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FROM THE PRESIDENT

Recently we had a horror weekend on our roads with eleven people killed, and we are back over 300 people dead in the last twelve months. It doesn't have to be that way – it should not be that way. There has been good progress made – Safer Journeys is an excellent strategy, Government has grasped some pretty hard nettles – notably driving age and training and alcohol levels, but there remains so much to be done. We should be able to halve that road toll.

In 2013 world leader Sweden got its road toll down to 264 with a population of 9.5 million. They have invested seriously in road safety engineering, median and edge barriers (the famous 2 +1 roads), traffic calmed urban areas, solid enforcement, and a widespread road safety culture driven by 'Vision Zero'. When TRAFINZ visited Sweden we were greatly impressed by the culture of 'what part can I play?' which seemed to exist from insurers to vehicle manufacturers to state administration. Our learnings and ongoing engagement with world leading thinkers has helped TRAFINZ to continue to be a leading road safety advocate in New Zealand.

I think we are beginning to see a culture shift; certainly there is a determination in the Government agencies. I attended a MoT led half-term review session of Safer Journeys a few days ago. I was excited to see people from agricultural bodies to Councils to trucking companies thinking about what we can do better.

Here are just some things TRAFINZ has been advocating: We think all the key players should be required to develop a Safe System Plan – if you operate a roading network, are a lawmaker, an enforcer, run a large fleet, an insurer, a Safe System Plan should lay out what your organisation intends to do towards a safer land transport system.

We think there is a need for a dedicated and adequately resourced road safety champion. We think the Government Policy Statement should provide a dedicated road safety engineering budget – just as it provides dedicated road safety enforcement and education budgets.

Can I finish by encouraging you to get involved in TRAFINZ. We would love to have more people, particularly elected members on the Executive (not too onerous!). We also look forward to seeing lots of new faces and meeting old friends again at our annual conference in August. We will be enjoying real southern hospitality in Dunedin and will be challenged by some great speakers. The theme is Transport Futures- the Changing Face of Transport. Do join us and register your place now.

Warmest regards

Cr ANDY FOSTER  
PRESIDENT  
TRAFINZ

2015 CONFERENCE



The conference theme for the 2015 Trafinz Conference is

**TRANSPORT FUTURES: The Changing Face of Transport.**

This will focus on four key topics:

- Decision making and funding
- Infrastructure and technology
- Safe and liveable communities
- Sustainable and resilient transport networks

CONT. P2



# TRANSPORT FUTURES

THE CHANGING FACE OF TRANSPORT  
12-14 AUGUST 2015



The Dunedin Centre  
Dunedin  
trafinz.org.nz/  
conferences/2015



## WHY SHOULD YOU ATTEND?

For politicians and transport professionals, this is no ordinary conference.

It will challenge your business as usual outcomes, and drive proactive change to respond to our key transport challenges including:

- Making unpopular decisions to support transport choices
- Eliminating complacency towards death and serious injury on our roads
- Investing to deliver the desired outcomes for our communities and our environment
- Using technology to respond to transport network deficiencies
- Overcoming dissatisfaction with public transport
- Facilitating economic opportunities and providing real global competitiveness for freight
- Supporting transport independence for the young and old
- Designing active, healthy and liveable communities
- The opportunity to see what is going on around the country that you could use to complement your road safety programme

## PROGRAMME

Each day there will be Keynote Plenary sessions followed by concurrent sessions. This will be a change from the usual format, with shorter tightly focussed presentations to allow time for questions and participation by groups of conference delegates in the following interest groups.

- Engineering
- Enforcement
- Education
- Elected Members
- Researchers working in transportation in New Zealand

As usual there will be a Welcome Function and a Conference Dinner giving opportunities for delegates to network and explore ways that others have been addressing problems.

See the Conference Website for details.  
<http://www.trafinz.org.nz/conferences/2015/>

## KEYNOTE SPEAKERS

### Professor Mark Stevenson

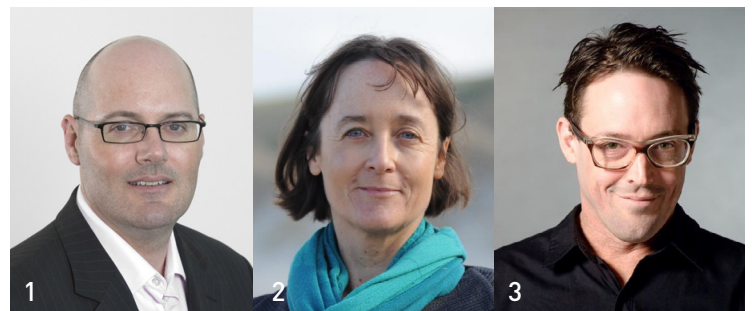
Professor Mark Stevenson (opposite no.1) is an epidemiologist and Professor of Urban Transport and Public Health at the University of Melbourne, Australia. Prior to this appointment, he was Director of the Monash University Accident Research Centre

a leading transport safety research Centre in Melbourne, Australia. Professor Stevenson is a National Health and Medical Research Council (Australia) Fellow, an Honorary Professor in the Peking University Health Science Centre, China and an advisor for injury to the Director General of the World Health Organisation.

Prof Stevenson has worked on numerous national and international projects that have directly influenced transport policy and worked with both Federal and State Governments in Australia and internationally. He has led many research groups and is internationally recognized in the field of transport safety and public health. He is currently developing a cross-disciplinary team at the University of Melbourne focused around urban design, transport and population health.

### Dr Janet Stephenson

Janet Stephenson (below no.2) is a social scientist with a particular interest in societal responses to environmental challenges. She is the Director of the Centre for Sustainability at the University of Otago, which carries out interdisciplinary collaborative research in agriculture, food, energy and environment. In the energy field, Janet leads the 4-year interdisciplinary research programme Energy Cultures 2 which examines opportunities to support energy-related behaviour change in households, businesses and transport. Her research includes exploring the future of transport for New Zealand under changing global conditions. She is also a research team member in the 6-year GREEN Grid research programme, which is looking at the future of New Zealand's electricity system; her work is specifically focused on the impact and potential of changes in household energy behaviour including adoption of electric vehicles.



## REGISTRATION

This year we have made some changes to encourage Elected Councillors to attend by offering a special "Bring a Councillor" rate. We are also encouraging multiple registrations from one organisation through a discount.

Please see the Website for more details and to Register.

### Conference MC

**Greg Cooper** (above no.3), will bring a fresh perspective to the MC role this year. Having MC'd both the 2WALKandCYCLE Conferences, the conference committee were keen to utilise his expertise for the Trafinz conference.





Dunedin Photography





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## NEWS

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### WELCOME TO NEW TRAFINZ EXECUTIVE

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#### Welcome to New Executive Members

At the TRAFINZ AGM on 18 February 2015 Cr Andy Foster was re-elected as President for a further year with John Gottler continuing as Vice President.

For 2015 there are two New Executive Members:



#### Chris Teo-Sherrell (1)

Chris is on the Living Streets Aotearoa executive and also is a Palmerston North City Councillor

#### Linda Anderson (2)

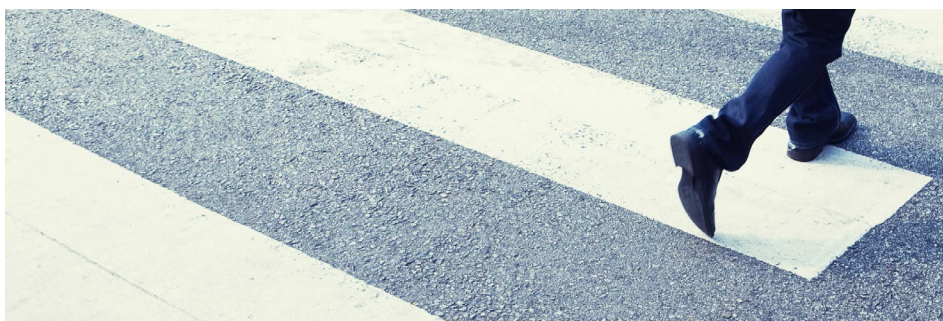
Chair-SASTA .  
Linda is Regional Manager - RoadSafe HB and based at Hawke's Bay Regional Council

Welcome Chris and Linda

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### NEW PEDESTRIAN FACILITY TOOL

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Austrroads have developed a new tool to help NZ practitioners select the most appropriate type of pedestrian crossing based on walkability, safety and economic outcomes. It will analyse both mid block and intersection pedestrian facilities and will calculate BCRs for the various options- raised platforms, zebra crossings, signals, grade separation or combinations of these facilities.

The research work was done by Steve Abley, Dave Smith and Stacy Rendall using NZ and Australian data and is described in Austrroads Research Report AP R 472-15.

For more details and to access the tool visit <http://www.austrroads.com.au/road-operations/network-operations/publications-resources/pedestrian-facility-selection-tool>

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### UPCOMING EVENT

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Sixth New Zealand Mobilities Symposium 'Mobilities in a 'Dangerous World' 25-26 June 2015 University of Waikato, Hamilton.

For a new slant on "mobility" this Symposium conceptualises 'danger' as the risk and threat that mobility might pose in the contemporary world, such as climate change refugees, pandemic disease transmission via people and movement, among other aspects of perceived dangers in our shared mobile world.

Sessions on the first day include presentations on commuting and cycling, while on the second day there is a session on Transport Planning and Policy.

A full programme is posted on the Trafanz website <http://www.trafanz.org.nz/news/>.

Please contact [dangerousworldmobilities2015@gmail.com](mailto:dangerousworldmobilities2015@gmail.com) to register or for more information.

Attendance is free.

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### TRAFINZ ACHIEVEMENT AWARDS

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Applications are now open for the Trafanz Achievement Awards. [Click here](#) to download information on the application process. Applications must be received by 24 July 2015.

### RED LIGHT CAMERA

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TRAFINZ is delighted that the first modern digital red light cameras have been installed by the New Zealand Police in the last few weeks. TRAFINZ has advocated for red light cameras for many years, and supported the extensive research trial undertaken by the former Auckland City Council. The first three cameras are now operating, two in Auckland and one in Wellington. They are capable of picking up speeding offences as well as red light running.

Cr Andy Foster TRAFINZ President says "We consider that red light cameras are a very useful road safety tool. We all know, we've all seen, that red light running is endemic. That is a significant safety risk, as well as a real annoyance for other road users, particularly pedestrians."

"What many people don't understand is that red light running also affects transport movement. Because people run red lights Councils have to adjust traffic light phasing accordingly – slowing everyone else down."

"TRAFINZ would like to see a lot more cameras in place around the country, and will continue to advocate for more cameras. It seems pretty clear that there is strong public support for red light cameras which is unusual for any form of enforcement! We think most people see no excuse for running red lights, and endangering others."

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### TRAFINZ MEMBERSHIP

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Invoices for the 2015-16 year have been posted out. Prompt payment would be appreciated. New Members are most welcome. There is a Membership Form at the end of this Newsletter or see our website <http://www.trafanz.org.nz/about/>

## Speed Management

### Engagement on the Speed Management Guide – an update from NZTA

In December, the Transport Agency released an engagement draft of a Speed Management Guide for the sector. This update summarises the key themes to emerge from the engagement so far.

The Guide, which is a key part of the Safer Journeys Safer Speeds Programme, will provide RCAs with a method to assess and manage speed on their networks. Over time

this will increase the effective targeting of interventions to risk, and will lead to travel speeds becoming increasingly safe and appropriate on different types of road. This in turn will help road users to better understand what travelling at safer speeds means.

Since December, a number of workshops and meetings have been held with RCAs, staff from other road safety partner agencies and the AA. The workshops 'sense tested' the draft assessment methodology with RCA staff who are most likely to use the

Guide. We also received written feedback from some RCAs and this is also included in the summary of feedback. The Transport Agency would like to thank all those who have engaged so far.



Everett

### The Feedback

Issue	Comment Received	Response
<b>Assessment Methodology</b>	Most respondents supported the intent and the purpose of the assessment method, but there were a few questions on getting the right balance between risk-targeting versus consistency.	There needs to be a balanced common-sense approach looking through a network or corridor lens as opposed to just individual roads.
	It was perceived by some that adopting a pure risk-based approach only on individual high-risk roads could lead to a less consistent experience for road users. For example if a high risk open road arterial had its speed limit reduced below that of the connecting lower class roads, then this could confuse the public.	Achieving consistent outcomes where travel speeds are matched to the function, safety and use across the whole network is a long-term speed management objective.  Achieving a consistent approach to speed management using nationally- consistent data sets and the assessment methodology is a short-term objective.
<b>Engagement and communications</b>	Speed management, especially speed limit changes, can become very political and some RCAs are perceived to either be going too far, or not going far enough. RCAs need a consistent set of national messages to support their local engagement.	There are already some high level key messages in the Safer Speeds programme found on the Safer Journeys website. However feedback suggests we need more detail. Over time these key messages will be strengthened in a long-term project to 'Change the Conversation' on speed.
	The guide is a good technical document but a 'plain English' summary would be a useful companion document to support engagement.	The Guide already contains advice on good practice engagement and this will be strengthened further for the next Version.  A companion brochure is being prepared and could be used for stakeholders, road user groups, politicians and the general public.
<b>Expectations - scale and pace of change</b>	In some cases the sense test of the assessment method implied there would be significant changes required on the network. Is this the expectation? And if so, over what timeframes?	This will be largely for RCAs to determine based on their planned investment in speed management. While we understand that RCAs have largely determined their 2015-18 Land Transport Programmes, we would stress there is still scope for some reprioritisation if a compelling case emerges from applying the assessment methodology. Our expectation is that speed management plans will be used as part of subsequent investment programmes from 2018 onwards.



CONT.

We also received comments on a number of points throughout the Guide and these are being considered for the next draft.

Next steps

- Engagement will continue until the planned release of the Guide in July 2015.

The focus will broaden to engaging with stakeholders, road user groups and local representatives over the next few months.

- A plain English brochure of the Guide is being developed to support the above engagement.

The assessment methodology is being fine-tuned and the requirements confirmed for the national data sets we will be providing to RCAs as part of their speed management plans. We still welcome technical feedback on the assessment method.

Please contact [ian.mcauley@nzta.govt.nz](mailto:ian.mcauley@nzta.govt.nz)

## OLD AND NEW SIGNS AND MARKINGS (on roads in England 2014)



### Paths For People - Workshop Report

On 11 December 2014 TRAFINZ ran a half day workshop on pedestrian issues. This was well attended by Trafanz members and invited representatives of relevant organisations and researchers.

Presentations were given on future needs and what is being done to address these needs.

#### Future Needs

Two thirds of the expected growth in the NZ population over the next 20 years is expected to be in the 65+ age group, and 84% of NZ TLAs will have all of their growth in this group.

Even more than today, future designs will need to provide for pedestrians and specifically those with mobility needs. Speakers from the Blind Foundation and CCS Disability Action said that they were actively engaged with developers and Council staff to try and ensure that the design details for kerbing, ramps and paths are appropriate.

The number of pedestrian injuries and deaths have not decreased over the past 15 years and have become an increasing percentage of all casualties on NZ roads. The current trend towards shared pathways is a real concern as new hybrid cycles are being promoted.

#### What is Being Done?

NZTA has reviewed RTS 14 the Blind and Vision Impaired Guide and this will be



**"Coming to a footpath near you?"**

published later this year. The Pedestrian Planning and Design Guide is also under review, especially the design of shared facilities and intersections. A Road User Rule review is in the MOT 2015/16 programme of work and this could include pedestrian and cycling matters.

Public transport (gold card) and Total Mobility (in Auckland) are important facilities for pedestrians and are under review.

MOT with NZTA are to undertake a stocktake against the recommendations from the 2005 Human Rights Commission report.

#### Future Actions

The workshop attendees agreed on a list of actions including:

Accessibility Audits by TLAs as an input to their work programmes for footpath and other work

Submissions to MOT and NZTA on better integrating pedestrian issues into their activities (Safer Journeys, Road User Rule, Design Guides, Co-investment). These submissions are currently being prepared by Trafanz.



# TRANSPORT FUTURES

THE CHANGING FACE  
OF TRANSPORT  
12-14 AUGUST 2015





## MEMBERSHIP APPLICATION FORM

**NAME OF APPLICANT ORGANISATION:**

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**NAME OF REPRESENTATIVE:**

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**POSITION TITLE:**

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**POSTAL ADDRESS:**

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**PHONE:**

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**CELL:**

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**EMAIL:**

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**CONTACT DETAILS FOR ACCOUNTS:** / IF DIFFERENT FROM ABOVE

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**MEMBERSHIP CLASS:** / REFER OVERLEAF

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### 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. This information 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:**

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**POSITION TITLE:**

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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).





## INFORMATION FOR INTENDING MEMBERS

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.

<b>MEMBERSHIP CLASSES AND ASSOCIATED FEES 2015</b>		<b>Cost (\$) GST exclusive</b>
<b>Local Government Members</b>	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
<b>No charge for first the year of membership for new Local Government members</b>		
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