in place that ensured all transport modes were funded well, and functioned well, and the populace responded by using them well.

In the area of **walking and shared space**, it was clear in both the UK and Netherlands that the promotion of better facilities for active transport had widespread community and political support – nowhere did I observe such projects being used as 'political footballs' with opposition groups using such initiatives to attack incumbent administrations. Political

parties of all colours were responsible in different centres for leading the introduction of active transport facilities. For sheer inspiration, the Dutch woonerven in Almere and other centres shone, although almost all UK cities I visited were eminently walkable, and safer to boot.

In late 2011, I travelled to Europe on a Winston Churchill Memorial Trust fellowship to "investigate successful integrated transport systems, alternate transport modes and safe transport systems, in suburban and regional centres in the United Kingdom and the Netherlands, and the role they play in promoting good urban living." This is a summary of my full research report.

Bus Rapid Transit schemes were impressive additions to the arsenal of affordable public transport responses, compared with trams or standard bus services, with several variations on this theme. For appropriateness in a New Zealand context, I would pick Swansea's Metrobus FTR system, followed by the Crawley-Gatwick Fastway service, as being most easily translatable into our communities.



Cambridge Guided Busway on trial

Cycling was almost a way of life in some Dutch centres, with cities in the south of England pushing to emulate that culture. Although London's Barclays Cycle Superhighways were impressive, the standout centre for me was Houten in southern Netherlands, where high cycle usage came as a result of good urban planning, sensible regulations, low road speeds and a safer community. Almost all centres had adopted a 'build it and they will use it' approach to reverse the long-term decline in cycle usage from the 1970s, and the consequent lack of safety for cyclists.

Light Rail or Tram systems are expensive beasts, even when there are no cost overruns, require considerable retrofitting, good population densities and supportive geography. I could only see Auckland, and possibly Christchurch with its post-earthquake enforced refit, as being possible contenders for trams in the foreseeable future.

Rail and water public transport definitely have a strong and enduring place in all European countries when considering long-distance commuting, and inter-regional travel. Both rival, and are perhaps pulling ahead of short-distance air travel, especially given air

port congestion. Where rail lines or corridors exist within New Zealand communities, this usefulness will be translatable. The type of commuting that occurs between Palmerston North or Masterton and Wellington; or between Hamilton and Auckland, definitely lends itself to that mode.

Parking, carpooling and Park & Ride are essentially support systems to the main games of reducing city centre congestion. It was clearly common sense

in Europe to marry good policies in these areas with almost any major transport project. Such integration is perfectly translatable to New Zealand, and overdue in many cases.

Road Safety was perhaps not seen in Europe so much as a 'campaign' or specialist transport area in its own right, but as a key product, both of sensible and sustainable transport projects – particularly those concerning public and active transport, and of good urban planning and policies that supported a good quality of life. Portsmouth's city-wide 20mph residential speed zones seemed like a 'no-brainer' when you experienced them, while residents of Dutch cities almost scratched their heads in wonder as to why anyone would NOT have slower speeds in all residential areas.



Bournemouth 'bollard' & speed zone

Good **urban planning, architecture and public realms** were, it seemed, a sign of a place where people would want to live; not something to be fought over or made political footballs of. Residents of cities with architecturally or environmentally interesting city centres were 'voting with their feet', and returning in good numbers to revitalize these areas.

Innovative **freight** distribution and consolidation schemes are being looked at in many parts of the world, including New Zealand. The Bristol and Bath Freight Consolidation Schemes are of a scale and nature that would be easily transferable to medium and larger cities here – they warrant further investigation than I could give them.

Dave's full report, or copies of his notes or presentations from the different centres are available from dave.macpherson@hcc.govt.nz