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For many years road deaths in New Zealand were generally tracking down, despite increases in population, vehicle numbers and vehicle kilometres travelled (vkt). However there has been a different and worrying pattern since the historic 60 year low in road deaths in 2013. In 2013, 253 people died on our roads. That is 253 too many but still the lowest annual toll since 1950. 2013 was the end of almost a decade (since 2004) of zero increase in vkt. That is we were travelling less per capita every year. 2016 vkt figures aren't yet available, but in the period 2013 – 2015 vkt rose 6.2% – post the GFC and with rapidly increasing net immigration. However the number of deaths on our roads in those two years rose to 319, up a terrible 26.1%. As I write 360 people have died on our roads in the last 12 months, up 42.2% on the 2013 figure. On a per capita basis, road safety leader Sweden had a death toll equivalent to 124 last year, despite its snow, ice and long winter nights. Our election wish list must include the urgent determination to get our death and injury toll down, way down. If we matched Sweden we would save roughly 230 lives a year. Road trauma remains a blight on our country but one we can and must fix.

Being at TRAFINZ conference will certainly provide you with greater knowledge and motivation to make a difference. I encourage you to register now. As always we at TRAFINZ would be delighted if you want to play a part in a safer, more efficient, more sustainable transport system. Please get in touch.

Warmest Regards,

Cr ANDY FOSTER
 PRESIDENT
 New Zealand Traffic Institute
 (TRAFINZ)



FROM THE PRESIDENT

As I write we are in the run in to the election and various political parties are laying out their recipes for our national transport system and designing road and rail for our major cities. It is very welcome to see a focus on transport from all the four largest parties and the desire to invest but the recipes are so very different. My appeal to Central Government is to set desired outcomes – emission reductions, safety improvements, economic development, and then work with local councils and local communities rather than imposing specific solutions.

What would our wish list be? TRAFINZ has regularly stressed the need for a coherent evidence based transport strategy, developed in consultation with the sector. We have also stressed the need for a permanent, resourced organisation to champion road safety. Finally we have emphasised the need to require relevant organisations and people – politicians, government agencies, RCAs, police, insurers etc to develop strategies demonstrating how they will improve road safety.

'TRANSPORT FOR PEOPLE'

CONFERENCE 8th - 10th of November, Rutherford Hotel Nelson.





Dr. Matts-ake Belin

Dr. Belin has a long history within the Swedish government and works primarily with transportation safety policies, strategies and collaboration with different stakeholders. In 2007 – 2009 he worked for the World Health Organization on the development of global road safety strategies and global partnerships. He also chairs technical committee 3.1 on National Road Safety Policies and Programme, World Road Association.

Currently, Dr. Belin is senior policy adviser at the Swedish Transport Administration and is responsible for the development of the Vision Zero Academy. He is also affiliated as an adjunct professor at KTH Royal Technology Institute in Stockholm, Sweden.

Dr Belin is also the Swedish delegate to the UN Road Safety Collaboration and the international representative at the US Transportation Research Board (TRB) standing committee ANB 10 Transportation Safety Management. Dr Belin is also the senior transportation policy adviser to the US' road to zero coalition'.

At Conference:

At the Trafinz Conference Dr Belin will share some of Sweden's and other world best performing countries' experience. In 1997 the Swedish Parliament adopted a new long term road safety goal, Vision Zero, to guide all road safety efforts. This year Sweden celebrates the 20th anniversary.

He will also share some ideas for the future of transportation. In particular, he will explore ways that 'Transportation for People' can align with designs that work with cultural norms and human frailty to achieve great outcomes for communities.

Registrations are now live trafinz.org.nz/

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 New Zealand.

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

1. Road safety leadership award
2. Sustainable transport leadership award

For successful entry, a representative to receive the award is encouraged to attend the Trafinz conference dinner on Thursday 9 November 2017.

[READ MORE](#)

Networking Events

Trafinz 2017 offers a variety of networking opportunities designed to help delegates maximise their experience with other professionals including:

Tuesday 7 November – pre-conference cycle tour (sponsored by Opus) and/or Nelson dine-around

Wednesday 8 November – welcome function at the gorgeous Boathouse – watch the sunset over the water.

Thursday 9 November – roundtable sessions, field trips and awards banquet

Come dressed to impress at the awards banquet on the Thursday evening. Here is a chance for you to celebrate and unwind with your colleagues and other delegates after an intense couple of days of learning. Join us for the dinner and drinks reception - surprise entertainment to be announced in the coming months.

The theme is "Masquerade". Find yourself a cocktail outfit and a fancy mask donned with feathers, glitter, colour, oversized nose or beak etc. The option is yours.

Cedric Rogers award by SASTA and Trafinz awards will take place at the dinner, so join us in celebrating the professional success of your colleagues.

Dates of Interest

Early bird registrations close
29 September 2017

Close of Trafinz Awards entries
6 October 2017

Plenary line up so far...

Dr Matts Belin, Senior Policy Advisor,
Swedish Transport Administration

Harry Wilson, Safety and Environment
Director, NZ Transport Agency

Martin McMullan, NZ Transport Agency

Susan Hutchinson-Daniel, Greater
Wellington Regional Council

Di Gamble, Iain McAuley and Glenn
Bunting, NZ Transport Agency

Amanda Banks and Gerri Pomeroy, CCS
Disability Action

Elizabeth Yeaman, Energy Efficiency and
Conservation Authority

Hamish Mackie, Mackie Research

SASTA

Grant Andrews, NZ Police

Inspector Peter McKennie, NZ Police

Judge Ema Aitken, District Court Judge,
Alcohol and other Drug Treatment Court

Isabella Cawthorn, CicloCivica Ltd

Jim Harland, NZ Transport Agency

Professor Shanthi Ameratunga, University
of Auckland

Sponsors

Trafinz 2017 wishes to thank the sponsors on the following page for their contribution to the conference.

'TRANSPORT FOR PEOPLE'
CONFERENCE 8th - 10th of November,
Rutherford Hotel Nelson.



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Exhibitors



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NEWS

TRAFINZ WORKSHOP – Register Now!

Motorcycling in the Safe System
Wednesday 13 September
9.15am- 12 noon
Wellington City Council, Committee
Room two, Ground Floor 101 Wakefield St,
Wellington

9.15-9.45 Andrew Bell, Auckland Transport

9.45-10.15 Peter McKennie, NZ Police

10.15-10.30 Morning Tea

10.30-11.30 Dave Keilty, ACC and Diane Gamble, NZ Transport Agency

11.30-12.00 Panel Discussion

Responding to Early Signs of the Urban Motorcycle Boom- Auckland Transport

In line with the overseas 'Urban Motorcycle Boom', Auckland is experiencing an increase in urban commuter motorcycling among younger age groups as it becomes a more attractive, economical and permeable alternative to private vehicles. Equally, we have seen a 100% increase in Motorcycle DSI in the last 5 years. While safe vehicle and safe road user responses are well established across stakeholders, designing a more forgiving urban road network for increasing motorcycle use is hugely challenging and requires a broader systems perspective including speed management, integrated design/operation/maintenance, dedicated facilities, improved data and transport policy review of Powered Two Wheelers (motorcycles, mopeds, e-bikes) as a growing transport mode.

Enforcement of and from motorcycles – NZ Police

Peter McKennie, Manager Operations: Road Policing NZ Police will give an overview of the challenges of addressing motorcycle risk in both an operational and enforcement role

Safer Journeys Action Plan: Implementing Action 2- ACC and NZTA

Dave Keilty, ACC and Diane Gamble, NZ Transport Agency will take participants through the big picture of motorcycle risk in New Zealand, the operational delivery plan for the next three years, as well as the Three Big Moves and how the sector is collaborating to solve tough challenges to Make Motorcycling Safer.

For catering purposes please Register with Paul Barker
paul.barker@wcc.govt.nz
0212278043



NEW RULES

The new Rules for Small Passenger Services have been signed off and will come into operations on 10 October 2017, and clarify some of the matters that Trafanz and other submitters submitted on. The rules cover Taxis, Shuttles, and private hire vehicles and also App based services such as Uber that can only carry passengers who have been pre-registered with the operator. Taxi stands become Small Passenger Service Vehicle stands.

For more information see: nzta.govt.nz/

JOIN TRAFINZ NOW

There is a Membership Form at the end of this Newsletter or see our website trafinz.org.nz/

WELCOME TO NEW MEMBERS

We are pleased to welcome Otago Regional Council as a new Regional Council member.

We also welcome two members in the new Corporate Membership class (under 50 staff); Gray Matter Limited and ViaStrada.

POSITIVE ATTITUDES

Positive attitudes —are they just as important as safe roads and vehicles?

That's the controversial claim from Richard Barter, the manager of the Share the Road Campaign, an NZTA-supported initiative that looks to increase road safety for people using bicycles.

While vehicle safety equipment becomes ever more sophisticated and calls from the pro-cycling lobby for more bike lanes and tracks continue, one road-safety campaign claims that road user behaviour is still a top priority in making cycling safer.

Share the Road has run since 2008 when it started life in Wellington as a series of Road User Workshops. The campaign delivers training workshops to people using bikes and to drivers (and driver managers) of buses and trucks. Workshops are designed to improve drivers' and cyclists' attitudes and skills by briefly swapping vehicles and taking part in awareness-raising exercises.

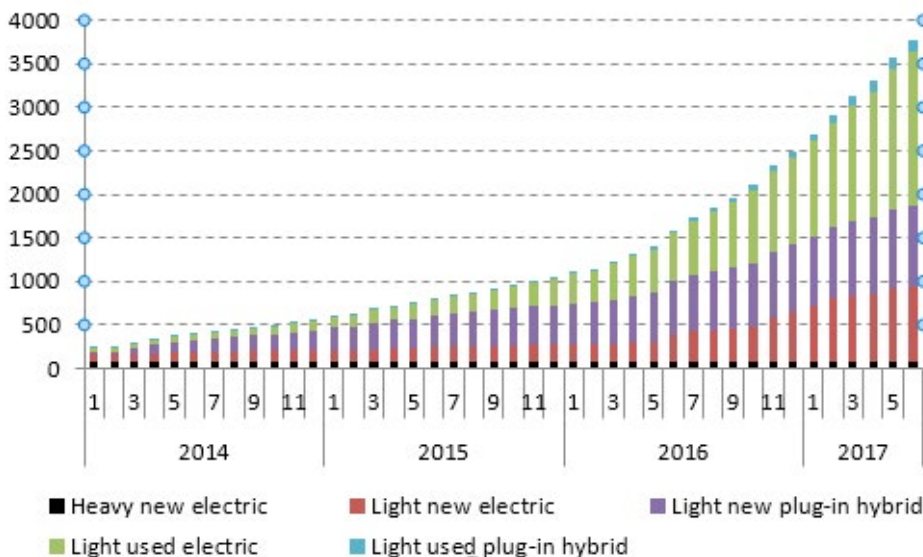
Cycling advocacy bodies have repeatedly called for improved infrastructure for cyclists as the best measure to protect them, and since 2015 a massive \$333m has been committed by Government, the NZ Transport Agency and Councils to building bike lanes. In this context it seems that people on bikes will soon have their own space to travel and won't encounter other traffic; won't this make driver behaviour irrelevant?

Not necessarily, says Barter. The Urban Cycleways Programme will only affect a small part of the road network. Behaviour, skills and attitudes will continue to be a crucial factor where people on bikes are dealing with faster-moving, heavier vehicles.

2017 has been a tragic year for incidents involving trucks and cyclists with loss-of-life incidents occurring from Northland to Otago. These have been accompanied by calls from lobby groups to take urgent measures. Demands for trucks to be updated and fitted with safety devices have been emerging from lobby groups and from the NZTA's Cycle Safety Panel. These include side impact bars and devices to shrink trucks' blind zones like mirrors or cameras.

ELECTRIC VEHICLES NEWS

Total EV fleet size



In a recent Newsletter EECA provides an update on the work Government is doing to support the sector growing the number of electric vehicles (EVs) on NZ roads. Last month there were 279 new registrations and the fleet size target of 4000 for the end of 2017 seems likely to be exceeded.

A Low Emission Vehicles Contestable Fund has been set up and a further \$9M of co-funding for projects will shortly be announced.

Engine definition changes in the Motor Vehicle Register are now in place to enable reliable reporting on the fleet numbers.

New measures in the Energy Innovation Amendment Act exempt heavy EVs from road user charges.

For more information see: electricvehicles.govt.nz/

CONT.

Share the Road's Barter agrees that safer trucks are a factor, but has reservations about the use of complex cameras and mirrors. He is concerned that camera and proximity sensor setups can be confused by busy traffic scenarios and may induce driver dependency to the point where the driver is at risk of not using common sense or taking that second look.

Barter remains convinced that, in the period while technology is developed, regulations debated and new vehicles introduced, better attitudes among road users will help tremendously: 'With our tragically high current road toll, we're well advised to keep working for better road user behaviour for a few years yet.'

Figures kept by the campaign show that their approach has had success in changing attitudes. Over 70% of drivers and managers who completed a Share the Road workshop say after three to six months that they've retained the workshops' three core messages, and cyclist participants interviewed after three to six months also have good recall of the characteristics of heavy vehicles, and better knowledge of the campaign's safe cycling messages.

Barter concludes. 'People using bikes will be empowered to ride to be seen, communicating clearly with other road users and keeping well clear of truck blind zones. Heavy vehicle drivers will understand why cyclists do the things they do and be better able to predict cyclists' moves. If we can keep working for better road user behaviour it may do as much for safety as any other measure'.

More information:
Will Andrews 021 02692724
can.org.nz/str



Cyclists Survey Truck

CYCLE PLANNING/ DESIGN COURSES

ViaStrada have two new full-day courses, referencing new components of the NZTA Cycling Network Guidance document.

27 September 2017 - Fundamentals (Central Auckland)

Fundamentals of planning and design course, particularly for those without any formal training in this area. It is aimed at anybody planning, designing or reviewing roads or other facilities that will be used for cycling.

17 October 2017 - Advanced intersection design workshop (Christchurch)

Training workshop in advanced cycleway designs. This is an interactive workshop looking at how to incorporate various cycleway styles (protected, on-road painted, shared street) with different intersection styles (signalised, roundabout, priority). For each workshop topic, participants will be given a brief overview presentation, a group design exercise to work on, and an opportunity to discuss the findings. Ideally, participants will already be familiar with fundamental aspects of cycleway design and/or intersection design.

For more information, see
viastrada.nz

ASIA-PACIFIC CYCLE CONGRESS COMING TO CHRISTCHURCH

Registrations are now open for the Asia Pacific Cycle Congress 2017, being held in Christchurch in October. The Asia-Pacific Cycle Congress (APCC) is the southern hemisphere's premier cycle planning and industry conference, bringing together key cycling experts, researchers and practitioners from around the world. This year's theme is 'Gearing Up – rethinking our communities for the future'.

A number of international experts in cycle planning will be coming to Christchurch to speak at APCC, including Phillip Darnton from the Bicycle Association (UK) and Steve Hoyt-McBeth from Portland Bureau of Transportation (US), as well as other invited presenters from Europe, Australia and New Zealand.

APCC is at Rydges Latimer Christchurch from 17-20 October. There is also a full programme of other cycling activities happening in Christchurch around the Congress as part of the month-long 'Biketober' festival. Early-bird rates close Friday 1st September.

Don't miss out - register now! -
apcc2017.com

PEDESTRIAN SAFETY

Report: Trafanz Local Government Workshop on Pedestrian Safety - are we safe out there?

According to the UN and the World Health Organisation, more than 5,000 pedestrians are killed on the world's roads each week. Many of those killed are children walking to and from schools. In New Zealand, child pedestrian injuries are a leading cause of traffic related child deaths (31% of child traffic deaths). However elderly pedestrians are at greatest risk in New Zealand with 30% of pedestrians killed between 2006 and 2015 aged over 65, despite being only 13% of the population. But what can we do about it? Quite a lot actually! TRAFINZ hosted a Local Government Workshop in Wellington on Pedestrian Safety on 21 June to hear about Wellington and Auckland case studies and discuss new initiatives. There was a good attendance (29) despite no one making it from the South Island due to bad weather grounding flights. The Workshop was chaired by John Goettler Vice President of TRAFINZ. Ellen Blake (Living Streets Aotearoa and TRAFINZ) had facilitated the Workshop.



Dr Lynley Hood of VICTA set the scene. VICTA (Visual Impairment Charitable Trust) was formed because of concern at the growing injury and death toll of elderly pedestrians in NZ, and the lack of investment and policy nationally to address the clear need for action. Concerned at the lack of official data on other than serious and fatal accidents Dr Hood had analysed NZ data on the almost 20,000 publicly funded hospital discharges for the 4 years 2009-2014 for pedestrians and cyclists of all ages.

The data for 5427 pedestrian discharges showed that 4339 (80%) were injured in collisions with cars and light goods vehicles and a further 312 (6%) with heavy goods vehicles. The data for cyclists showed more admissions than for pedestrians (14159) but most of these were not the result of collisions with vehicles. Only 1857 (13%) were injured in collisions with cars and other road vehicles. 67% (9436) fell off or lost control, while 8% (1145) hit a fixed or stationary object.

VICTA are lobbyists for change and Lynley showed examples of good design in overseas urban areas. They promote walking as having health benefits for all age groups and have made submissions to Select Committees for better footpaths for pedestrians without the possibility of conflict with cyclists and motorised users.

Paul Barker (Wellington City) presented case studies and analysis from central Wellington. Manners Street had been converted from a pedestrian street to a 2-way busway with wide footpaths.



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We are the Canaries in the Coal Mine of your Future

A MANIFESTO

Elderly and disabled people are taking over your country. The number of Kiwis aged 65+ is escalating. Disabilities increase with age. Almost 60% of seniors have a disability. That figure is bound to escalate too.

Here's the good news: we seniors know that living active, independent, socially-engaged lives is the best thing we can do for ourselves, for the economy and for the environment. So that's what we're doing.

- 90% of Kiwis aged 65+ live independently in the community (only 10% live in rest homes or retirement villages).
- Walking is our favourite exercise. Its popularity increases with age.
- Seniors spend less time driving, and more time walking and using buses.
- Walking is free. It needs no premises, no equipment, no training, no supervision. As a cost-effective health measure, walking's a winner.



Here's the bad news: we can't walk far if it's not safe to cross the road.

- Between 2006 and 2015, almost 4 times as many pedestrians (348) as cyclists (90) were killed on our roads. 30% of them were aged 65+.
- Over the same period, 3207 seriously injured pedestrians spent 21,472 days in hospital. 8795 of those days were spent by pedestrians aged 65+.
- The NZ Transport Agency has a Cycle Safety Action Plan and invests more than \$350 million in urban cycling infrastructure, but it has no Pedestrian Safety Action Plan and makes no dedicated investment in pedestrian infrastructure.
- Sport and recreation groups focus on organised pursuits. Active transport pundits focus on cycling. Groups for seniors focus on exercise classes. Researchers into ageing focus on indoor activities.
- But for the 90% of us who live active independent lives in the community, walking is our favourite exercise and we want to do more of it.

For a safe, healthy, sustainable future: prioritise pedestrian safety now



Contact:
Dr Lynley Hood
enquiries@visualimpairment.org.nz
027 222 9779
www.visualimpairment.org.nz

CONT.

The direction of bus flows had also been changed in other parts of the central network. Following serious collisions (pedestrian v bus) and aware of problems at other traffic signal controlled intersections the Council carried out an extensive survey of pedestrian crossing behaviours.

Contrary to public perception they found that use of cellphones and headphones had little effect on pedestrians "looking" behaviour when crossing bus flows mid block. Of more importance were the degree of kerbside clutter and the clear delineation of the kerb line. Vehicle speed control was also vital and the 30 kph area has now been extended. At signalised crossings mid-crossing refuges have been removed and shorter, more frequent crossing times introduced. Where vehicle flows are low at midblock signalised crossings, the signals dwell on 'Walk'.

Paul said "It was late 2010 that we introduced the bus route through Manners Street with a fatal in mid 2011. Much of the work took place in the remaining part of 2011 as can be evidenced in the Golden Mile (GM) reduction in reported crashes since." - see graph below.

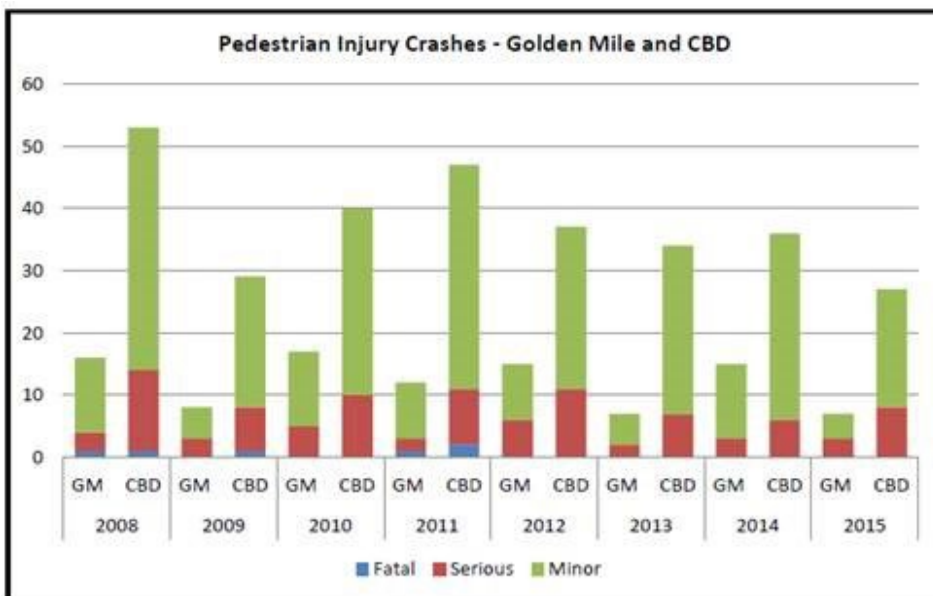
Andrew Bell and Jenny Long from Auckland Transport presented on work that is part of the growing global focus on pedestrian safety, with the goal of halving Global DSI by 2020. Unfortunately in Auckland, as in the rest of NZ, all the trends are going the wrong way, with 48 pedestrian deaths on Auckland roads between 2011 and 2015.

They commented on challenges to addressing pedestrian safety, such as the Safety vs Efficiency debate, lay theories

about the causes of crashes involving pedestrians, enforcement options and the fact that pedestrian incidents tend to occur at a wide variety of locations, limiting the effectiveness of site-specific treatments.

They involved the attendees in discussions on "What do we know works?" and showed examples of Speed Tables on arterials to promote a slower speed environment. The Mangere Future Streets demonstration project is looking for community driven transformation. The redesigned Mount Smart / Manukau roundabout includes new pedestrian-friendly features.

In general discussion, participants noted that current systems and Technical Standards and Road Classifications are out-dated and backward looking. However NZTA and Austroads are working on this. New tactile strips in different colours are available, but in choosing other than yellow there is a need to involve the Blind Foundation. More data is needed on pedestrian accessible journeys for major desire lines, such as journeys to major public transport hubs (Auckland). It was noted that further national legislation (Rules) can be expected but participants were concerned that this work appears to be focussed on more joint use of footpaths rather than moves to reinforce pedestrian rights.



DRAFT SPEED LIMITS

Submission on Draft Speed Limits Rule

After consulting with members, TRAFINZ (with Sasta) submitted to NZTA on the 2017 Draft Speed Limits Rule.

The design of the proposed Rule enables key elements of a new approach to speed management which TRAFINZ has been pleased to be involved with as it has progressed through working parties and field trials. We agree with the following intended outcomes:

- the Transport Agency will provide guidance to RCAs on how to set safe and appropriate speeds for roads within their respective jurisdictions and RCAs must have regard to this guidance when reviewing speed limits ; and
- encouragement of a consistent approach to speed management throughout New Zealand; and
- replacement of the Speed Limits New Zealand (SLNZ) methodology with assessment criteria and outcome statements based on the approach in the Speed Management Guide.

RCAs will incur costs to implement the proposed Rule. The use of the existing bylaw process to effect speed limit changes is time intensive and costly. The added costs to authorities in respect to consulting on the bylaw changes need to be funded through National Land Transport Plan (NLTP). We recommended that the Agency should allow for additional funding for speed management work under various NLTP activity classes.

To reduce the impact of these costs we made the following proposal for inclusion in the Rule.

- The Rule should enable RCAs to develop Speed Management Plans as an alternative method of consultation with key stakeholders and the community on speed management activities, including speed limit changes. A Speed Management Plan could set out the proposed speed management activities (including ongoing education and engagement, engineering works and speed limit changes) that an RCA proposes to undertake for a three-year period to link into the Long-Term Plan (LTP) development process.

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Consultation could be undertaken on this document so that funding for speed management activities would be integrated into the LTP. The RCA could then complete the necessary work throughout the three-year period and implement the speed limit changes by council resolution.

- We also suggested allowing a Rural Speed Area to reduce the need for repeater signs in

large rural areas where a lower speed limit such as 80kph is safe and appropriate.

We supported enabling the setting of a 110km/h speed limit on roads where it is safe and appropriate to do so but are concerned that there was no quantification of travel time benefits and safety costs in the 'Regulatory Impact Statement' supplied with the Draft. There was also no reference to the potential increase in emissions from a 110km/h speed limit.

The design of the modern expressway network with long distances between ramps and continuous median barriers means the Police find it increasingly difficult to patrol speeding. To address this, remote detection systems need to be introduced.

For more information see trafinz.org.nz/submissions

2017 ELECTION POLICIES

2017 General Election, Political Parties answer our questions

Transport has become a hot topic as the 2017 General Election approaches. On behalf of our members Trafinz asked the transport spokespersons of the main political parties for their views on three topics; safety, funding and footpaths- all areas where TRAFINZ has been active recently. We received four replies- from National, Greens, New Zealand First and ACT.

For each question we have copied the party responses, ordered by their number of seats after the 2014 Election.

Question 1. Providing a Safe NZ Road Transport System.

As you are aware NZ's road safety record is getting worse, despite best-performing countries continuing to improve their death and serious injury outcomes for their people. New Zealand has no significant dedicated Road Safety Funding stream (as other countries do). Safety fixes have to compete for funding with projects that will save travel time, are state highways of national significance (RONs) and reduce vehicle operating costs.

Would your Party invest specifically in a road safety fund to address the current known limitations of the NZ vehicle fleet, drivers and the existing road environment? If so, how do you see this can be achieved and by when? If not, how will you address the increasing cost of road safety in NZ?



National has a strong record of investment in New Zealand's transport system, which includes our road safety strategy. We've invested in programmes like the \$12 billion Roads of National Significance – New Zealand's safest roads, as well as in key programmes like the \$212 million Accelerated Regional Roding Programme and more directly in the \$600 million Safe Roads and Roadsides programme which will see safety improvements made to over 90 high-risk rural state highways across the country over six years.

The Government Policy Statement on Land Transport (GPS 2018) also supports cost effective, coordinated investment in road safety outcomes achieved through partnership between central and local government, industry and stakeholders.

We've also announced the next generation of Roads of National Significance which will deliver these world-class roads to 10 of New Zealand's busiest and important connections around New Zealand. This investment demonstrates our commitment to increasing road safety in New Zealand.

National will continue to invest in New Zealand's transport infrastructure to increase safety and resilience, and to ensure New Zealand has the infrastructure it needs to support the safe movement of people and freight.



The unacceptably high road toll is a failure of government policy. The focus on expensive

highway expansion has squeezed funding from high-value and relatively inexpensive safety improvements across the country.

The Green Party will make road safety a priority for state highway and local road improvements. We'll work with councils to implement a road user hierarchy that prioritises the movement of people walking, cycling and using public transport, ahead of private motor vehicles in urban areas.

Investing more in public transport, walking and cycling will also help to significantly reduce the risk motor vehicle accidents in urban areas.

We also have a goal of shifting 50 percent of freight by rail and coastal shipping in the next decade, which would mean fewer unsafe, heavy vehicles on our roads.



Our road safety policy is;

- Driver training. New Zealand First will put strong emphasis on driver competence, so that the right to use our roads will be conditional on a higher standard of licencing to be achieved through better driver education and testing, and upon the maintenance of a good driving record. To this end New Zealand First has adopted, as a part of our Education Policy, a programme to greatly reduce the cost of obtaining a full driver's licence, and to use school resources, on an extra-curriculum basis, to teach people of any age, the skills and knowledge necessary to obtain a full driver's licence. The detailed policy, including how this can be done in a cost-neutral way, can be found in the New Zealand First Education Policy statement.

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•Road Safety Review Committee.

New Zealand First will establish a Road Safety Review committee to specifically receive and respond to submissions on road and road transport problems, and make recommendations to the New Zealand Transport Agency.

•New Zealand First will:

Vigorously enforce the ban of the use of cell phones while driving;

Introduce compulsory third party insurance as part of the motor registration process, as soon as it is practicable to do so;

Ensure that recidivist drunk drivers are lose the right to drive indefinitely and until rehabilitation has genuinely been achieved.

•Safer roads:

New Zealand First will prioritise an additional 200km of median barriers or safety treatments to be implemented on high volume, high speed roads over the next three years, targeted to routes where NZTA analysis identifies a high head on-crash risk. More people died in these types of crashes than any other. International best practice is for all high-speed roads carrying 10,000-15,000 vehicles per day to be divided, but only 5% of New Zealand's highway network is divided.

•Safer Cycling.

New Zealand First will require the Transport Agency to develop a National Safer Cycling Strategy aimed at reducing the number of serious cycling accidents. Cyclists are among the most vulnerable road users. Any crash between a person on a bike and a vehicle has huge potential for harm, and cycling will not deliver the benefits it could as an alternative mode of transport unless the risks of crashes like this are greatly reduced or eliminated. With cycling increasing in popularity, and having potential congestion and health benefits, the safety of cycling in our cities in particular needs to be an important focus.

•Safer speeds.

New Zealand First will require the NZTA to develop a national strategy for speed limit setting that sets out guidelines for local authorities to follow. This would ensure speed limits are nationally consistent, reflective of risk, and fair to motorists. There is growing inconsistency in speed limits around the country.

•Better use of speed cameras.

Fixed speed camera sites will have signs alerting drivers entering the zone so they will be more likely to check their speed

and slow down. This will be more effective at preventing speeding in these high-risk locations.

Mobile cameras must be operated without signage but the speed camera vans will be painted in Police colours and be made highly visible to drivers travelling past them. Global road safety leaders Sweden and the UK both sign their fixed speed camera sites, as do other countries like Australia, Norway, France, the Netherlands, Germany, Switzerland and Italy.

•Safer School Buses.

New Zealand First will ensure that flashing signs are added to school buses which would come on when the driver opens the doors to pick up or drop off children. This will alert drivers to slow down when school buses are stopped and are picking up or dropping off children. Recent New Zealand trials have shown that flashing signs were the most effective way to get vehicles to slow down for school buses.

•Roadside drug testing.

New Zealand First supports the introduction of random saliva-based roadside drug testing.

A report in 2010 that analysed blood samples from 1046 dead drivers found 34% had alcohol in their system while 34.8% had cannabis or some other illegal drug (a substantial number had consumed both). Yet less than a thousand drivers have been caught drugged driving in the last two years. Police carry out more than 3 million breath tests for alcohol each year. The current impairment test for drugs that Police officers employ is only being used on people that are so impaired that it is patently obvious, allowing many people to slip through undetected. There are particularly high risks from a driver that has combined a moderate amount of alcohol with another drug. This greatly magnifies their level of impairment but if they are stopped by Police they are likely to only be tested for alcohol.

•Safer vehicles.

New Zealand First supports safety ratings and safety features of cars being required to be displayed by dealers. Most vehicles, both new and used, have safety ratings for how well they would protect occupants in a crash but many members of the public are unaware of this. This lack of knowledge makes it difficult for people to choose the safest vehicle when buying a car.

•Incentive for seat belt use for child seats.

As an incentive for the use of seat belts for unrestrained children, parents will be allowed to take an infringement notice they have received for not using a child car seat,

to a retailer to obtain an equal sum as a discount off the cost of a new child's car seat.

•Overseas Drivers.

New Zealand First will ensure that our roads are safer for New Zealanders and tourists: Firstly New Zealand First will introduce a duty of care upon rental service licence holders requiring them to be assured as to the competence of a hirer, and imposing penalties for failure to carry out that duty. If a driving offence is committed by the holder of an overseas driver's licence to whom a motor vehicle has been hired by a rental services licence holder, that offence must be treated as having been committed by the rental services licence holder, whether or not it was done with the rental services licence holder's knowledge or approval, if it is proved that the rental services licence holder failed to take the steps that were reasonably practicable to prevent the commission of the offence by informing the overseas licence holder: (i) of the rules for driving a motor vehicle in New Zealand with particular reference to the requirement to drive on the left hand side of the road; and (ii) of the offences and penalties which would apply; and (iii) of the potential risks in driving on New Zealand roads which may differ from the potential risks of driving on the roads in the home country of the overseas licence holder (iv) of the attributes of, and the safety devices installed in, the vehicle hired to the overseas licence holder (v) of usually accepted best driving practice in New Zealand as promoted by the New Zealand Road Code and similar publications."

Secondly a requirement will be introduced that overseas licensed drivers will be limited to hiring vehicles which meet the Australasian New Car Assessment Program (ANCAP) 5-star rating with specified advanced safety aids.



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limits and increase productivity we must ensure our infrastructure is safe. Although politicians are ignorant when it comes to new technology ACT believes that new tech such as automated vehicles both personal and industrial will transform road safety in New Zealand – ACT has played a major role in forcing the government to cut regulation around new technology and embrace smart solutions to traditional issues.

Question 2. Local Government Funding for Transportation

As you are aware 90% of the NZ roading network is the responsibility of Councils. Under the funding assistance system (FAR) Councils are required by the NZTA to find matching funding from ratepayers for all local roads maintenance, operations and improvements. NZTA funds all State Highways at 100%. Many Councils have roads that carry more multimodal traffic daily than many of the State Highways. Worthwhile efficiency, resilience, reliability and safety projects on Local Roads cannot be sustained due a severe lack of available Council funds.

Would your Party allow improved funding mechanisms for Councils' roading projects such as access to road tolling or other funding sources? If so how would you do this? If not, how would you incentivise efficiency and safety project investments on Local Roads?



Under National, the National Land Transport Fund has invested significantly each year with local authorities on local road maintenance and improvements.

Since 2009, we have focused investment in land transport to ensure that smart investment decisions are made. Central government expenditure is prioritised to achieve economic, social and environmental benefits, as set out in the Government Policy Statement on Land Transport (GPS).

In order to ensure consistent prioritisation of funding across the country, local

government and the New Zealand Transport Agency have worked through the Road Efficiency Group and agreed a One Network Road Classification (ONRC) - a common approach to classifying roads, identifying the different road types, including major arterials, and agreeing the levels of service needed on such roads. This system informs the level of investment required to maintain the agreed levels of service, for freight operators and other road users, for each type of road.

Local territorial authorities classify their local roads consistent with the ONRC, including identifying significant arterial roads. All road users (fuel excise duty and road user charges) and the local population (via local rates) share the cost of improving and maintaining significant arterial roads that are part of the local road network.

The Land Transport Act does provide powers to toll new roads or roads that have been raised to a new level of service. We would not support councils raising tolls as an additional revenue tool.

National are committed to ensuring that New Zealand has the transport infrastructure it needs. We remain committed to the transport funding model where all road users (fuel excise duty and road user charges) and the local population (via local rates) share the cost of improving and maintaining significant arterial roads that are part of the local road network.



The vast majority of trips happen on local roads, yet local infrastructure receives a disproportionately small amount of funding from central government. The Green Party will deliver a more balanced transport budget that increases investment in local transport infrastructure like light rail, buses, local roads, and safe walking and cycling infrastructure.

We are committed to making it easier for people to move through around by public transport, walking and cycling. This ultimately means less car traffic and less pressure on our local roads and council budgets.

We will work with councils to find new revenue tools where needed. This could include regional fuel taxes, congestion charging and targeted land value uplift capture for big transport investments.



Yes.

Our road funding policies are:

LAND TRANSPORT FUNDING:

- The government's RONS Projects have set a unique precedent of assessing transport projects according to the whims of past transport ministers, and senior bureaucrats, Treasury ideologues, and the lobbying power of big business. This will be brought to an end.

- Instead, a high level policy framework using a cost and credit system for the evaluation of projects according to safety, environment and infrastructure capacity considerations, will be used to facilitate a market led switch to orientate road transport towards greater off-peak use of road vehicles, resulting in less pressure for investment in major road projects, lower carbon emissions, and alternative investment in road safety.

- There are nevertheless serious funding shortfalls in the future to deliver the maintenance and transport projects that are needed. Auckland, in particular, is facing a massive funding gap of hundreds of millions of dollars per year to bring its transport infrastructure up to standard as its population continues to grow rapidly. New Zealand First will therefore ensure that all the funds raised through fuel excise taxes and Road User Charges go into the National Land Transport Programme and are not siphoned off for non-transport expenditure.

- In the short term New Zealand First will replace Road User Charges with a diesel excise tax for all light diesel vehicles (vehicles under 12 tonnes) to be added at the pump in the same manner as for petrol. When New Zealand's Road User Charges (RUC) were established in the 1970's, there were very few diesel cars on our roads, and most RUC transactions were for heavy commercial vehicles. Now, 80% of the diesel vehicles on our roads are light vehicles, most of them privately-owned. RUC imposes a considerable time and administration cost on motorists and can be easily evaded. Each year the current RUC system creates high compliance costs, and millions of dollars in light diesel vehicle RUC are lost through evasion.

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• In the medium and longer terms New Zealand First accepts that the vehicle fleet will comprise a much larger proportion of electric vehicles, giving rise to a need to introduce road pricing measures (electronically collected road user fees) for motorways and major arterials, while progressively phasing out liquid fuel taxes and local authority rates for these roads (leaving rates and regional transport taxes available for local roads and for special road projects), beginning with the main centres, so that the economic viability of the Land Transport Fund is maintained at an adequate level in the long term.

• In this way New Zealand First will seek to reduce local authority dependence on property rates to meet road and transport funding demands, so that rates for transport purposes will become dedicated mainly to roads having fundamentally a property access function, including collectors and distributors, and to road environment enhancements, so that the mixed functions of local roads are well provided for.

• New Zealand First believes in a single fund for land transport, which would fund both state highways and state railway infrastructure under a comprehensive land transport strategy, which must ensure that the best and most efficient use is made of both modes to enhance New Zealand's regional and national economies. The new land transport strategy will redirect freight which can go more efficiently by rail, and to use roads only for the freight which is more efficiently transported by that mode, so that the best use is made of both existing road and rail infrastructure and to guide future investment in both. New Zealand First will legislate and regulate to see that these objectives are achieved, based on setting an economic level playing field for all users, and incentives for the best ways to use both modes. The strategy will underline New Zealand First's commitment to rebuild rail as a modern efficient and commercially viable alternative to an equally efficient state highway network.

• New Zealand First supports the call by the Motor Industry Association and the Sustainable Business Council to accelerate a shift to fully electric vehicles, making meaningful progress on climate change. Transport fuels account for over 40 per cent of New Zealand's greenhouse gas emissions. Therefore anything we can do now to reduce them, will have very positive effects on the country's emissions profile, as well as improving New Zealand's transport

system and economy. New Zealand First will encourage the uptake of electric vehicles which now typically have re-charging times as little as 20 minutes, and a range of well over 200 kilometres. With 70 per cent of new vehicles being bought by businesses, measures to encourage them to buy electric vehicles will include: a fringe benefit tax holiday for plug-in vehicles; the continuation of the exemption for electric vehicles from road user charges beyond 2020; addressing residual vehicle values (the market value of a vehicle at the end of its lease) by adjusting depreciation rates for electric vehicles; and regulation to require licenced petrol/diesel service stations to also have re-charging stations for electric vehicles.

AUCKLAND TRANSPORT PROJECT FUNDING

The objective is to fund a 30 year \$30 billion-plus roading and public transport programme for Auckland. Current funding sources (rates, road user charges, and fuel taxes) are thought to be capable of delivering only \$18 billion.

The first tranche of projects should include:

- a) Re-designate SH20 from Albany through Westgate, Waterview and Manukau as SH1. The Auckland Harbour Bridge and the motorway section south from there to Mt Wellington and beyond have reached practical capacity. Without an additional harbour crossing, and a multi-billion dollar tunnel, or double stacked motorway beyond to Mt Wellington, there are no further means to increase roading capacity on the existing central city motorway network via Spaghetti Junction. Therefore New Zealand First will develop a long term road investment strategy for the new national arterial "main trunk" road via Westgate, Waterview and Manukau.
- b) Widen State Highway 1 from Albany to Orewa to 6 lanes: \$1.1 B
- c) Widen State Highway 1 (north-bound only) from Drury to Papakura to 6 lanes: \$100m.
- d) Northern Busway extension \$750 M
- e) South-eastern Busway \$650 M
- f) Electrification of the rail line from Papakura to Pukekohe \$140 M
- g) City centre bus improvements
- h) Addition of park and ride facilities and new stations on existing rail lines on the outskirts of the city at Drury and Kumeu: \$100 M.

i) The immediate redesign and reconstruction of the Hill Street intersection in Rodney.

j) The construction of the Penlink project as soon as possible.

The funding options are:

1) Tolling the state highways through Auckland, probably at the on or off ramps. Differentiated tolling according to time of day, likely to be \$3 at peak, \$2 at shoulder periods, and \$1 at off-peak.

2) A combination of local authority rates and a regional fuel tax.

New Zealand First supports option 1) because:

1. It is neither appropriate nor fair for property rates to be an increased source of funding major arterial roads. People who use the motorways very little make the same contribution via property rates as people who use them a lot.

2. The very large rates increases which would be required under option 2).

3. Regional fuel taxes are just another fuel tax, which already have major problems in providing the scale of funding needed as hybrids and fully electric cars come onto the roads in greatly increasing numbers. There is also the associated and problematic issue of what is fair as between petrol and diesel vehicles.

4. Tolling is the simplest of the road pricing measures, and although there will be collection costs, technology already allows the use of electronic tags so that the cost can be greatly reduced. This would also allow for greater differentiation as to time, vehicle type, and road function (traffic volumes could be a surrogate for road function thus avoiding the complexities of city / district plans), so that they become a valuable demand management tool. The use of road pricing measures for demand management is well established and highly successful in many overseas cities such as London and Sydney.

5. People in the main centres are more ready to accept tolling / road pricing measures so long as they see that the funds raised are continuously invested and dedicated to provide better transport options, road capacity where needed, safety measures, and other transport facilities.

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Question 2. Footpaths

In NZ urban areas, footpaths have historically been funded and maintained by ratepayers and have been created specifically as a safe zone for pedestrians as they are the most vulnerable users of the roading network. Some new footpaths are eligible for NZTA subsidy as safety improvements, but there is no subsidy for ongoing maintenance. The government is increasing requiring this "off-road" space to be available for cyclists and the increasing numbers of small motorised vehicles such as mobility scooters.

Would your Party require footpaths to be funded equitably with pedestrian users as the top priority? If not, what is your Vision for Footpaths?



National have invested more than ever before in New Zealand's transport system. All projects consider user needs and safety aspects, and footpaths may be made into shared paths to allow for multiple active modes. For projects on State Highways, the construction of a footpath is 100 per cent

funded from the National Land Transport Fund.

The Government Policy Statement on Land Transport (GPS 2018) has a dedicated section (activity class) on walking and cycling, to ensure that investment improves capacity and service levels, including promotional activities.

New footpaths that are identified as part of the wider transport solution are funded through the National Land Transport Fund. Shared footpath maintenance does receive funding assistance from the National Land Transport Fund, but in some cases both councils and the NZ Transport Agency invest in shared paths. This can include upgrades to footpaths to provide for both people on foot and on bicycles. Where and when this is appropriate depends on the circumstances, context, type and number of users.

The Urban Cycleway programme is delivering \$333 million of new cycleway and shared pathways around New Zealand. This is the single biggest investment in cycling in New Zealand's history. This programme is making it safer for road users, cyclists and pedestrians to move around our cities.



Our common streetscape should prioritise the moment of people ahead of motorised traffic. This means providing safe and welcoming spaces for pedestrians, and safe infrastructure for people cycling, separated from traffic. Squeezing pedestrians and cyclists together is not an optimal solution.

The Green Party's sees no reason why investment in roading should not be available for improving and maintaining pedestrian and cycling infrastructure, which are a crucial part of our transport network.



Yes.



Yes. Government pet projects and certain cycle ways are causing major headaches for transport infrastructure. Footpaths are for pedestrians first and foremost.

THE BAY TRAIL

The Bay Trail is a shared use paved path for pedestrians and cyclists following the coastline of Port Phillip Bay in the SE suburbs of Melbourne. Its all Easy grade, over 50 km in length and still being improved – see illustration of a new widening proposal. One of the best sections for a scenic walk with good opportunities for a café stop is the 6km from St Kilda and Luna Park to the elegance of Brighton. Some of the innovative signs and pavement markings are shown below.





MEMBERSHIP APPLICATION FORM

NAME OF APPLICANT ORGANISATION:

NAME OF REPRESENTATIVE:

POSITION TITLE:

POSTAL ADDRESS:

PHONE:

CELL:

EMAIL:

CONTACT DETAILS FOR ACCOUNTS: / IF DIFFERENT FROM ABOVE

MEMBERSHIP CLASS: / REFER OVERLEAF

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 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:

POSITION TITLE:

Please send completed form to:
Susan Lilley , Secretary, Trafinz
C/o Dunedin City Council
email: Susan.Lilley@dcc.govt.nz

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.

MEMBERSHIP CLASSES AND ASSOCIATED FEES 2017		Cost (\$) GST exclusive
Local Government Members		
Cities and Districts Authorities with populations :	300,000 and above	4,000
	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
No charge for the first year of membership for new Local Government members		
Associates	Not-for profit organisations	100
Corporates (Consultants, contractors)	employing up to 50 people	250
	employing 50 people or more	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