



Trafinz

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FROM THE PRESIDENT

ANDY FOSTER

In this challenging time of pandemic, global warming and restricted international travel for people and goods I want to bring you back to an area where I think we can make a real difference. New Zealand has committed to decisive action on road safety under Road to Zero: New Zealand's road safety strategy for 2020–2030; published in December 2019. Road to Zero adopts a vision of a New Zealand where no one is killed or seriously injured in road crashes, and sets an initial target of reducing annual deaths and serious injuries by 40 percent by 2030.

327 people lost their lives on our roads in the last 12 months, about the same number as for the previous 12 months. The initial target is 227 by 2030. Despite lockdowns with weeks of lower traffic flows we continue to kill far too many people on our roading network. There is nothing cast in stone that says we have to lose as many people as this. Trafinz continues to engage actively with Government in responding to this life saving challenge. The Action Planning has been done- we need to move fast on its implementation.

I want to encourage you to come on this journey with us. We'd love to see you at our conference in Auckland in late November. Trafinz conferences are always varied with outstanding presenters offering great learning opportunities across a wide range of transport and urban planning associated topics. Plenty of great networking and fun too! This year our theme is 'New Journeys in Mobility for Aotearoa'. It's our chance to talk safe and sustainable transport in the context of Vision Zero and NZ's transport direction.

This is an exciting time with the opportunity to make a real difference. We welcome your involvement in helping Trafinz work to achieve great outcomes.

Warmest regards

Andy Foster

President



TRAFINZ CONFERENCE 2021

New Journeys in Mobility for Aotearoa

Visit the conference website [here](#).



VENUE + ACCOMMODATION

Cordis Auckland – 83 Symonds Street,
Auckland CBD

Superior room King or Twin per night \$249.00

PROGRAMME

View the full programme [here](#).

REGISTRATION FEES

(GST exclusive)

Full	\$1,152.17
Trafinz Member (10+)	\$1,046.96
Councillor	\$601.09
Life member	\$601.09
Exhibitor	\$554.35
Single day	\$745.65

To register for the conference [click here](#).

CONFERENCE DINNER

Maritime Room – Princess Wharf, Viaduct Harbour

Get ready for an evening of glamour at the Maritime Room, on Princess Wharf.

Time to get out your glam clothes for a night of lovely food, beverages and networking. Discover the winners of the 2020 and 2021 Trafinz Achievement awards.



SPONSORS

We are thrilled to welcome the following **sponsors**:

Platinum Sponsor:



Host Sponsor:



Bronze Sponsors:



Supporting Exhibitors:



PRESENTERS



Professor Narelle Haworth

Professor of Road Safety – Centre for Accident Research and Road Safety–Queensland (CARRS-Q), Queensland University of Technology (since 29 April 2019).
Micro mobility outcomes in Australia (virtual presentation).



Eric Howard

Whiting Moyne.
Delivering a safe people-centred transportation system (virtual presentation).



Boopsie Maran

Founder & Director of Places for Good.
He tangata, The people: Creating inclusive spaces for citizens and government to workshop together.



Andrew Coster

Commissioner of New Zealand Police.
Police collaboratively delivering people journeys within the New Zealand transportation system.



Hon. Michael Wood

Member of Parliament, Minister of Transport.
Creating the future platform for trauma free, sustainable connected travel.



Kathryn King

Waka Kotahi NZ Transport Agency.
Innovating streets and connected journeys.



Paul Graham

Waka Kotahi NZ Transport Agency.
Vision Zero and how we are progressing.



PRESENTERS continued...



Fabian Marsh, Neil Cook, Glenn Bunting and Anna Brae Sharpin.

Waka Kotahi NZ Transport Agency.

Achieving Road to Zero through speed and infrastructure.

FIELD TRIPS

There are 3 trips to choose from, along with a variety of transport options.



Visit the Auckland Transport Operation Centre on an AT hydrogen bus.

When you're moving around Auckland or the state highways from Taupo north, whatever your mode of transport, the Auckland Transport Operation Centre plays a part in your journey.

A joint venture between Auckland Transport and Waka Kotahi NZ Transport Agency, ATOC works behind the scenes 24/7 to help ensure everyone using the transport system has a safe, reliable journey.

Their work includes everything from designing software for traffic lights to monitoring the transport network using CCTV and other sources, planning transport operations for major events to co-ordinating the response to incidents, plus keeping customers informed before and during their journeys.

On this field trip to ATOC, based at Smales Farm in Takapuna, you'll hear more about how ATOC teams work with co-located partners and other stakeholders to keep people and freight moving, as safely and efficiently as possible.

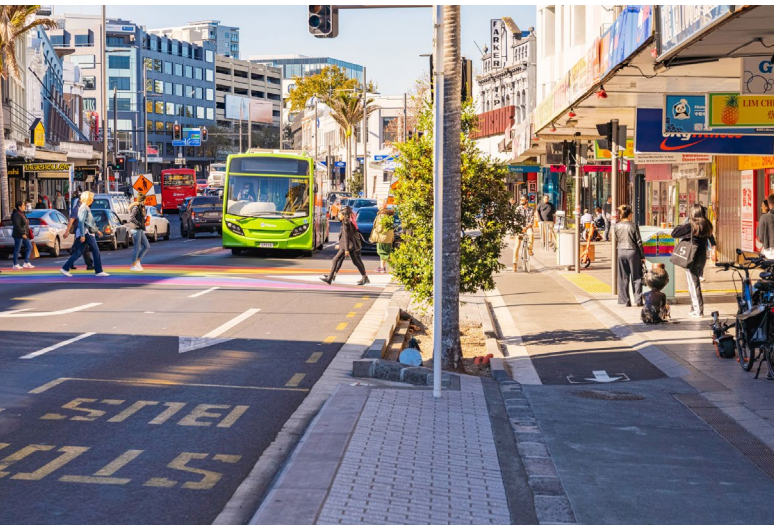




Karangahape Road enhancements walking tour with a café stop

Tāmaki Makaurau’s Karangahape Road (K Road) is a colourful hub and popular destination, with a flourishing residential and business community. As one of the busiest roads in the region, thousands of people travel along it daily. This tour will walk you through the enhancements made to Karangahape Road to enhance an already vibrant and dynamic street life to create an accessible, people friendly public space while creating a street environment that supports the local community and meets the needs of a growing population. Michael Richardson from the Karangahape Business Association will be along to discuss things from the business side of things as well. There will be a café visit at St. Kevin’s Arcade.

Walking distance is 2.63kms.



before using the electric motor to easily power up Grafton Gulley with the entire trip being on safe cycling infrastructure.

Trained instructors will be on hand to help you get started and offer riding tips if you are new to riding, and we’ll be stopping along the way to talk more about the cycle projects you go past.



Cycling tour of Auckland city and its network

Come along on a free guided e-bike tour of our cycle network so we can introduce you to life in the bike lane while showcasing some of our best cycling infrastructure and letting you experience why riding a bike is the best transport choice in Auckland.

We’ll pedal our way around the central city loop, taking a look at some of the new bike lanes on K’ Road, cruise down Auckland’s award winning Te Ara I Whiti (lightpath, aka Pink Path) and down Nelson St to Project W.A.V.E. From there it’s a leisurely spin past the Quay St Enhancements



NEWS FROM TRAFINZ

73rd AGM

The 73rd AGM was held on 29 August by Zoom, due to Covid restrictions.



A total of 12 “attended” with 13 apologies. The current Executive was re-elected with the exception of the SASTA representative Alister Mayson who has stepped down and a replacement has not yet been advised. Also Neil Trotter, recently returned to Kapiti Coast District Council, has replaced Bruce Johnston.

The Trafinz Board remains as:

President:

Mayor Andy Foster, Wellington City Council

Vice-President:

John Goettler, Life Member

Treasurer:

Robin Denton, Hamilton City Council

New Member

Welcome to Matamata-Piako District Council who have recently joined Trafinz as a Local Authority Member.

Join Trafinz **NOW**. First year free for TLAs.

What Does Trafinz Do? - How Can We Do It Better?

The New Zealand Local Authority Traffic Institute or Trafinz represents local authority views on road safety and traffic management in New Zealand. It exists to lobby the government, to influence decision making on road safety and traffic issues. It also acts as a forum for collectively pursuing traffic issues of interest to local authorities, and for sharing information and advice.

A good example is our push over several years for Vision Zero – not just the goal itself but promoting policies and actions needed to make it a reality. Trafinz featured overseas experts at our Annual Conferences and ran workshops with our members interacting with central government officers as policies were being developed. Trafinz developed a list of actions for central government agencies and other organisations – the First 15 – and promoted this widely using the annual conference and newsletter. We encouraged organisational change, the setting of targets and annual reporting on progress. We are pleased to see that the Ministry of Transport has issued the first annual progress report and there is an item giving more details in this newsletter. In summary, progress is mixed so far and the number of deaths and serious injuries on our roads plateaued last year. It needs to come down fast and Trafinz has a continuing role to encourage the changes needed. How should we do this?

Trafinz has a voluntary Executive of 15 Councillors and officers of its member organisations. They all have busy day jobs. One way of operating would be to have a small team, perhaps 3 strong, who would concentrate on Vision Zero and be Trafinz Champions in this area. They would report back to the full Executive.

Another small team could champion transport responses to the challenges of sustainability and global warming. They would cover transport mode change (public transport, cycling, walking) as well as urban design and technological improvements.

There is also a need to keep developing our member services and a small team could liaise with Hardings Consultants on this. Areas of need are liaison with LGNZ, promotion of new members, a New Member Pack and keeping the Website current.

Another team could work on a programme of one-day Workshops for Members on topical matters. These had been run quarterly, but as with many other organisations the programme has stalled. A kick-start is needed.

Trafinz has a strong history of making Submissions to central government on proposed new legislation in the road transport area. We support good new initiatives and also suggest other ways of solving problems– on behalf of our members. We look for ways of working with other submitters to reinforce our views. This is another area where a small team could be set up.

A further area where progress has been slow is the area of media responses and releases on topical matters, including social media. Trafinz could be promoted as the sane, authoritative voice. This is a difficult area and timing is everything. A small media team would assist.

The Trafinz Executive will be developing these ideas further at its next meeting. Watch this space!

Safe and Appropriate Speed Limits - The Guide

To accompany the new Setting of Speed Limits Rule 2021 Waka Kotahi is developing the new Speed Management Plans (the Guide). The Guide will provide the guidance on the development and delivery of high-quality speed management plans.

Waka Kotahi will engage with a representative group of RCAs (as well as other representative groups) to outline the framework and principles and to test aspects of the Guide to develop and refine the content.

Trafinz will assist setting up the group so that it represents the diversity of the wider RCA audience (region size, population, geographical location, etc.). The Executive will be considering how best to do this and will be contacting members shortly for their views.

NEWS FROM MOT & NZTA



Road to Zero - First Monitoring Report

The Ministry of Transport has published (online) the first Monitoring Report for the Road to Zero road safety strategy. A key commitment under Road to Zero is regular monitoring and reporting against indicators set out in the strategy's outcomes framework. Trafinz welcomes this publication as it will help drive action and hold agencies accountable.

New Zealand has committed to decisive action on road safety under Road to Zero: New Zealand's road safety strategy for 2020–2030; published in December 2019. Road to Zero adopts a vision of a New Zealand where no one is killed or seriously injured in road crashes, and sets an initial target of reducing annual deaths and serious injuries by 40 percent by 2030. The Strategy is supported by an Action Plan for 2020–2022, which sets out 15 initial actions under the five focus areas of the strategy. The Report says *“Regular monitoring and reporting is critical to keep us on track towards our 2030 target, and provides a transparent way to assess and review progress on actions. Road to Zero has an outcomes framework that covers programme delivery, system performance and outcomes across all five focus areas. This will enable us to take stock of where things are at, identify areas where more action is needed, and report publicly on our progress on an annual basis.”*

Indicator data are reported by financial year (July to June) to align with the reporting time period for other monitoring reports. The 2018/19 financial year data is the baseline for most indicators. Three-quarters of the indicators were available for reporting in the first year.

Progress towards the Target.

The Report states *“In 2020, there were 318 deaths and 2,176 serious injuries (total 2,494 DSIs) on our roads (provisional figures). While the number is still unacceptably high, this represents a 16% reduction from 2,978 in 2018.”* The MOT also publish a running total of deaths and that gives a 12 month to date figure of 327 deaths which indicates no further drop over the past 12 months. That is disappointing. The target for 2030 is <227 deaths and <1,787 DSIs.

Other Actions

The Report lists a number of actions that have been achieved under the 2020–2022 Action Plan.

- Government decisions on the proposed oral fluid drug testing regime, the establishment of the Independent Expert Panel on Drug Driving, and the introduction of the Drug Driving Bill.
- Public consultation on the Accessible Streets package of rule changes to enhance safety and accessibility of footpaths, bike lanes and cycleways.
- Cabinet agreement to the Tackling Unsafe Speeds package, and Parliament making the Land Transport (NZTA) Legislation Amendment Act 2020. This Act will facilitate the new Setting of Speed Limits Rule processes.
- Launch of the Safe Vehicles programme, aimed primarily at increasing awareness of vehicle safety ratings and encouraging consumers to buy the safest vehicle possible in their price range.

- Delivery of national road safety advertising programmes, guidance and training for road safety professionals, and driver training and licensing support (including Ride Forever, a key rider skills training course for motorcyclists).

However The Report also notes that the impact of COVID-19 and the subsequent Government response has resulted in delays on some actions as considerable policy and other resources were diverted to managing the response.

Some regulatory programmes (including the Tackling Unsafe Speeds programme, the Drug Driving Bill, and the Accessible Streets package) are expected to be significantly advanced in 2021, with implementation to follow once the new legislative or regulatory settings are in place. Other regulatory actions will commence in 2021 (e.g. the proposed driver licensing review and a review of road safety penalties), while some have been re-phased to begin in 2022 (e.g. work to raise the standards of the vehicle fleet and strengthening commercial transport regulations).

The Report notes *“Implementation challenges on some key operational actions (particularly the safety infrastructure programme and road policing) have meant that these actions are not on track to meet their delivery targets. We will need to significantly ramp up and improve performance in these areas if these programmes are to make their full contribution towards the 40 percent reduction target by 2030.”*



July 2021

Transportation Attitudes - Latest Survey

The Ministry of Transport conducted an annual survey of public attitudes to road safety until 2016. Now, NZTA is now carrying out the survey as part of its Vision Zero work, starting in 2020. Its first report is now available and includes some trend information.

Survey questions were asked of over 3,000 respondents in two streams. The questions focused on speed; car safety; driver fatigue, impairment and distraction; attitudes to enforcement and Road to Zero/Vision Zero.

The report will continue to be published annually to allow the transport sector to understand public feedback and monitor trends.

Some highlights:

The majority of New Zealanders consider New Zealand roads to be fairly or very safe to travel on, consistent with previous years at 81%.

The most commonly mentioned aspects that New Zealanders think can make travelling unsafe are the behaviour of other drivers, speeding, road design and road surface / quality.

There are high levels of support (80%) for roadside drug testing and higher fines for mobile phone use, while there are medium levels of support for median barriers (69%), car safety features (61%) and 30km/h urban speed limits (58%).

89% of people surveyed consider our town centres are safe for pedestrians, but only 65% consider they are safe for cyclists.

Having been informed that around 350 people are killed each year on our roads, 44% of respondents thought zero deaths would be an acceptable number next year, and 15% thought more than 200 deaths would be acceptable.

Awareness of the Vision Zero approach to road safety is currently at 11%, and 24% think it's likely that zero road deaths can be achieved by the year 2050.

For the full report [click here](#).



KANTAR

Public Attitudes to Road Safety

Report
Provided: October 2020

WAKA KOTAHU
NZ TRANSPORT
AGENCY

Update on the Government's Emissions Reduction Plan

From the Ministry of Transport:

The all-of-government Emissions Reduction Plan (ERP) consultation document will be released soon for public consultation. A decision was made to delay its release due to the recent COVID lockdowns. The ERP includes a chapter on proposed transport policies for the ERP. These proposals build on Te Manatū Waka's green paper *Hikina te Kohupara*, and proposes actions to help move Aotearoa onto a net-zero pathway for transport. A series of webinars and online sessions on the ERP will be confirmed once a date for consultation is announced.

The final ERP is now due by 31 May 2022 (previously 31 December 2021).

Trafinz will be preparing a submission and will call for input once the consultation document is released.

The Climate Change Response (Zero Carbon) Amendment Act 2019 introduced 2050 emissions reduction targets that are consistent with the Paris Agreement's commitment to limit warming to 1.5°C above pre-industrial levels. The targets require gross emissions of biogenic methane to reduce to at least 10% below 2017 levels by 2030 and to at least 24 to 47% by 2050. Emissions of all other greenhouse gases must reach net zero by 2050. This last target is the one that applies to transport.

The Zero Carbon Act also put in place the institutional architecture to achieve the 2050 targets. This established the Climate Change Commission, and includes a system of emissions budgets that aim to achieve the reduction targets in a series of steps, and a requirement for governments to develop emissions reduction plans.

Accessible Streets Regulatory Package

Back in May 2020 Trafinz and many of its members submitted strongly supporting the setting of new Rules, especially for the use of our footpaths. We asked for an update on progress – here it is.

'The Minister of Transport is finalising decisions and intends to seek Cabinet approval in the coming months. Once Cabinet decisions have been made,

there will be an announcement about Accessible Streets and the changes that will be implemented.'

Watch this space!

Speed Management Programme Update

Speed plays an undeniable role in the horrifying numbers of people being killed or seriously injured on New Zealand's roads. New Zealand's road safety strategy, **Road to Zero 2020-2030**, outlines a plan to build the safest road system we can, and work towards zero deaths and serious injuries on New Zealand roads.

The Speed Management Programme is one part of Road to Zero and will introduce a new regulatory framework for speed management to improve how Road Controlling Authorities (RCAs) plan for, consult on and implement speed management changes.

Setting of Speed Limits 2021

The new Land Transport Rule: Setting of Speed Limits 2021 (the Rule) enables an improved approach to speed management planning on New Zealand's roads, and will replace the Land Transport Rule: Setting of Speed Limits 2017.

Consultation on the new Rule closed in June. The COVID-19 national lockdowns in March 2020 and August 2021, and the high number of responses to the consultation have slowed the development and implementation of the Rule considerably. The Rule has yet to be tabled in Parliament. Waka Kotahi will keep stakeholders updated on progress.

Prior to the new Rule coming into force there are some things that RCAs can do to move towards the principles of the Rule.

- The new Rule does not prevent RCAs from pushing on with developing, engaging and consulting on speed limit changes now.
- The new Rule will allow RCAs to set these changes straight into the Register rather than creating a bylaw.
- RCAs can consult on changes not provided for in the current Rule (eg permanent 30km/h speed limits for schools) by noting that implementation would follow the new Rule going live.

Waka Kotahi will provide more guidance for this transition period later in the month.

Aotearoa Speed Management Guide: Road to Zero Edition

The new Aotearoa Speed Management Guide (the Guide) is currently under development. Sector engagement will begin later this year.

The Guide is based on a strategic, policy and regulatory framework provided by:

- the Road to Zero Strategy and Action Plan
- the new movement and place-based One Network Framework (ONF) approach to categorising New Zealand's streets and roads
- the Rule
- the Waka Kotahi Sustainability Action Plan, Toitū te Taio.

The Guide draws from this framework and international best practice.

Waka Kotahi will be engaging a group of RCAs representing the diversity of all RCAs (region size, population, geographical location, etc) to outline the framework and principles of the Guide and test aspects of the Guide to help develop and refine content.

This engagement will include workshops and webinars. All RCAs will be kept informed of progress.

National Speed Limit Register

The Rule provides the information and process requirements when creating a land transport record for setting a speed limit. To enable this Waka Kotahi is developing a National Speed Limit Register (NSLR). NSLR will be the first component of the Register of Land Transport Records.

NSLR provides an online maps-based central source of speed limits for roads in New Zealand. It will become the legal instrument for setting speed limits and speed limits will be required to be registered to be legally enforceable. It will be publicly available and serve as the single source of truth for speed limits on New Zealand's roads.

NSLR will enable RCAs to record, update and share speed limit data more efficiently, and make more informed speed management decisions.

The development and testing of the first version of NSLR is nearing completion and Waka Kotahi are working with RCAs to migrate speed limit bylaw data as the current bylaw process for setting speed limits will no longer be needed under the new rule.

Waka Kotahi appreciates the effort that RCAs have made to date to get their speed limit data ready

for migrating into NSLR. In order to get all 68 RCAs speed limit data ready in time for go-live Waka Kotahi asks that RCAs continue to work with them to make this happen, by providing their data and completing the quality assurance steps to the agreed timeframes.

If you need support migrating your RCA speed limit data into the NSLR register, please email [here](#).

More information:

Website [here](#).

Email [here](#).

Trafinz Conference in November: Waka Kotahi will be presenting at the conference – please take the opportunity to talk to Waka Kotahi representatives there.

NEWS FROM OUR MEMBERS

Dutch-style Roundabout for Hamilton



From **Robyn Denton**

The upgrade of the existing Tristram Street and Collingwood Street intersection in the Hamilton CBD is a planned and funded project in the 2021–31 Long Term Plan.

The existing intersection is a roundabout with very limited safe pedestrian and cycle crossing facilities and a history of incidents. A new large office building on the NE corner is currently being constructed for 700 ACC staff and this

will further increase walking and cycling demand at the site.

The recommended option for the upgrade is a 'Dutch Style' roundabout. This option is preferred over traffic signals as it improves walking and cycling safety whilst providing better level of service for vehicles (reduced delays and queues), is likely cheaper to construct and enables retention of the existing established street trees at the site. It will have a reduced carbon footprint with less removal of existing pavement and new road pavement construction than a signalised intersection. It is also expected to have a lesser construction cost and lower operational cost. Construction is planned for early 2022.

The 'Dutch Style' single lane roundabout will be a first for New Zealand and staff will be working on a communications strategy to educate and explain operational expectations for road users (drivers, pedestrians and cyclists).

Update from Ellen Blake of Living Streets Aotearoa

Regulating the use of footpaths

Living Streets (LSA) encourages councils to rapidly implement safer low-speed zones where the place function of streets is significant and in residential zones where access to dwellings is the primary purpose of streets and to provide safe, separated lanes for micromobility and cycles elsewhere where the movement function of streets may be of greater importance.

Living Streets supports micromobility options, especially if they enable people to ride instead of drive, rather than walking. LSA sees little sense in individuals driving 1-2 tonnes of metal and plastic about and then leaving a car stationary for 95% of the time, especially given the negative impacts that has on the liveability of urban space, health and the environment. From that point of view, e-scooters and other forms of urban micromobility could be positive.

Trafinz's View

The Trafinz submission on the Accessible Streets Regulatory Package May 2020 stated:

To safely and sustainably operate footpaths and shared paths Trafinz believes safe and appropriate speed limits must be established and enforced for wheelchairs, scooters, micro mobility vehicles,

eBikes, postal vehicles and future micro vehicles. The objective is safe sustainable mobility which is self-explaining and self-enforcing.

Trafinz is concerned that government decisions on the matters raised in the Regulatory Package are long overdue. We asked for an update- here it is: The Minister of Transport is finalising decisions and intends to seek Cabinet approval in the coming months. Once Cabinet decisions have been made, there will be an announcement about Accessible Streets and the changes that will be implemented.

The full Trafinz submission is [here](#).

