
Trafinz

NEWSLETTER

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Safe &
Accessible
Places**

Hamilton, Claudelands
10-13 November 2019

Register now for the 2019 Conference!



Trafinz
2019
NZ Traffic Institute

FROM THE PRESIDENT

ANDY FOSTER



TRAFINZ is delighted to see Government's new road safety strategy, 'Road to Zero'. TRAFINZ has long advocated for an ethical commitment that death and serious injury should not be an acceptable by-product of mobility, and that we all share a responsibility to do what we can to eliminate carnage on our roads. Road to Zero is a vital step in the government policy statement commitment that road safety is the number one transport priority. We can do this. Even if we never achieve zero, the drive to pursue that target will save an enormous number of lives and prevent thousands of people being maimed.

Our submission on Road to Zero is on our website under trafinz.org.nz/submissions.

We have made some key recommendations particularly in road safety governance and leadership. Road to Zero was light on the role of local government. We are a critical partner.

TRAFINZ continues to advocate that all key players be required to have a Safe System Plan, demonstrating the actions we will take towards Zero, whether that is as a road owner, an enforcement or education agency, a rule maker, a fleet operator, or an insurer. A Safe System Plan would not mean your piece of the system was necessarily safe, but would show how you are going to act to make it safer.

TRAFINZ also continues to recommend the need for an independent safety champion, an entity resourced to hold everyone, including Government,

to account, to praise good work, to encourage action where it is needed, to criticize when necessary. That is an entity to speak for the victims past and those we hope will never be victims on our roads. We consider that such an organisation could also be a centre for research and information sharing.

TRAFINZ also supports Road to Zero's recognition that the way we develop our towns and cities has a critical impact on road safety, and felt that this should be lifted in the strategy.

Those readers who are elected members will be busy with election campaigning as I am, on top of doing your day to day work. I thank you for the work you do for your communities, and wish you all the very best over the coming weeks. I am a great believer in the importance of the local government family, and us working together for the betterment of New Zealand Inc.

On that note you will also read in this newsletter about the upcoming TRAFINZ conference from 11-13 November in Hamilton. It will be a fantastic way of starting your new triennium. Well informed political leaders make such a difference, and if we are to deliver much safer transport for our communities you will find TRAFINZ conference invaluable. I encourage all readers and organisations to register now, even if it is to register places rather than named people at this stage.

Once again I wish you well for the next few weeks in particular.

Councillor ANDY FOSTER
PRESIDENT New Zealand Traffic Institute (Trafanz)

TRAFINZ CONFERENCE 2019



Smart, Safe & Accessible Places

Hamilton. Claudelands
10-13 November 2019

5 INTERNATIONAL KEYNOTE PRESENTERS

This year we are spoilt with choice. There are 5 incredible presenters at the conference.



Steven Burgess, Director, Complete Streets Pty Ltd

Steven Burgess is one of Australasia's leading voices regarding people-focused urban movement and quality places.

His expertise is based on 30 years' experience as an engineer and urban strategist. His passion is creating cities for people that can be sustained by vital local economies.

Planning, design and development of Liveable Cities

Steven will challenge the conference to think about a braver approach to city shaping, creating places, spaces and economies that make healthy, happy cities with healthy happy communities.



Professor Graham Currie, Monash University

Prof Currie is a renowned international Public Transport research leader and policy advisor with over 30 years' experience. Professor Currie has worked for some of the world's leading Public Transport Operators including London Transport, and he has managed numerous Public Transport research and development projects internationally. Graham is also a specialist advisor to international agencies on planning transport for special events and has worked on all the summer Olympic Games since 1996 and the Hajj pilgrimage in Mekka. In this role he aims to develop knowledge and training for the public transport profession on a national and international basis.

In a 2015 independent world review of academic research in the field of public transport Professor Currie was found to one of the most cited researchers in the field and also one of the most productive in terms of the volume of research outputs in leading research journals

Transit Fightback - Pushback on Technology Hype for Stronger City Futures

A tsunami of global media suggests autonomous vehicles and shared new mobility modes using private vehicles are solutions to the congestion, economic and environmental problems of growing cities. But much of this discussion is based on hype; the promotion of new technologies with little proof, feasibility and little basis in fact. This presentation provides new evidence that new mobility solutions using private vehicle travel remain problematic and that solutions using public transport are needed for growing cities.





Skye Duncan, NACTO

Skye Duncan is the Director of the Global Designing Cities Initiative (GDCI) at the National Association of City Transportation Officials (NACTO). Skye and her team produced the award-winning Global Street Design Guide and provide ongoing technical assistance to cities around the world on safe and sustainable street design and mobility.

Skye is an urban designer with over 15 years of experience in architecture, urban design, and planning, and was recognized as one of TUMI's Remarkable Women in Transportation in 2019. She has worked as a Senior Urban Designer at the New York City Department of City Planning, as an International Urban Design Consultant, and as an Associate Professor at Columbia University in New York City, where she studied as a Fulbright Scholar.

Putting people first: shaping urban streets for healthy and sustainable cities



Paul Steely-White, Bird, Director of Safety Policy and Advocacy

Prior to joining Bird in 2018, Paul served for 14 years as the executive director of Transportation Alternatives, New York City's leading advocates for bicycling, walking and public transportation. In 2015, Paul was recognized by the New York Academy of Medicine for his work to make streets

safer and healthier. He took a leadership role in making New York the nation's first US city to embrace Vision Zero, and that work has resulted in hundreds of lives saved in few years since its adoption.

Vision Zero: the five keys to NYC's success

Paul will focus on Vision Zero: The Five Keys to NYC's Success. In his presentation, Paul will explain why the first step towards effective Vision Zero was 98Mayoral leadership, and identify and explain the other four factors that have proven critical to NYC's Vision Zero success.



John Wall, Program Manager, Connected & Automated Vehicles, Austroads

John Wall is recognised as one of Australia's leading specialists in the application of Intelligent Transport Systems (ITS) for road safety. At the beginning of 2019 John commenced his current role as Program Manager for Connected and Automated Vehicles in Austroads; the organisation for Australasian road transport and traffic agencies. Austroads members are collectively responsible for the management of over 900,000 kilometres of roads valued at more than \$250 billion representing the single largest community asset in Australia and New Zealand.

How safe, accessible and able to provide sustainable mobility is the existing road network for self-drive, connected and autonomous vehicles?

Just how good does our road network need to be? Austroads has recently completed a study of 25,000 km of urban and rural highways across Australia and New Zealand to try and answer that question.

John's presentations will challenge what you know about technology changes in vehicles, road environments and how they enable people to achieve safe and sustainable mobility.

LATEST PROGRAMME

Click [here](#) to see the latest programme.



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We still have room for more sponsors, so visit the website [here](#) or contact glenda@hardingconsultants.co.nz to discuss options.
trafinzconference.co.nz

NEWS

FROM TRAFINZ

'ROAD TO ZERO' - TRAFINZ CALLS FOR ACTION NOW

Trafinz has submitted to the Ministry of Transport in strong support of the draft New Zealand Road Safety 2020-30.

For our full submission see trafinz.org.nz/submissions

Trafinz supports setting a target reduction of deaths and serious injury on our roads and proposes a 50 or 60 percent target for the next 10 years rather than the 40 percent in the draft. Several of our members have already set higher targets for their areas. A 40 percent reduction would only get us back to just below 2013 levels. We also support the setting of interim targets.

Strong action plans will be needed including information on the expected contribution of actions to the target. Trafinz executive members have been part of three of the road safety expert reference groups working on the development of this strategy and would be pleased to assist further in its implementation.

Trafinz issued a press release supporting the draft strategy. Below are some extracts. The full press release is at trafinz.org.nz/media-releases

Imagine a country where children look forward to walking or cycling to school, parents arrive home safely, and the journeys we take for work or pleasure do more than leave us alive or uninjured, they also improve our lives. This is happening now in countries like UK, Sweden, the Netherlands, Switzerland, Finland and Norway as part of their Vision Zero approach – an aspirational ethical approach where no death or injury is acceptable on roads.

Trafinz congratulates the government on its draft 'Road to Zero' road safety strategy which is applying the Vision Zero approach to save 750 lives and 5,600 serious injuries over the next ten years.

The new strategy is well overdue and critical.

No road death or serious injury is acceptable to us, or our communities.

Trafinz also see many opportunities in the new strategy for improving people's well-being as they travel, including healthy streets that are social, encourage business, are inviting and good for the environment.

Success will require a shift in traditional thinking and responsibility, away from the historical focus of 'blaming individual road users' towards a greater responsibility among transport system designers for creating a 'forgiving and self-explaining road environment for all road users' – truck drivers, car drivers, passengers, people walking, people cycling, motorcycle riders, the elderly, children, visual and mobility impaired users.

Trafinz President Councillor Andy Foster says the Road to Zero strategy will require courageous leadership from many agencies to achieve the vision of a safe transport environment for New Zealanders. Trafinz members are excited by the opportunity for real change and are building widespread support throughout local government and transport professionals for the strategy.

Immediate actions can be made to save lives this year to get the strategy off to a decisive start. Trafinz encourages New Zealand communities to both support and be part of these actions, including the immediate low-cost implementation of vehicle speed management on urban streets and rural roads.

NEXT TRAFINZ WORKSHOP

The next Trafinz workshop will be held in Wellington on the morning of Wednesday 2 October.

REG, the Road Efficiency Group, will be presenting on **Designing the One Network Framework – Targeting what matters most.**

This includes – Understanding where movement is compromised by lack of space or activity/place. What do we have to do to make this work best?

Followed by a workshop and feedback session.

For more information and to register your interest please contact Robyn Denton Robyn.Denton@hcc.govt.nz

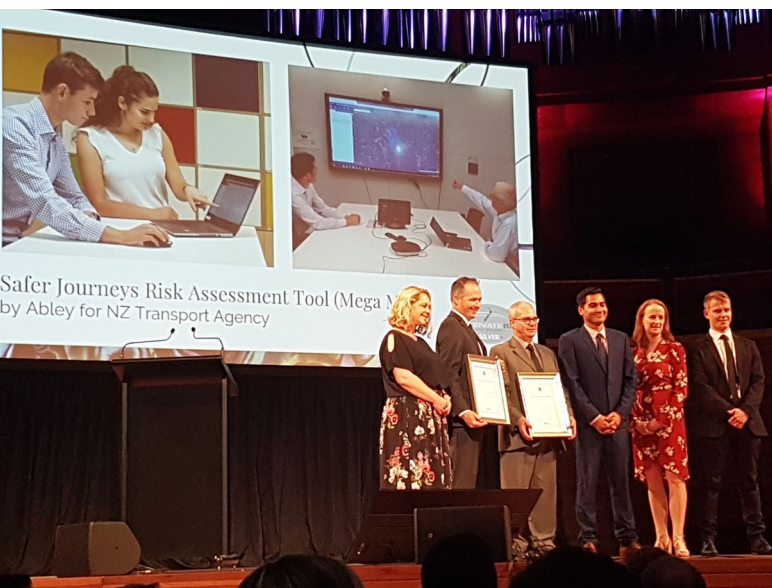
NEWS

FROM COUNCILS AND MEMBERS

MEGAMAPS WINS AN AWARD

The team at Abley and NZTA were thrilled to win a Silver ACENZ INNOVATE project award for the Safer Journey's Risk Assessment Tool (Mega Maps). Winners of the 2019 INNOVATE NZ Awards of Excellence were announced at a gala dinner held at the Christchurch Town Hall on Friday 9th August.

The INNOVATE Awards are the top engineering and consulting awards in the construction, infrastructure, built, and natural industries. They recognise excellence of achievement and are awarded for things that create a NEW level of business as usual. ACENZ Silver awards acknowledge projects which clearly demonstrate a great achievement and service to the client or for smart or innovative technology or project solutions.



Glenn Bunting NZTA and Paul Durdin from Abley with the team

MegaMaps has been developed for the Transport Agency by Abley in response to the requirement in the setting of speed limits rule that the agency provides speed management information and guidance to all road controlling authorities for

all roads in the country. MegaMaps uses the One Network Road Classification, crash data from CAS, and Infrastructure Risk Ratings (IRR) to calculate safe and appropriate speeds for all roads, and then identifies the top 10% death and serious injury saving parts of the network, referenced in the 2018-21 government policy statement for treatment as quickly as possible.

QUEENSTOWN LAKES - NEW SPEED LIMITS

New speed limits will be introduced on Upper Clutha urban roads following a decision by Queenstown Lakes District councillors to adopt a new speed limits bylaw. The speed reductions will be implemented from October 1 on a staged basis according to safety. All will be in place by June 30, 2020.

Changes include a drop from 50kmh to 40kmh in all urban traffic areas across Wanaka, Albert Town, Hawea, Luggate and Cardrona and most urban areas in the wider Queenstown area.

In the Arrowtown town centre, a major tourist magnet, the limit will reduce from 50kmh to 20kmh, while across the rest of the township, it will decrease from 50kmh to 40kmh.

The Bylaw process has also made permanent the speed limit reductions previously sign posted with reduced speed limits in the Arthurs Point and Kelvin Heights areas, with some length adjustments following consultation.

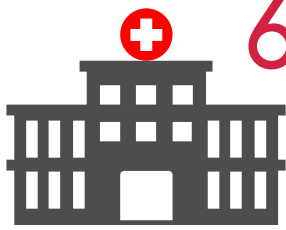
District wide, school zone speed limits will drop to 30kmh.

The decisions followed a special consultative procedure that considered 357 written submissions and 10 oral submissions at hearings in June this year.

ROAD TRAUMA FILLS UP OUR HOSPITALS

If you needed convincing that road crashes are a public health problem as well as being personal tragedies for individuals and families see *the next page*. Road crash trauma is the major reason for trauma admission to our hospitals. The Midland Region (Waikato and middle North Island) has recently published their data. In 2018 there were 618 admissions to hospital as a result of road crash trauma. They occupied 4390 bed days. This is just for vehicle crashes; there were another 170 motorcyclist admissions.

Road Crash Trauma in the Midland Region 2018



618 patients were admitted to Midland hospitals due to road traffic crashes in 2018*

Road traffic crashes are a major cause of trauma admissions to hospitals in the Midland Region and are the most common cause of Major trauma admissions with serious threat to life. In 2018, the Midland Trauma System registry recorded 618 road crash (and 170 motorcycle) casualties who were admitted to Midland Hospitals

278

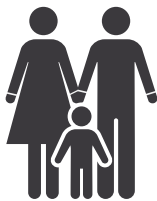
patients were female

340

patients were male

38

patients were children 00-14 Years



580

patients were adults

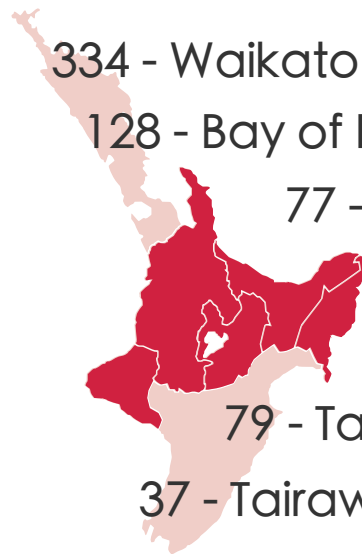
107 of those involved in car/vehicle crashes were known to be unrestrained (no seat belt)



Wearing seatbelts significantly reduces the risk of serious injury during road traffic crashes. Of the 146 patients who had major trauma, 27% were known to be unrestrained

\$8.94 Million

The direct cost of road traffic crash trauma to Midland DHBs in 2018 alone



334 - Waikato DHB

128 - Bay of Plenty DHB

77 - Lakes DHB

Hospital admissions due to road traffic crash trauma in each Midland DHB**

79 - Taranaki DHB

37 - Tairāwhiti DHB

4,390 total bed days were spent in Midland hospitals by traffic crash trauma patients

The average length of stay for road traffic crash trauma patients was 6.2 days



For Major Trauma patients, the average length of stay was 12.5 days

The cost to you and your family could be incalculable.

Drive safe and seat belt on, always.

*Includes Bay of Plenty, Lakes, Tairāwhiti, Taranaki, and Waikato DHBs. Data are for traffic crashes occurring on road (does not include motorcycle crashes, pedestrian or cycling casualties), 2018

**Some patients may be transferred between DHBs, volumes reflect DHB of first admission

INNOVATING STREETS FOR PEOPLE - AN UPDATE

Hamish Mackie says:

Please be assured that lots has happened since our useful workshop. This was very useful in refining the problems and opportunities for Innovating Streets. We are in the process of pulling together draft guidance material, including written show-cases of good work done to date; and we are also having conversations with people around the country about how, through formal case studies, we might work together to show how innovative/temporary projects can be delivered. For this, we've developed a terms of reference and process for working with Councils and others.

If you have a project that you think fits the programme nicely and you would like to work with us to get an innovative project over the line over the next 5-6-months, please call me, Isabella, Kathryn or Claire for a chat.

Hamish Mackie

DDI **09 394 7041**

Mob **021 067 0337**

AUSTRALIAN NEWS

Over the last few months in Australia there have been some major developments in road safety governance at the federal level. The federal parliament has established a Joint Select Committee on Road Safety, to be chaired by Mr Llew O' Brien who is co-Chair of Australia's powerful Parliamentary Friends of Road Safety. The expectation is that the 10 multi-party members will drive road safety action.

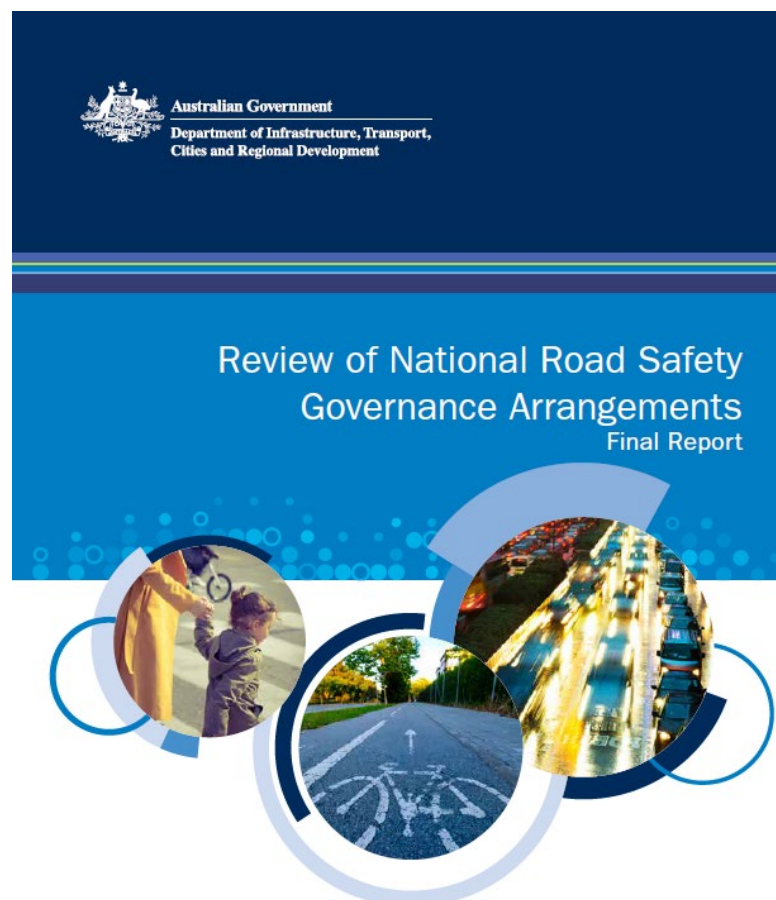
Information on the inquiry into the National Road Safety Strategy 2011-2020 was presented at the Trafanz Conference in Wellington last November. Assoc Prof Jeremy Woolley, who co-chaired the inquiry told us that, as in New Zealand, there had been a failure to effectively promote road safety at the highest level of government. In response to this finding a review of National Road Safety Governance Arrangements has been carried out in Australia and its final report was released in June 2019. It found that "there is a clear need for greater

leadership, strengthened management, heightened accountability and more effective coordination to reduce road trauma across Australia.'

The findings include:

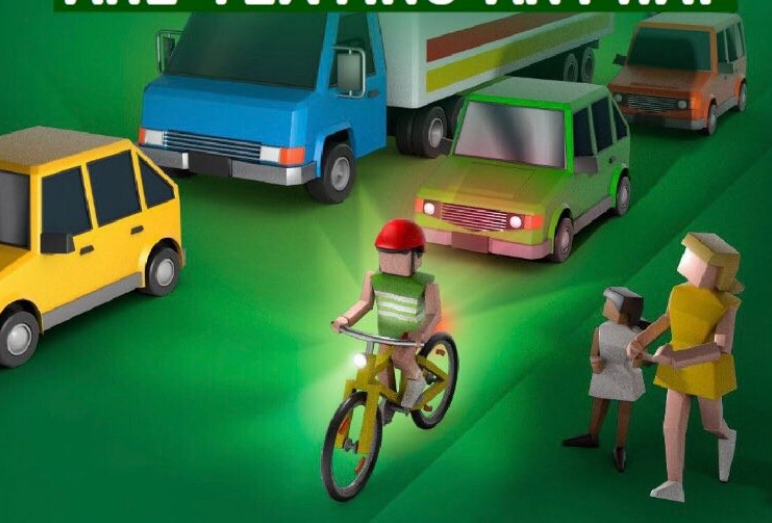
- The safe system approach had been adopted but not engrained or mainstreamed within government business
- Road safety teams lacked influence within their own organisations
- Local government is not sufficiently engaged or resourced
- Road infrastructural funding is not conditional on the inclusion of Safe Systems treatments in every project

In response to these findings the Federal Government has created a new Office of Road Safety which commenced work on 1 July and will "assume a leadership role making sure that decision-makers remain focussed on significantly reducing trauma." The Office will work with state and local governments to deliver the recommendations of the inquiry.



While Australia is pressing ahead with new governance initiatives their transport agencies continue to mount interesting public campaigns. Here is one from VicRoads spotted on Twitter by Catherine Johns of Hamilton City Council- thanks Catherine. She comments "Ours isn't quite as.... direct!!! But it may pay to get real".

**BEING SEEN
MAKES NO DIFFERENCE. COS THE DRIVERS
ARE TEXTING ANYWAY**



GETTING AROUND IN WEST AFRICA

In July I spent some time in the rural areas of Ghana, Togo and Benin. We had a great time meeting the locals. It helped that we had a local tour guide and everyone spoke English or French. They live in basic villages, grow their own vegetables or fish and sell the surplus at local markets. So, how do they get around?

Most walk. Some ride low powered Chinese motorcycles and there are very few cars. Motorcycle taxis are common- see picture of a taxi stand in a local town. Drivers wear a helmet and a basic uniform jacket but no helmet for passengers. The local roads are poorly maintained and pedestrians are at risk when it is dark.





Taking goods to and from market is generally women's work. In the photo she was showing off- they said 30kg of yams in that load. Men are being encouraged to lend a hand!

At one village in a shallow lake everything moves by dugout boat- even a banana shop. On land, 3-wheeler utes are starting to get used but there is little cash available; it's a subsistence economy. They are fit and happy and the kids find their own entertainments. It was amazing how the boy could control the rolling tyre with two sticks.





Trafinz Achievement Awards



The Trafinz awards have been developed to recognise those organisations, individuals or communities that have made an outstanding contribution and have demonstrated leadership in transportation safety and sustainability in NZ.

The two categories for the leadership awards to an organisation, individual or communities are:

- Road safety leadership award
- Sustainable transport leadership award

The initiative or initiatives for which the entrant is nominated will have achieved or shown that they can demonstrate achievements in safe and sustainable transport benefits through engineering, education and enforcement or a combination of these.

The winners in each award category will receive an iconic trophy along with a framed certificate acknowledging the significant nature of their Award at the Trafinz Conference Dinner.

Be in quick! Nominations close 20 September. Further details can be found [here](#).

