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# Trafinz

## NEWSLETTER

AUGUST 2023

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# TRAFINZ CONFERENCE

NEW JOURNEYS IN MOBILITY FOR AOTEAROA



The theme for this year's conference is 'New Journeys in Mobility for Aotearoa'.

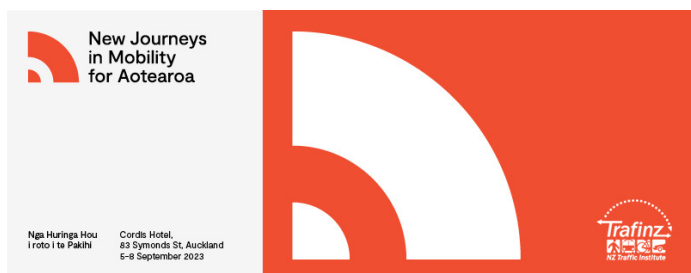
This event brings together those involved in all aspects of the transportation industry. From those delivering grass roots community and road safety programmes to strategic thinkers planning our transportation utopia. This conference is also a must for politicians elected at local, regional and national levels by the people of New Zealand to make decisions about our transport future. We welcome delegates from the wider transportation industry to join us in Tāmaki Makaurau Auckland in September 2023.

Taking place at Cordis Hotel, Trafinz 2023 will enable participants to gain an appreciation of what the Government and its agencies expect of all practitioners within the transport sector. Trafinz 2023 will focus on 'New Journeys in Mobility for Aotearoa' building on the people-centric success of Trafinz Conference 2019 - 'Smart, safe and accessible places'

## VENUE + ACCOMMODATION

Cordis Auckland – 83 Symonds Street, Auckland CBD.

Superior room King or Twin per night \$259.00



## MEET OUR KEYNOTE PRESENTERS



**Professor Narelle Haworth:**  
Research Professor, Centre for Accident Research & Road Safety - Queensland.



**Assoc Professor Michael Fitzharris:**  
Associate Director of Regulation and In-depth Crash Investigations at the Accident Research Centre and the Injury Outcomes Research Unit, Monash University.



**Assoc Professor Chris Hurren:**  
*(presenting virtually)*  
Institute for Frontier Materials, GTP Research, Deakin University.



**Boopsie Maran:**  
Founder – Director, Places for Good.



## CONFERENCE PROGRAMME

Full programme is available [here](#).

## FIELD TRIPS

1. Visit the Tāmaki Makaurau Auckland Transport Operation Centre on an AT Electric bus



2. Karangahape Road enhancements walking tour



3. Cycling tour of Tāmaki Makaurau Auckland city and its network



## SOCIAL PROGRAMME

### Informal Networking Function at Our Land is Alive

Tuesday 5 September

5:30pm to 7:30pm

Join us the night prior to the conference for networking and drinks at unique cocktail bar Our Land is Alive. Located at Cordis Auckland, sip your drink in a stylish indoor space or al fresco in a courtyard surrounded by leafy native plants.

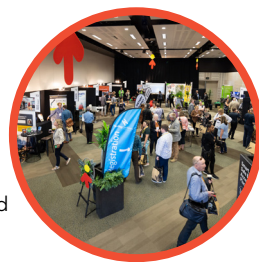


### Networking function in the sponsor area

Wednesday 6 September

4:15pm to 5:15pm

A chance to network with your peers and friends. There will be some entertainment, sure to delight you, along with canapés and a beverage.



### Conference dinner, Maritime Room, Viaduct Harbour

Thursday 7 September

7:00pm to 11:30pm

Come 'Dressed to Impress' for an elegant evening at the gorgeous Maritime Room. The Trafinz Achievement awards for 2023 will be announced.



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# New President & Executive

At the AGM on 16 May the committee voted in Rohan O'Neill Stevens as the new Trafinz President, and Paul Barker as the new Trafinz Vice-President. Robyn Denton agreed to stay on as the Institute's Treasurer.

Executive members were carried forward from 2022, with the inclusion of Chris Teo-Sherrell.

Paul and Rohan spoke on behalf of the committee and thanked John Goettler for all his efforts as vice-president over the years.

## Message from the new President, Rohan O'Neill-Stevens



Tēnā koutou katoa,

It's my pleasure to introduce myself as the new President of Trafinz and acknowledge the past President Andy Foster and Vice President John Goettler for their long service and contribution in their roles.

I come into this role as someone deeply passionate about our local communities and the role our transport systems can play in enabling wellbeing and positive outcomes for New Zealanders. We are an organisation with a rich history of contribution and influence, and one I'm grateful to be trusted to lead alongside our new Vice President Paul Barker and the wider executive team.

As we head further into election year, with plenty of transport promises and policy, the need for a strong voice representing local knowledge and industry best practice is evident. With the need to urgently reduce transport related emissions, Aotearoa already seeing the devastating impacts of climate change, and the loss of 355 lives on our roads in the last 12 months, the importance of our mahi and the mahi of council transport teams nationwide will only increase.

As an executive we have been leading work to review our focus and operating procedures, with the goal of harnessing our strengths and positioning Trafinz to be a trusted voice well into the future. I am confident that as a result we will be in the best possible position to influence government policy and engage more strongly with our members and stakeholders, and I welcome your input as we get further into this process.

Finally, I look forward to welcoming many of you to our conference in Tāmaki Makaurau in September. It's an opportunity to come together as a sector, connect and form new relationships, discuss the highlights (and lowlights) of the past year, and celebrate the many successes from around the motu. With a wide range of incredible speakers and the theme being New Journeys in Mobility for Aotearoa, I have no doubt it will be an energising and inspiring gathering for us all, and I hope to see you there.

Ngā mihi nui,  
Rohan O'Neill-Stevens



**New Journeys  
in Mobility  
for Aotearoa**

Nga Huringa Hou  
i roto i te Pakihi

Cordis Hotel,  
83 Symonds St,  
Tāmaki Makaurau Auckland  
5 - 8 September 2023

# Message from the Vice President, Paul Barker

After joining Wellington City Council in 1993 as a young Traffic Engineer, I have moved through various roles as our organisation has evolved around community issues, I have held the roles of Road Safety Manager, Safe & Sustainable Transport Manager and Transport Planning Manager. After an 18 month secondment into Let's Get Wellington Moving as the City Streets lead I returned to Wellington City in 2021 in the role of Street Transformation Manager.



In 2022 I was awarded life membership of Trafinz, the local authority Traffic Institute where I had been an active member serving on the executive committee for 20 years. In 2023 at the 75th AGM I was elected as Vice President.

With my secondment into Let's Get Wellington Moving I stepped aside from the Trafinz executive. Wellington City continued to be well represented by the then Mayor, Andy Foster as Trafinz President and Steve Spence with decades of service to the institute. But with Andy not being re-elected and Steve taking his well-deserved retirement I came back to the executive.

Before accepting a nomination as vice president, I spoke to a number of key people both in and outside of Trafinz to understand what the organization's future looks like. In recent years we have been questioning our relevance and in 2019 developed a business plan to grow our membership and become more visible.

Unfortunately, with covid and work pressures almost nothing in our business plan has been actioned. I made a commitment that if I were to take the role of vice president that it was on the basis that we advance the actions identified in 2019 to take our organisation forward.

For those joining us at conference this year we will be canvassing your views on key actions needed and the direction you would like us to take. We will be doing this at our stand and in our workshop session at the end of the first day. If you can't make it to conference, feel free to drop me a line with your thoughts.

I want to take this opportunity to thank both Andy Foster and John Goettler for their leadership and decades of service to Trafinz. I would also like to welcome and thank Rohan O'Neill-Stevens for stepping into the President role.

I hope that with the change in leadership and a clear willingness by the committee to move us forward that we see Trafinz grow to be more than just an excellent conference provider.

Paul Barker

## Trafinz Submissions

Trafinz has made three submissions on members' behalf since the last newsletter. The full submissions are available on our website here, and are summarised below:

### 1. Land Transport (Road Safety) Amendment Bill - Date Submitted: May 2023

Trafinz was supportive of the provisions in the proposed Bill, particularly ensuring that point-to-point safety cameras can be used as an enforcement tool for speeding offences as such cameras are internationally recognised as an effective tool for addressing inappropriate speed on the network.



### 2. Euro 6/VI vehicle emissions standards consultation - Date Submitted: June 2023

Trafinz was supportive of the Ministry of Transport's Proposed Amendments to the Land Transport Rule: Vehicle Exhaust Emissions 2007. However, we would like greater consideration of how the impacts of the Proposed Amendments will affect emissions that are harmful to the climate. The Proposed Amendments outlined consultation document do not make it clear if the timeframes for the changes are sufficient to effectively deliver on the Emissions Reduction Plan and emissions targets.

A better understanding of the implications of the Proposed Amendments on the Emissions Reduction Plan and its targets is required before the pace of the proposed changes (as proposed, sped up, or are reduced) can be commented on.

Trafinz supported the introduction of higher emissions standards for light vehicle fleets and the introduction of formal emissions standards into the motorcycle and moped industry.

However, as outlined above, Trafinz encouraged the Ministry of Transport to consider the impacts of the Proposed Amendments on transport greenhouse gas emissions, and to recognise that these changes can and should lead to climate change benefits in addition to reducing impacts on human health.





# Trafinz Submissions

## 3. Land Transport Rule Traffic Control Devices (Bilingual Signs) Amendment 2023 - Date Submitted: June 2023

Trafinz submitted that the consultation documents were misleading because:

- current and proposed signs are not shown to scale, so the correct size and scale of the proposed change is misrepresented;
- any of the signs are supplementary signs and never seen isolated from their primary sign as portrayed in the document, so the full implications of the proposals on the complete sign set is misrepresented;
- it implies costs associated with the proposals will be minimal, which does not reflect that most bilingual sign replacements will need larger poles (sometimes two), increased foundations (sometimes requiring specific engineering design), and larger brackets compared with the current signs.



The misleading nature of the consultation document meant the full implications of the proposals would not have been understood by the public and submitters, and we submit that the documents needed to be corrected and the consultation repeated.

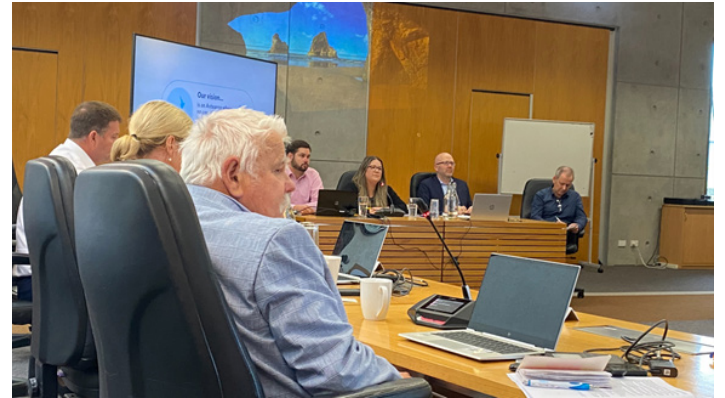
Trafinz stressed it is supportive of the philosophy of bilingual signs in Aotearoa and welcomes their introduction as long as safety is maintained. Promoting te reo Māori on traffic signs is safe and appropriate if the te reo Māori text is quickly and easily read, and for this reason Trafinz strongly supported the use of Title Case text for te reo Māori on all traffic signs.

Trafinz submitted that it is an inappropriate burden for Road Controlling Authorities to be responsible for the correct display of localities on traffic signs when the correct names are not available from New Zealand Geographic Board Ngā Pou Taunaha o Aotearoa, which is responsible for providing them. Bilingual destination and wayfinding signs should not be introduced into Aotearoa until the New Zealand Geographic Board Ngā Pou Taunaha o Aotearoa has confirmed official te reo Māori place names for most key locations across Aotearoa, and the proposed TCD Rule should require only the use of officially recognised te reo Māori place names on traffic signs.

Finally, Trafinz supported the advice of the contracting industry that, generally, the bilingual temporary warning sign proposals are impractical, excessive and will be very expensive for the industry, Councils, and the community. We submit that the dual approach to temporary warning signs is a far more practical solution for providing te reo Māori on temporary warning signs.

# Waka Kotahi updates

## Elected members briefings support investor confidence



Using a balance of technical evidence and local knowledge, Council officers across the country are partnering with Waka Kotahi Safety Improvement Programme (SIP) Area Programme Managers to co-design programmes which target significant reduction in harm, and enhance community wellbeing, across the road network for the next NLTP.

To date hundreds of workshops, thousands of lines of data, many constraints, and community feedback have all fueled trade off conversations across completing portfolios like emergency works, housing, health and education.

Decisions on the funding of road safety programmes like SIP sit firmly with the elected members. This is the role they play in the Safe System. It is why Waka Kotahi have started a series of elected member Road to Zero briefings. These engagements led conversations provide an opportunity to share Vision Zero and important information to support conversations with their communities.

The Waka Kotahi teams are available to support Council elected member briefings. If you have an opportunity in mind, please reach out to your Area Programme Manager or email [Jeanine.Foster@nzta.govt.nz](mailto:Jeanine.Foster@nzta.govt.nz).



# Waka Kotahi updates

## Public Attitudes Survey shows what New Zealanders think about road safety



KANTAR PUBLIC

### Public Attitudes to Road Safety 2022

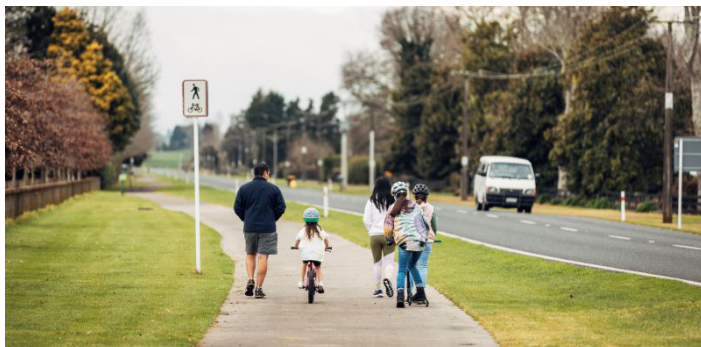
Report  
Provided: December 2022



More than half of surveyed New Zealanders continue to support the volume of road safety publicity and advertising, with most also remaining confident in the safety of the roads. These are some of the findings from a comprehensive survey into New Zealanders' attitudes toward road safety and driver behaviour that Waka Kotahi has run for the third consecutive year.

[The Public Attitudes to Road Safety - 2022 report](#) details the results of responses provided by more than 3,300 New Zealanders to a broad range of questions focussed on specific road safety topics, including attitudes to enforcement, speed, vehicle safety, impaired driving, distraction and driver fatigue and personal safety.

## Safe System Engineering Workshop



Waka Kotahi are running our next Safe System Engineering Workshop in Christchurch In October.

The 5 Day and 4 Night workshop is filled with a mix of road safety engineering theory, classroom and onsite practical real-world exercises. The course has had a substantial redesign to strengthen how we align the learning outcomes to Vision Zero and best practice Safe System application.

Spaces are limited for this workshop so make sure you register now so you don't miss out. If you're interested in attending [register for SSEW October 2023](#) or join to the waitlist. Alternatively, register for the waitlist and be notified when workshop dates are announced for 2024.

## Safe System Intervention case studies

Waka Kotahi is always adding resources about interventions and solutions that show the safe system principles in action. If you haven't checked out the Waka Kotahi website lately it would be a great time to see some of the latest case studies, research reports and slide packs.

Waka Kotahi is keen to share successes from across the country, so other road safety practitioners can be supported to implement these interventions and solutions to help reduce the number of people killed or seriously injured on our roads.

If you've got great examples or ideas of what Waka Kotahi should include please send an email to [RoadtoZero@nzta.govt.nz](mailto:RoadtoZero@nzta.govt.nz).

These resources can also be used to help educate and inform key decision makers, and the public, about their effectiveness.

<https://www.nzta.govt.nz/safety/partners/road-to-zero-resources/safe-system-solutions/>

<https://www.nzta.govt.nz/safety/partners/road-to-zero-resources/safe-system-case-studies/>





# Cyclist Fatality - Coroner's Inquest recommendations June 2023

## Sunshine/Te Rapa intersection Hamilton

A recent coroner's inquest has issued findings that have implications on all road controlling authorities, including Waka Kotahi. Robyn Denton has provided an overview of the findings here for Trafanz members information and action as required.

### Background

A crash at intersection of Te Rapa Road and Sunshine Ave in April 2017 resulted in the death of a cyclist traveling northbound on Te Rapa Road, hit by northbound truck & trailer unit turning right into Sunshine Ave. The coroner's inquest was originally planned for October 2021 was completed in March 2022. Parties that participated at the inquest were the family, HCC, NZ Police, Waka Kotahi and the truck company.

### Issues Coroner considered at the inquest were:

- Does the expectation that a cyclist "take the lane" at roundabouts adequately address the safety of the cyclist?
- Does the recent modification to roundabouts (green marked cycle lanes exiting and entering the roadway) adequately address the safety of cyclists?
- How does the Hamilton City Council monitor roadways to ensure cyclists are safe users of the roadways?
- Would any modification to the truck have reduced the truck's blind spot, and are modification recommendations realistic and appropriate to reduce the risks of this in similar circumstances?

### Coroner's Recommendations

1. "HCC and all other road controlling authorities are to ensure that all current roundabouts (both single and multi-lane) have correct cycle markings so that they are compliant with MOTSAM requirements.
2. "If roadway markings for cycle paths are found to be non-compliant this must be promptly addressed by HCC and all other road controlling authorities to ensure compliance is met.
3. "If cycle lanes at intersections are remarked following roadways (sic) being undertaken, HCC and other road controlling authorities are to ensure that following completion of the project, the new markings are MOTSAM compliant with best practice and in accordance with directions given to the contractor. HCC and other road controlling authorities must have a transparent and robust audit/check systems and carry out these checks within **5 working days following the roadworks being completed.**
4. "HCC and other road controlling authorities have a responsibility to ensure our roadways are safe for cyclists. Monitoring of the roadways is a crucial tool for them to carry out their responsibilities.

Monitoring should include obtaining information relating to near misses between vehicles and cycles, cycle volume and cycle activity on our roadways. It is accepted in making this recommendation that HCC and other road controlling authorities are dependent on cycle safety incidents involving near misses being reported to them by a member of the public or police. These incidents should be able to be reported to HCC – either via an 0800 number or directly to a staffed member of HCC responsible for such matters. Such information should provide the council with useful data as to what roadways are hazardous to cyclists and enable the council to take evasive action to avoid a cyclist being involved in an accident or fatality at that site."

### Coroner's comments

1. "I endorse and encourage all cycling advocate groups to continue their demands for better driver education for cyclists. It is apparent during the course of this inquest that drivers are unaware of the "take the lane" rule at roundabouts. Better education and publicity regarding "taking the lane" may hopefully address this issue and avoid unwanted confrontation between cyclists and motorists.
2. "Equally adult cyclists must be aware of the dangers of large trucks on our roads and the need to be cautious when large trucks navigate intersections and roundabouts. Cyclists are vulnerable and tragically often unseen by truck drivers. The message that caution is required when sharing the road with a large truck must be made clear to cyclists.
3. "I encourage Waka Kotahi to engage with cycling groups to ensure that they provide safer roads for cyclists. A sign recently erected outside Waka Kotahi premises in Hamilton from a cycling group for safer cycleways, to provide HCC with surety of funding and to undertake significant driver education around cyclist and bike lanes. I endorse Bike Action Hamilton's message to Waka Kotahi and trust that it provides some positive changes."

