



Trafinz

NEWSLETTER

OCTOBER 2023

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FROM THE PRESIDENT

Tēnā koutou katoa,
I wish to extend a huge thank you to all who attended our 72nd Trafinz Conference in Tāmaki Makaurau last month, and to all of those behind the scenes that enabled the success of our event. Our conferences are made possible by a range of dedicated and passionate people, sponsors, and speakers generously offering their time and expertise, and I sincerely hope there was plenty of learning and new ideas exchanged for all attendees.



I noted in my opening address that this year we celebrate Trafinz's 75th birthday and the significant changes that have occurred across our transport system in that time. At the time of our founding, Aotearoa had yet to build its first motorway and all our major cities featured light rail systems – one must wonder what the transport practitioners of the 40's would say today.

Our 'From the Archives' section in this edition highlights the ways in which we have been ahead of the ball in many respects, but to deliver improved outcomes across our transport network and address future challenges requires constant work and improvement, and a continued eye on what comes next.

In that regard, we find the election fast approaching, and while I won't offer any psychic insights into outcomes, the drivers of change within our communities will remain steady – whether its community expectations, emissions reductions, safety, productivity, or (more likely) all the above. Within that constant, local government is facing significant cost pressures, and many councils are struggling with the balance between continued investment, improving levels of service, and broader affordability, and I expect our sector will be facing some challenging years ahead.

It is my hope that within these challenges we can find innovation and new forms of collaboration, sharing the best of ideas and together learning from mistakes and missteps. Trafinz will continue to play our role in supporting these outcomes, and I encourage you to reach out if there's an opportunity to support you in your mahi.

Ngā mihi nui,
Rohan O'Neill-Stevens
Trafinz President

TRAFINZ CONFERENCE

NEW JOURNEYS IN MOBILITY FOR AOTEAROA

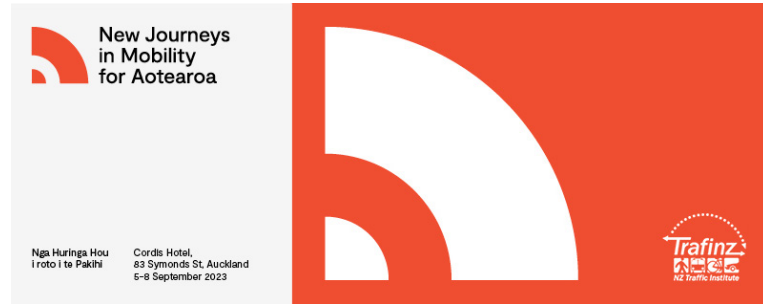
A BRIEF OVERVIEW BY GLENN BUNTING

The 2023 Trafinz conference was (finally!) held over 5–8 September at Cordis Hotel, Tāmaki Makaurau Auckland. Originally scheduled for 2020, the conference was postponed due to COVID and then made way for last year's jointly hosted 56th Australasian College of Road Safety (ACRS) with Austroads in Ōtautahi Christchurch.

The 2023 conference theme was “New Journeys in Mobility for Aotearoa” and enjoyed by nearly 200 attendees. As for previous conferences there was good use of technology through the conference app, including questions for presenters of the breakout sessions being submitted on the app for the respective session chairs to ask.



I must say it was pretty full-on over the three days, and the quality and content of the presentations in the parallel sessions made it difficult at times to choose which session to attend – but all par for the course for Trafinz conferences. Again, Glenda Harding and her team did a fantastic job through the whole event which ran seamlessly, topped of course by the great conference dinner evening at the Viaduct Basin.



Some notable takeaways from some of the sessions I attended were:

Rohan O'Neill Stevens (Deputy Mayor Nelson City Council and President Trafinz)



“An idea first theorised in the late 19th century was picking up speed, that human activities were forever changing our climate, and in 1975 the paper “Climatic Change: Are We on the Brink of a Pronounced Global Warming?” coined a term that would be heard with increasing regularity over the coming decades.

“New research and understanding also began to emerge, that private motor vehicles, sold as a vision of new freedoms and as a tool to connect us, had in many ways had the opposite effect – as we struggled to maintain the rapid increases in urban travel speeds, long commutes began to have a declining impact on life satisfaction and neighbourhood severance reduced the social connectivity between residents.”

TRAFINZ CONFERENCE

NEW JOURNEYS IN MOBILITY FOR AOTEAROA

A BRIEF OVERVIEW BY GLENN BUNTING CONT...

Dean Kimpton (CEO Auckland Transport)

"There are three legs – technical solutions, funding and social license. We consult and implement technical solutions and wonder why we have lost social licence. We haven't bought the community along with us."

Auckland panel discussion: Benefits/challenges of protecting transport corridors using an integrated approach -

Emma Fisk (Alliance Programme Director), Aimee Simons, (Auckland Transport's lead planner on the Te Tupu Ngātahi alliance) and Angela Dalton (Auckland Councillor). The panel discussion was ably chaired by **Jean Cathcart (Communications, Engagement & Culture Manager, Te Tupu Ngātahi).**

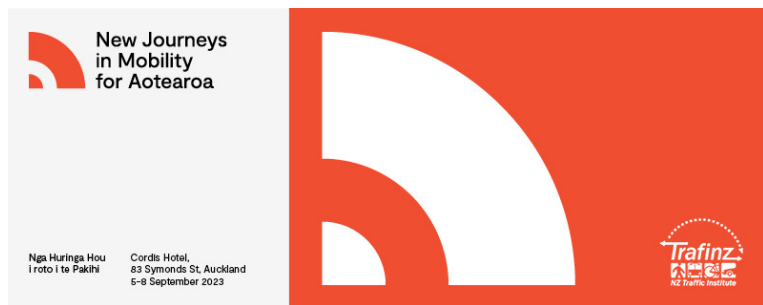
Explaining the vision for the future and developing an understanding of the end game requires political leadership. Need to focus on outcomes rather than short term political messaging, and need to think broader and consider sense of place for people.

Political Panel Discussion involving Labour, Green, National and ACT parties.

Hon David Parker - Minister of Transport - draft GPS tries to remove impediments in the way of integrated use of urban investments, especially increasing traffic lanes on urban networks without providing busways – this has been a huge opportunity missed. "Road to Zero has never been more important". Agree there is a need to put effort into societal changes (Dean Kimpton's point (see above), some of which can't be dealt with through regulation.



Paul Goldsmith - National party - focus on reinstating roads of national significance - GPS has insufficient focus on reducing congestion - continue investment in public transport (National party started Auckland City Rail Link).



Hon Julie Anne Genter - Green Party of Aotearoa - GPS 2018 wasn't fully implemented regarding public transport - we are still throwing money at urban roads that will make little to no difference to giving people choices - there is a huge opportunity in investing in giving people options so they don't need to rely on private vehicles - encourage looking at Climate Commission's latest document regarding options for transport.

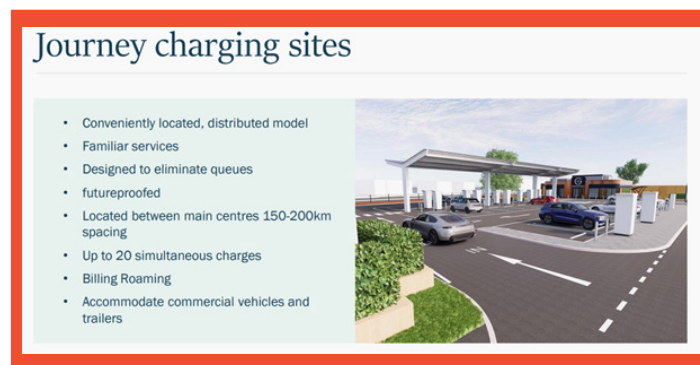
Simon Court - ACT party - safety objectives are inconsistent with climate mitigation and efficiency objectives. Propose to introduce ability for regions to toll roads to address congestion - tradies could (perhaps) pay \$20 for the benefit of getting where they need to go.

John Kinghorn (Transport Systems Engineer, Hamilton City Council)

Townsend Tool - we're developing a mode-share model that uses Machine Learning to provide mode estimates on every road in the city.

Richard Briggs (Group Manager Homes, Transport & Government, EECA)

EECA has a key role ensuring EV drivers can recharge their cars when and where they want. In Budget 2023, EECA received \$110M of funding over 4 years to enable major expansion of a nationwide public EV charging network. This will deliver a network of charging hubs and public chargers in community facilities and rural locations throughout New Zealand. EECA now needs to plan and deliver a charging network in partnership with power suppliers, local councils, and charger operators capable of supporting over 1.5M EV's by 2035.



Matt Ensor (Business Director – Advisory, BECA)

Artificial Intelligence (AI) is more empathetic than humans online.

Prof. Narelle Haworth (Research Professor Centre for Accident Research & Road Safety, Queensland)

Internationally there is limited data on private scooter use - most data on shared scooters. Data available shows while 45% of private scooter use replaces cars, only 15% of shared use ones do, with 60% replacing walking, so scooters are not helping health or VKT reduction aspirations.

TRAFINZ CONFERENCE

NEW JOURNEYS IN MOBILITY FOR AOTEAROA

A BRIEF OVERVIEW BY GLENN BUNTING CONT...

Prof. Shanthi Ameratunga (Honorary Professor, University of Auckland and Te Whatu Ora (Health New Zealand))

Creating new opportunities for mobility is a team sport, and there is no easy indicator for the trips not made refer Dr Bridget Doran, (Principal Researcher, MRCagney). Working effectively in the relational space:



- K** Knowledge - a collective concept
- A** Advantage and Alienation - we choose to see/care about
- S** Step into Someone else's Shoes - stepping out of our comfort zones
- H** Hindrances - greed, hatred, delusion
- I** Identities and Institutional privileges and biases
- N** Now is the knowing!

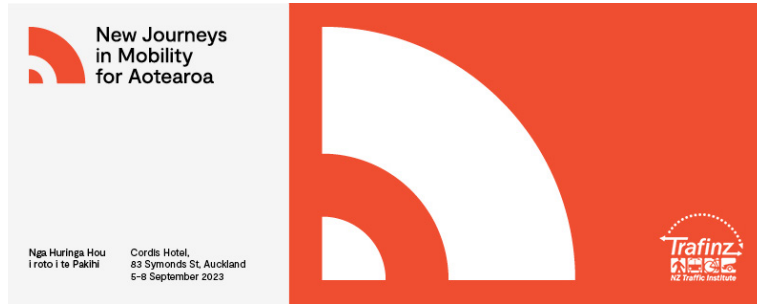
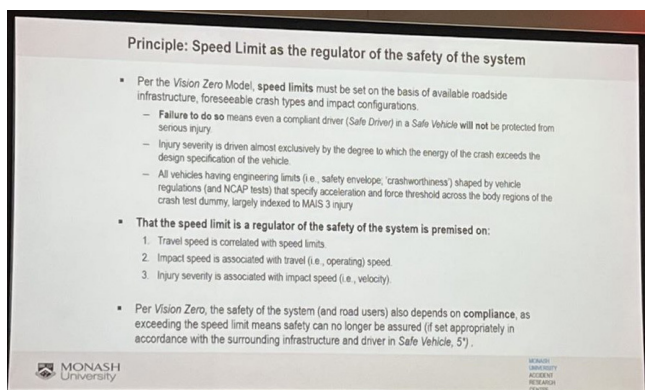
"Mana-enhancing collective approaches that embrace diversity, belonging and meaningful participation in a unified framework that acknowledges the unique place of Tāngata Whenua rights and aspirations."

Dr Iain McAuley (Team Lead, Waka Kotahi NZ Transport Agency)

90 to 80km/h speed limit reduction case study in France - 348 lives saved over 20 months - 40% opposed before changed to 20% opposed after 20 months.

Associate Professor Michael Fitzharris (Associate Director of Regulation and In-depth Crash Investigations, Accident Research Centre and the Injury Outcomes Research Unit, Accident Research Centre, Monash University)

"When we are talking about dropping speed limits, what we really mean is dropping impact speeds". Speed limit as the regulator of the safety of the system.



Bryan Sherritt (Te Manatu Waka)

Social cost is now \$13.4m per death and \$1.3m per serious injury. NZ has 7.3 deaths per 100m population. 25% DSI are the result of work related travel.

Live Poll

A live poll was taken with 100% of respondents agreeing they got value from the 2023 Conference. 88% agreed there should be a 2024 conference, with some of the remaining 12% noting consideration could be given to holding the conference every second year.

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Host



Bronze



Exhibitors



Supporting



TRAFINZ ACHIEVEMENT AWARDS 2023

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



For details on all finalists & awards visit the Trafinz website

There are awards for:

- Road safety leadership
- Sustainable transport leadership
- Highly Commended certificates are also presented if appropriate.

Each submission is required to demonstrate extremely high levels of their:

- Leadership
- Level of innovation
- Sound research and technical basis
- Extent of benefits achieved and to whom
- Community engagement
- Ability to be adopted and applied more widely throughout NZ

This year Trafinz received a record number of entries and out of these, five awards were presented by Rohan O'Neill Stevens, Trafinz President.

TRAFINZ SAFETY LEADERSHIP



Robert Swears (lead), Grant Spedding (pictured), and Raewyn Nielsen of WSP, and Jason Hannett
Incident resilience training and support for road safety practitioners

TRAFINZ SUSTAINABILITY LEADERSHIP



Brent Beilby, EcoMatters & Ben Mansfield, AT
The Auckland Bike Hub Network

HIGHLY COMMENDED



Kevin Briggs, Downer
Temporary Traffic Management



Gemma Dioni, Christchurch City Council
Way Safer Transport network for Ōtautahi Christchurch



Andrew Stevens, Auckland Systems Management
Post Incident Response

PROFESOR SAM CHARLTON ACKNOWLEDGED



Prof. Sam Charlton is acknowledged at the Trafinz Conference Dinner.

Trafinz were delighted to honour Prof. Sam Charlton's considerable contribution to road safety in Aotearoa NZ.

He was presented with a certificate and his favourite tippie: a bottle of Tequila.

Samuel Charlton arrived in New Zealand from the US in 1995 with his family and settled in Hamilton. Since that time he's contributed to the New Zealand transport sector in many tangible ways. Much of his work has had an impact beyond academia, directly improving our roads and road safety. Some examples are his work on road marking and signage; research into the blood alcohol limit for driving which contributed towards law changes; and extensive work on speed management on urban and rural roads. Sam has long advocated for safe system principles and was part of the pioneering self-explaining roads project in Glen Innes. He has taught and mentored thousands of transport professionals through his popular talks at Safe System Engineering Workshops, and at many industry events and conferences. His academic career placed him at the forefront of transport psychology internationally, culminating in his role as Editor in Chief of the leading transport psychology journal and being keynote speaker at that industry's premier conference. Sam has been a popular presence at Trafinz conferences over the last thirty years. His voice for understanding the human behind the wheel resonates in many of the policies we are enacting today. While his legacy carries on in the understanding and skills that he shared so generously, Sam's presence in our industry will be missed.



FROM THE TRAFINZ ARCHIVES

Here's some interesting excerpts from the 20 June 1951 Trafinz Executive meeting:

Item 13 - Major and Minor Road System

It is recommended for consideration the introduction of a major and minor road system particularly as regards to City Streets. To obviate the necessity for the erection of notices a system of street marking is suggested indicating on the minor road the approach to a major road.

Item 17 - Minister of Transport advising as follows:

"Further to your letter of 19th June concerning your Executive's request for reconsideration of the question of windscreen stickers indicating the date of expiry of warrants of fitness, I have had further consideration given to the suggestion.

"As you are aware, the great majority of warrants of fitness are at present issued by the motor trade, and it is not considered that a sticker system for expiry date would operate satisfactorily while this is the case. Furthermore, as previously stated, the fact that on the windscreen of most cars there are already at least two labels, namely the licence label and the automobile badge, makes it undesirable from the point of view of a clear vision to add to the number. Nevertheless, I am very grateful to the Institute for its interest in making this and other suggestions to me, and your Executive may be assured that any suggestions from it will be fully explored before a decision is arrived at."

Item 21 - Powered Cycles

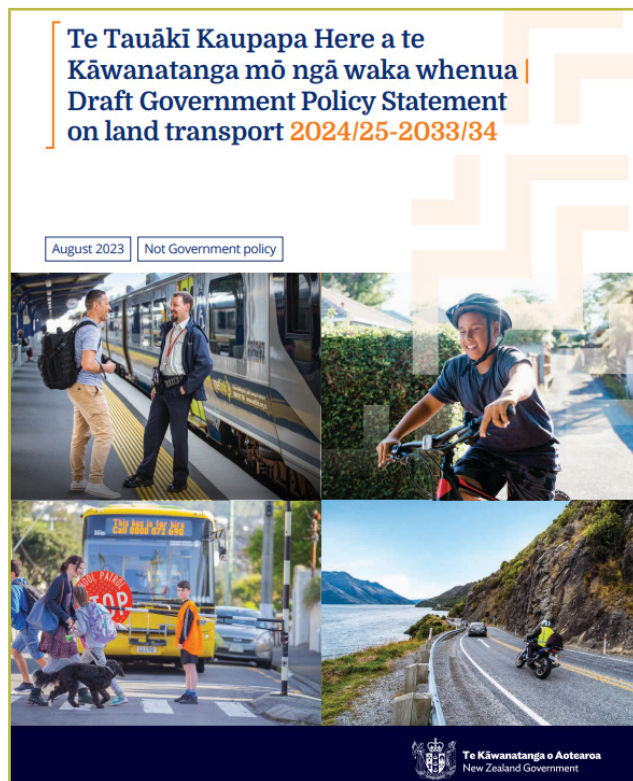
Mr GP Keller referred to the fact that a person obtaining a license to drive a powered cycle was entitled to drive a motor cycle. He considered a separate class should be instituted for a license to drive a power cycle.

RESOLVED that the Hon. Minister of Transport be requested to amend that Motor Drivers Regulations 1940 to provide for a separate class of drivers licence for powered cycles.

Trafinz Submissions

A submission was prepared and submitted by Trafinz on the recent Draft Government Policy Statement on Land Transport 2024.

The full submission is available on our website [here](#), and is summarised below:



Trafinz supported the overall direction and intent of the Draft GPS 2024. Trafinz supported the strategic directions of 'Maintaining and Operating the System' and 'Increasing Resilience'. However, Trafinz considered that the Draft GPS 2024 was a missed opportunity to strengthen our response to climate change. It is disappointing that this Draft GPS 2024 moved away from direction of the Indicative Strategic Priorities Engagement Paper released by Te Manatuu Waka Ministry of Transport in early 2023 which had proposed to elevate emissions reduction to become the overarching focus for GPS 2024. Trafinz asked for this to be addressed.

Trafinz supports the need to have additional funding mechanisms available for the upcoming GPS and in particular Trafinz supported:

- a. The proposed staged approach to increase fuel excise duty (FED) and Road user charges (RUC) and supplementary funding from direct Crown funding instead of a significant increase in this area.
- b. Hypothecation of the traffic infringement fee revenue to the national land transport fund (NLTF) to directly support Road to Zero safety programme.
- c. Crown grants including \$500 m from CERF which will be directed to Walking and Cycling activity and which Hamilton City has benefited from in this current LTP period.
- d. Review to determine how land transport should be funded in the future called 'Future of the Revenue System' which will be necessary as revenue from road users from current sources will reduce into the future.



Trafinz supported the inter-regional public transport activity class which allows for investment in existing and new inter-regional services such as the Waikato Te Huia service.

Trafinz was an inaugural promoter of Vision Zero in New Zealand and continues to strongly support Vision Zero and the need to have a safe transport system to support and enable genuine travel choice and inclusivity for everyone to meet their needs and thrive. Trafinz strongly opposed the Road to Zero activity class being dismantled and incorporated into the State Highway and Local Road improvement programmes. Trafinz noted that the findings in the GPS 2018 Evaluation Report (released in February 2023) identified that "budget allocations to activity classes are a key change mechanism" and specifically that "The continuity of direction in GPS 2021 will continue to build system momentum and should enhance visibility of the contribution of the GPS towards intended outcomes."

Trafinz looked forward to seeing the outcome of the work planned to develop a comprehensive framework for funding, financing and integrating decision-making processes for Mass Rapid Transit projects with this new policy expected after GPS 2024 is adopted. Finally, Trafinz strongly supported the strategic priority for sustainable urban and regional development and the role that Tier 1 urban groups will play in achieving VKT reduction.



Waka Kotahi updates

Mobile Phone and Seatbelt Detection Trial



A recent driver distraction trial in Auckland demonstrated the role safety camera technology can play in the detection and enforcement of mobile phone and seatbelt non-compliance.

There were 242,959 detections recorded over three trial sites. One in 42 drivers (2.4%) were shown using mobile phones and one in 95 (1%) of vehicles had the driver or front seat passenger not wearing seatbelts.

Driver distraction is a contributing factor in nearly 8% of fatal and serious injury crashes in New Zealand. While many factors can lead to a driver being distracted, mobile phone use appears to be significant, with a continuing upward trend in offences prosecuted by Police. Wearing a seatbelt can increase the chances of survival in a crash by 40%.

The Mobile Phone and Seatbelt Detection Trial Report results are the first step in providing better evidence of the scale of these safety issues and will be used to help to shape initiatives that encourage people to make safer choices, including not using their phones while driving.

Clean Car programme



More than half of all vehicles imported into New Zealand since December 2022 have been zero or low emission. This is directly attributable to the Clean Car Discount (CCD) and Clean Car Standard (CCS) initiatives, which are helping to tackle CO2 emission levels and contributing to a healthier New Zealand.

Changes to CCD fees and rebates were implemented on 1 July to ensure the scheme is self-financing and able to continue encouraging New Zealanders to make the switch to zero or low-emission vehicles. Almost 150,000 rebates have been approved in the CCD scheme and over

Coming season road recovery programme



The recovery of the weather-affected state highway networks took another step forward on 31 July, when a further \$567 million was confirmed for the next two years for Northland, Coromandel, Tairāwhiti and Hawke's Bay to return the state highway network (and some local roads) back to pre-cyclone levels.

Work at the SH25A Taparahi Bridge site in Coromandel is progressing well, with contractors moving to a 24/7 operation as they look to have the work completed by the end of next March.

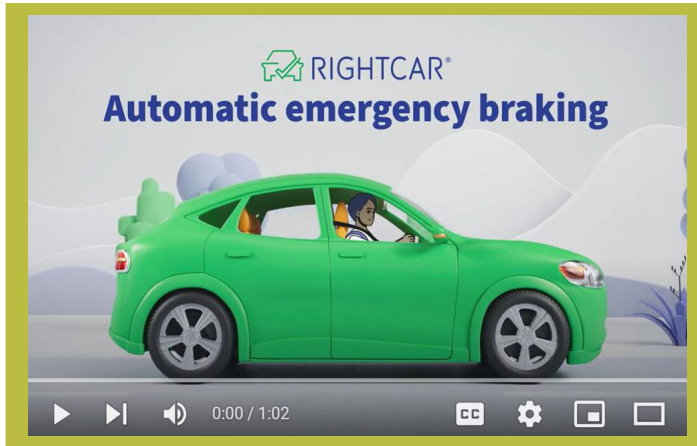
The construction and road renewals season begins in October, the aim is to complete 2300 lane kilometres of state highway renewals equating to about 9.4% of the network, a significant increase on 2022-23 (2100 lane km).

Most of the road renewal programme will be completed by next March, before contractors re-focus on winter maintenance requirements. Crews will down tools around midday the day before any public holiday or long weekend, to ensure disruption is minimised during peak travel periods. Road users can plan ahead by using tools such as the Journey Planner to understand how their trip will be affected.



Waka Kotahi updates

Crash avoidance videos well worth a look



A new series of educational videos informing people about the key crash avoidance features to look for in a vehicle is now available on Rightcar.

Each of the animated videos acknowledges that people make mistakes and shows how a selected crash avoidance feature can help prevent a crash or minimise its severity. This is typically by detecting a mistake (such as speeding) or something in the path of the vehicle and alerting or assisting the driver if they don't act.

The safety features chosen for the videos include automatic emergency braking and lane assist systems, selected due to their potential to prevent the most common crash types.

The videos follow the February expansion of crash avoidance features data on Rightcar and are aligned with recent research recommendations, helping inform vehicle safety work that is part of Road to Zero.

While crash avoidance features can prevent a crash, a safety rating is the best indication of how a vehicle will perform if a crash occurs, so looking at both is recommended.

You can watch the videos at:

<https://rightcar.govt.nz/safety-features-and-driver-assistance>

Just scroll down to Crash avoidance features videos.

Street changes impact on retail spending



The first report looking at the effect on retail activity from street changes has been released by Wellington City Council, showing a generally neutral effect in the short term on retail spending across five specific locations in the city. The Changing Lanes report used customer spending data to measure the effects on specific local retail areas.

The council has said that local retailers and businesses had asked for a more complete understanding of the impacts of street layout changes. This report, conducted every six months with each focused on different areas, aims to fulfil that need. Data will be regularly shared with businesses to provide an overall picture of spending before, during, and after street layout changes.

Read more at the [Wellington City Council website](#).



Getting our voice out there

We believe that our mahi at Trafinz and that of council transport teams nationwide is more important than ever at a time of population growth, climate change impacts and unacceptable road deaths.

The need for a strong voice representing local knowledge and industry best practice is clear.

With that in mind, the executive has been reviewing our approach to communications. One of the presentations at our conference outlined this new approach.



Our goal is to raise the profile of Trafinz and the issues, strengthen our influence and position us to be that strong and respected voice of local authorities well into the future.

The approach we're taking is simple.

Along with our website, LinkedIn will be our primary channel of communication with regular posting of articles and sharing of information by delegated members of the executive. This is supported by a media policy and protocol.

We encourage you to join the new [Trafinz LinkedIn](#) page to help build our visibility.

Key to all this is establishing our strategic communications priorities so that we can develop a series of key messages and editorial contributions. At the conference we invited input from members on the following five proposed priorities out to 2028: road safety, infrastructure delivery, emissions reduction, promoting best practice and funding.

We are in the process of reviewing that feedback and developing and agreeing on key messages. We will update you on these.

Again, we encourage you to join the [Trafinz LinkedIn](#) and help build our voice.