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FROM THE PRESIDENT

As I write, the news includes 4 people killed yesterday in a Waikato crash. In the twelve months to today 323 people have lost their lives on our roads. That is 323 too many, and 70 more than in calendar 2013, which was the lowest death toll in 60 years.

This week, though, we at Trafinz were absolutely delighted by Minister of Transport, Simon Bridges', announcement of a \$600 million fund to be invested over the next ten years, specifically in making our roads safer; installing median and edge barriers, rumble strips, and straightening dangerous corners. NZTA has done excellent work in analysing and prioritising risk areas so we know the money will be invested well.

For a decade Trafinz has advocated for exactly this kind of fund, dedicated to safer roads, and not merely a co-benefit of capacity enhancement projects. We've long suggested a sum of between \$150 and \$200 million a year, so this is a fantastic step which will save many lives and prevent many more injuries. Minister Bridges said that it is expected that over that ten years 900 people will escape death or maiming as a result of this investment. That is fantastic news in anyone's language.

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SPEED MANAGEMENT GUIDE IN FINAL STAGES

The New Zealand Transport Agency's **Speed Management Guide**, which is currently being finalised, will contain a new framework for speed management using technology and national data sets to enable best-practice speed management across the network.

It shows New Zealand is moving to a new approach to speed management which is based around the road and risk. As such it's not all about making wholesale changes to speed limits.

The Guide will be pivotal to how the NZ Transport Agency and partners engage with communities and implement speed management initiatives across the network. It acknowledges that not all New Zealand roads are created equal and not all speed limits are right for those roads.

The Guide's method has been tested in the Waikato Demonstration Project (WDP) and NZTA now have enough learnings to support the launch of the Guide. Other regions are also eager to move forward with this new approach.

Once the guide has been finalised, the NZ Transport Agency will support Road Controlling Authorities (RCAs) as they apply the new approach in their region, at the pace that is right for them and their communities.

The Guide will be a living document and will be updated regularly with new content, including further learnings from the Waikato Demonstration Project.

We will provide a link to the final Guide on the Trafinz website www.trafinz.org.nz

For more information please contact Iain McAuley, Principal Advisor Network Optimisation Team, iain.mcauley@nzta.govt.nz.



This week we also want to congratulate the Minister for starting to talk positively about the need for some form of congestion pricing. This follows supportive commentary from the Productivity Commission and in the 30 year National Infrastructure Plan. It is possibly not politically an easy sell, and Government has long avoided the issue, but the economic logic is incontrovertible. When a good or service is in short supply its price should rise. Again Trafanz, along with Auckland Council and all the Councils of the Wellington Region has consistently advocated that congestion pricing and long stay parking levies should be legalised as tools to be available to road controlling authorities and regional councils. The blunt reality is that in our larger cities, growing populations will put more pressure on our roads, and they will increasingly frequently be unable to cope, and beyond our ability to build extra capacity. This means the need for behaviour change, more people using better public transport, walking or cycling, better urban form, sharing vehicles, changing the way or time of travel.

Sometimes the wheels of politics and of bureaucracy grind slowly, but a good idea will remain a good idea. There is a time when its time will come. This week we saw significant announcements on issues we see as important to New Zealand's transport future.

We would always welcome your and your organisation's involvement and support in Trafanz, to help shape our research and advocacy. Please get in touch.

Warmest Regards

Cr ANDY FOSTER
PRESIDENT
TRAFANZ
andy.foster@wcc.govt.nz

NEWS

MAKE A DATE TO BE IN TAURANGA IN NOVEMBER

The 2016 Trafanz Conference in Tauranga is now only four and a half months away! November in Tauranga is the place to be!!

Interest in the conference has been significant. Minister of Transport, Simon Bridges MP, has signed up and will be sharing with us, his vision for New Zealand's transport infrastructure. He will also be leading the Road Safety 'Orange Day' Parade through the streets of downtown Tauranga, which is part of this year's conference. The parade is an amazing spectacle which celebrates the hard work of road safety champions in our schools and communities.

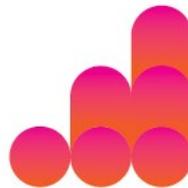
Having decision-makers at this year's conference is really important. We want to encourage Councils to send Councillors to join us at this premium transport event. With the local body elections in October we realise it may be difficult to commit names at this stage, however with each staff member signing up we will offer a 50% reduction for the Councillor.

Further updates on speakers will be provided shortly. Come to Tauranga, a city of opportunity.

Registration will be open in July 2016.

Mark up your calendar NOW

<http://trafanz.org.nz/conferences/2016/>



Communities, Growth and Transportation.

Trinity Wharf, Tauranga
16-18 November 2016

SAFER JOURNEYS ACTION PLAN

Safer Journeys:
2016-2020 Action Plan Released

The third and final Action Plan for New Zealand's road safety strategy of 2010 to 2020 has been released by Hon. Craig Foss Associate Minister of Transport. While work will continue on topics from the first two Action Plans, this third Action Plan will renew focus on areas of greatest risk and disproportionate harm, and on opportunities for the use of current and emerging technology.

It's focus is on:

- Enabling smart and safe choices by providing road users with the right information at the right time
- Providing a safer system for motorcyclists using education, information, training and emerging technology
- Ensuring roads and roadsides support safer travel by focusing initiatives on high risk roads
- Investigating further use of proven and emerging safety technologies in vehicles entering the New Zealand fleet

Alongside the Safer Journeys third Action Plan, Minister Foss also released a report looking at why some crashes result in fatalities.

"Why Do People Die in Road Crashes, commissioned by the Ministry of Transport, provides some valuable insights into the causes of road trauma," he said.

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"The report found that about 30 per cent of fatalities in 2014 could have been avoided if the person had been wearing a seatbelt or helmet."

"Road safety is everyone's responsibility. We have the power to protect ourselves and other road users by wearing a seatbelt or helmet and driving to the conditions at safe speeds."

The Safer Journeys Third Action Plan 2016-2020 is available at:

<http://www.saferjourneys.govt.nz/action-plans/2016-2020-action-plan/>

Why Do People Die in Road Crashes report is available at:

<http://www.transport.govt.nz/TERNZ-Report-Why-people-die-in-crashes>



THE VDAM RULE

FURTHER OPPORTUNITY TO COMMENT

The Land Transport Rule: Vehicle Dimensions and Mass 2002 (the VDAM Rule) specifies requirements for dimension and mass limits for vehicles operating on New Zealand roads. Proposed changes to the VDAM Rule were announced by MOT on 9 December 2015. TRAFINZ and a number of Councils submitted in support of some of the proposals and made a number of suggestions, particularly focussed on achieving better safety outcomes. The Ministry received 198 submissions.

[See Summary of Submissions Report on discussion document proposals](#)

[PDF, 803 KB]

The Yellow Draft with preferred proposals has now been released and is available on www.nzta.govt.nz/vdam-2016. Do have a look at the proposals and let Trafanz know your views. We expect to be making a submission on behalf of our members and their communities.

PUBLIC ELECTRIC VEHICLE CHARGING

The Wellington Region's first electric vehicle charging station on public land has been set up by Hutt City Council.

Council has provided a free three hour car park, for vehicles plugged in to the electric vehicle charging station installed at the kerb outside the Dowse Art Museum. (See Picture)

Lower Hutt Mayor Ray Wallace says, "Our Council is really committed to environmental sustainability. I would like to see these stations widely available throughout the country."

The car park offers both Type 1 (32 Amp) and Type 2 (32 Amp 3-phase) charging options. These recharge an electric vehicle with about 35km and 100km of driving range per hour respectively. There are currently over 150 electric vehicles registered in the greater Wellington region. The Council has purchased an electric car for trial use in its fleet and have another fast charger located for Council's own use.

Hutt City Council's Eco Design Advisor, Martin Barry welcomes Council's investment in this charging station "We are responding to an existing demand and helping to encourage more electric vehicles on our roads. Councils are in a good position to support the market for electric vehicles and I hope to see other councils around the country doing their bit.

"There are a couple of other spots in Lower Hutt that have charging facilities- Z Petone and PAK'nSAVE Petone, which is great to see and I am proud to be part of this work to support cleaner transport." For more information contact

jez.partridge@huttcity.govt.nz

NEW MEMBER

A warm welcome to **Otorohanga District Council** who have recently joined Trafanz.

If your Council or organisation would like to join please see the information and form at the end of this newsletter.

REPORTS

ITS WORKSHOP

Trafinz Workshop - Intelligent Transport Systems (ITS)

The Trafinz Workshop on 15 June updated members on a major ITS initiative in Wellington and on progress with the MOT's ITS work programme.

Smart Motorway

Glen Prince, the Project Manager for the Wellington Smart Motorway project, described the work that has been done to improve the traffic performance of the State Highway network between Johnsonville/Petone and the Terrace Tunnel. This has included changes to the median barrier and widening of the elevated section of SH1, as well as installation of a large number of variable lane speed and variable message signs throughout the system.

Upgrading Wellington's existing traffic model is at the heart of the smart system. The model will work with new technology that will continuously collect traffic speed and volume data in real time. It will compare this with what's happened in the past to predict what's likely to happen in the next few minutes. The model translates its data into the optimum speed required to keep traffic moving at the most efficient pace and displays that speed to drivers using the changeable lane control signs.

Other smarts include improved incident management, with two new emergency stopping areas and enhanced operating procedures. These features are designed to get stopped vehicles off the road as quickly as possible, to keep traffic flowing and minimise disruption to other travellers.

The new system will be progressively switched on in July 2016 and will "learn" from traffic performance until it is able to operate automatically, changing signs and speed limits without operator intervention.

The success of the new system depends on the changes in driver behaviour that it achieves. The workshop discussed the role of publicity and overhead changeable messages in encouraging compliance with the speed limits and reducing the need for regulatory enforcement. Direct contact with drivers by radio was suggested as an alternative but this is not possible at

present. It is however available in the newly refurbished Mt Victoria Tunnel for emergency messages from the Traffic Control Centre so "watch this space".

The project is seen as a pilot for eventual implementation elsewhere in the country.



ITS Action Plan - Transport in the Digital Age

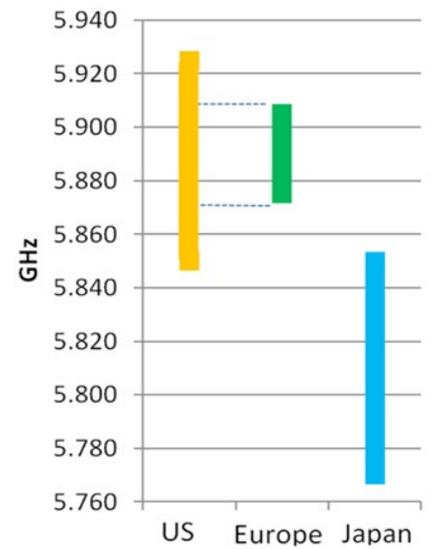
Lee McKenzie and Ian McGlinchy from the Ministry of Transport next presented on progress with the 2014 ITS Action Plan.

This year they are focussing on:

- Reviewing the ITS Action Plan
- Completing the legislation scan (to ensure there are no unnecessary legislative barriers to the uptake of beneficial technology)
- Research into data needs for intelligent mobility
- Promoting New Zealand as a test-bed for ITS technologies
- Ongoing international and domestic engagement on ITS

They will also collaborate with Australia on two key actions:

- Radio spectrum standards for connected vehicle technologies
- Positioning systems needed for the deployment of ITS technologies



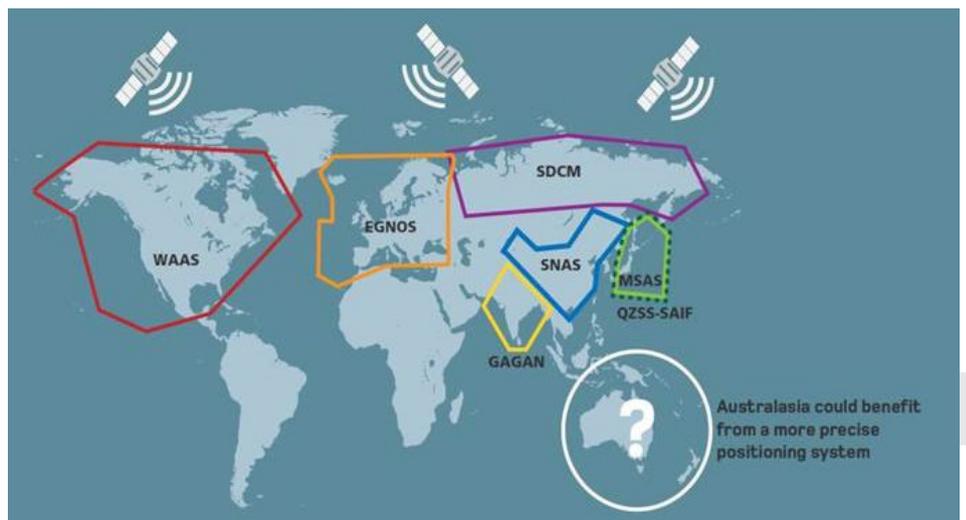
New Zealand currently has good access to global navigation satellite systems (GNSS) coverage from US and Russian systems. However, we have no coverage from existing (and planned) GNSS satellite-based augmentation systems likely to be needed for many ITS applications.

In collaboration with Australia, New Zealand is seeking to investigate the business case for a satellite-based augmentation system (SBAS) to improve the accuracy of the current GNSS in Australasia.

The desirability of mandating new safety technology as it become available is being kept under review and the "Standards Map" in the Strategy is being updated.

New Zealand is actively encouraging new technologies on our roads and the Minister will be attending the Trafinz conference in November.

For more information contact
l.mckenzie@transport.govt.nz



AUSTRALIAN ROAD SAFETY



Making Progress on Road Safety - A View from Australia

Karen Hay, past Trafinz Executive member, attended the inaugural Australasian Road Safety Conference in Brisbane last year. She has sent us this report.

“There’s a great deal of excellent work taking place to reduce road trauma across the Australasian region and internationally in a range of areas. While it is extremely important that we do not lose focus on the excellent work we’ve done and are doing, other countries appear to be reducing road trauma rates faster than we are. We’ve made much headway and implemented improvements that have led to real impacts in terms of savings to society. But as we all know the battle will not end until we reach zero.

While death rates are falling serious injury rates are not and may well be increasing. The United Nations Global Goal to halve deaths and injuries by 2020 will require jurisdictions and lead agencies to review existing targets and the scale of the response.

A National/Australasian Serious Injuries Forum was recommended to agree a national injury measure that will allow not only comparisons but highlight where the best action should be taken to reduce injury rates. While road safety is everyone’s responsibility, there is increasing interest in encouraging the community to see road safety as part of a broader, community safety agenda, including public health and also in a context of safer mobility.

Technological advances are in general a positive unstoppable wave – for all vehicles, data collectors and in enforcement. The potential contribution in collision avoidance, enhanced behavioural monitoring and control and improved efficiency across transport modes have potential to bring major trauma reductions.

As a result we are moving rapidly from our relatively new concept of a Safe System to a more Complex and Dynamic System of road safety management. We must be able to evolve quickly within the Complex Systems of the future.

We must continue our commitment to creating collaborative, productive partnerships between all sectors of road safety to achieve best possible outcomes.

As we meet the challenge in Australasia, the need to play a supporting role and learn from others throughout the Asia Pacific region where 60% of global road deaths occur is also a priority and an opportunity.

We must continue to celebrate our successes - it is important to take stock of how far we have come whilst maintaining our efforts to reach zero.”

The next Australasian Conference (ARSC 2016) will be in Canberra on 6-8 September 2016.



Canberra: Australia | Tues 6 - Thurs 8 September 2016

POSTCARD FROM VANCOUVER

A postcard from Vancouver, Canada. Vancouver, Canada is a cycle friendly place. There are excellent cycle ways along the waterfront with separate space for walking.



Giving cyclists some priority on the main roads is more difficult, as it is also in New Zealand. The photo below shows (I think) a peak hour kerbside cycleway, which is a busway the rest of the day. No stopping (or parking) is allowed. When I was there, at about 530pm, there were no cyclists to be seen. There were no special road markings or use of coloured surfacing. Perhaps that would have helped.

Brian Hasell





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:
Robyn Denton, Secretary/Treasurer Trafinz
C/o Hamilton City Council, City Transportation Unit, Private Bag 3010, Hamilton 3240.

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 2016		Cost (\$) GST exclusive
Local Government Members	300,000 and above	4,000
Cities and Districts Authorities with Populations :	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 first the year of membership for new Local Government members		
Associates	Not-for profit organisations	100
Corporates	Consultants, contractors	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