

## **President's Report 2014 AGM**

TRAFINZ represents Local Government in the areas of road safety and traffic management, and has a strong interest in transport strategy.

Looking back over the last twelve months it has been a busy and productive year for TRAFINZ.

### **Advocacy**

It is very pleasing to see the results of the Safe Systems approach which TRAFINZ advocated for consistently and publicly for during the 2000s. Government's *Safer Journeys Strategy* adopted in 2010 is based on the world best-practice 'Safe System' philosophy. In my observation we are now seeing a different, more comprehensive, more determined, approach to road safety, and road safety being much more part of the culture of major stakeholder organisations. We've seen the really significant benefits of that culture development in other countries. Already, at very least in part due to Government grasping some prickly nettles which we had also advocated for around youth and high risk driving, our road death toll has reduced from an average of 375 people a year in the three years before Safer Journeys to an average of 295 people a year in the 3 years since its adoption.

In 2013/4 TRAFINZ has continued to advocate for safety initiatives including for more median and edge barriers, lower blood alcohol levels, and a national speed management programme. We've also advocated for hypothecation of safety related fines for safety purposes. We have been an invited participant in MoT led workshops which have led to the current 3 year Safer Journeys Action Plan.

One big initiative TRAFINZ is now advocating is to require key agencies, including road controlling authorities to develop their own Safe System Plans. That doesn't mean our roads will instantly be safe, but it would mean setting visions, policies and action plans to make them progressively safer.

We have engaged in NZTA's review of the Funding Assistance Rate (FAR). The FAR defines the proportion of opex and capex funding that local authority transport projects receive. Our concern, previously expressed through submissions on Government Policy Statements (GPS) remains that some authorities particularly in rural and provincial New Zealand will be unable to afford to even maintain their existing networks.

In a new initiative we have run successful and well attended open Forums this year on the One Network Framework, Speed Management and Cycling. The quality of presentation and discussion has led to TRAFINZ' direct involvement in supporting Government agencies policy development in these areas.

TRAFINZ has made several submissions this year including on the Land Transport Amendment Bill (Blood Alcohol level reduction), Draft ITS Action Plan, Safe Routes for Rural Schools Design Guide, Omnibus Amendment Rule, and Austroads manual review. In our recent submission and Select Committee supporting BAC reduction we took the opportunity to suggest a number of refinements and advances for further consideration. It is fair to say the research supported suggestion that a lower BAC (0.02) would be appropriate for motorcyclists did excite a fair bit of comment.

TRAFINZ Executive members have been direct participants in a number of areas of policy development including the above Safe Routes to schools guidelines, Traffic Control Devices review, and Austroads Manual review. TRAFINZ is also represented on the National Speed Management Working Group, and has been invited to join the national Cycling Safety Reference Group. TRAFINZ, through Auckland Council, has also had a long and close involvement in support of Karen Hay's excellent work on Red Light cameras. We continue to be involved in Police initiatives to expand the safety camera network. We were delighted that Government finally approved the use of red light cameras in July 2013. We are now focussed on the criteria governing the placement of these road safety tools.

### **Conference**

TRAFINZ' 65th conference in Rotorua last September further cemented TRAFINZ reputation for delivering high quality, memorable conferences with inspiring and challenging speakers. We had outstanding feedback from delegates who enjoyed a range of inspirational and very informative speakers from Sweden, Australia and New Zealand. A number of actions have been undertaken as a direct follow up from conference.

At Conference we also made a number of Leadership Awards, a TRAFINZ innovation to recognise Leadership and Innovation in transport safety and sustainability.

Relationships are at the heart of what TRAFINZ does. We value our key relationships with Government agencies, most notably Police, NZTA, MoT, ACC, and with LGNZ. We have attended a range of policy and initiative launches, and workshops to assist policy development. Recent examples have been attending an NZTA led Speed Management workshop, and a Police Safety Camera workshop. We supported the Police launch of the successful Christmas – New Year speed tolerance initiative.

### **People, Publicity and Administration**

TRAFINZ sadly lost a good friend in 2013 with the death of Don Hill after a long illness. In 2010 Don was made a life member of TRAFINZ for his long work for TRAFINZ, including several years as honorary Secretary.

TRAFINZ has been in the news quite regularly, including on Red Light Cameras, Conference coverage, and Blood Alcohol levels. We appeared in IPENZ 'Engineering Insight Magazine' in January 2014 making the case for mandating Safe Systems.

TRAFINZ has continued to work productively with LGNZ to define how we can best work together.

I want to finish with some thanks. My thanks first to all the TRAFINZ Executive who give freely of their time and huge expertise, and take on a range of specific policy tasks. It is always dangerous to single any people out, but my particular thanks to Robyn Denton who is a wonderful secretary - treasurer and organiser; and to Vice President John Gottler for his untiring support and assistance again in conference speaker organisation.

My thanks to our excellent Executive Officer, Brian Hasell for his work including in helping write submissions and in developing regular newsletters.

My thanks also to Glenda Harding and team from Harding Consultants for the wonderful job in conference organisation, and in providing administrative and website support for TRAFINZ.

TRAFINZ exists to make a difference on behalf of our communities throughout New Zealand. That includes working to reduce death and injury on our roads, improve traffic management, and advocate for sound transport policies. In 2013/14 we have continued to build on past work and to lay the foundations for future initiatives .