



Safety and Efficiency

The challenges of delivering both

3 - 6 SEPT / 2013

CONFERENCE PROGRAMME

Click here to read the latest programme.
<http://trafinz.org.nz/conferences/2013/>

PRESENTERS



1. Hon Michael Woodhouse

Hon Michael Woodhouse is Associate Minister of Transport. For more details on his background, visit the website.



2. Dr Anders Lie

Anders Lie has a Ph.D. in medicine and is a specialist in traffic safety working for the Swedish Transport Administration.

FROM THE PRESIDENT

ANDY FOSTER,
PRESIDENT



Sometimes I get asked "What does TRAFINZ do?" One way of answering that is to take a look at the content of this Newsletter. You will see examples of our successful advocacy for better tools that will save lives (such as red light cameras) and our working with MOT, NZTA, NZ Police and other agencies to help develop better policies and Rules through Submissions and our regular Workshops. We regularly participate in workshops organised by central government agencies too, such as in the development of the 2013 Safer Journeys Action Plan. TRAFINZ, armed with information from our international colleagues, was a consistent advocate for the 'Safe System' approach to road safety, and for many of the component actions within it. We have been delighted by the Government's adoption of 'Safe System', and by the progress we are making in road safety, and the declining number of people being killed and injured on our roads. Of course there remains much work to do and TRAFINZ will continue to advocate for safer, roads and efficient sustainable networks.

We've instituted topic based Workshops as a means of sharing information and discussing topical initiatives. They are a valuable forum for interaction with


Government agencies in helping policy formulation and implementation. Recent Workshops have been on the Network Operating Framework and Speed Management which of course is a key plank of the 2013 Safer Journeys Action Plan. TRAFINZ Executive includes many of the country's leading local government transport practitioners along with experts from the private sector and central government. We are also in the process of refreshing our MoU with Local Government New Zealand

In this newsletter you will see information on good things being done by Councils and their communities throughout New Zealand. You will also see new information on our upcoming annual Conference in Rotorua. There is an exciting line-up of domestic and international speakers. Through hearing from our speakers and interactive panel discussions Conference will inspire us, challenge our ideas and widen our perspectives as we collectively seek to deliver both safety and efficiency on our roads. As always, we will have fun together too. So, if you have not already registered for the Conference, take another look at the details in this newsletter and on line.

Do join us in Rotorua!

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Safety and Efficiency

The challenges of delivering both

Trafinz Conference
 Energy Event
 Centre, Rotorua
 3 - 6 Sept / 2013





Safety and Efficiency

The challenges of delivering both

PRESENTERS continued



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Dr Anders Lie CONT.

He has held his position there since 1995. Anders is and has been an active partner in the development of Vision Zero in transportation. He has also set-up in depth studies of all fatal crashes in Sweden as early as in 1997. He represents Sweden in the Euro NCAP crash test co-operation. His research focuses on evaluation of new vehicle safety technologies and the Vision Zero delivery of transportation. The research also looks at how the introduction of new safety technologies, for people, vehicles and environments can be monitored as integrated tools for success into modern management systems such as ISO 39001 while producing real positive outcomes for communities for the whole life cycle of the transport system.

3. Professor Raphael Grzebieta

Raphael Grzebieta currently holds the Chair of Road Safety at the Transport and Road Safety (TARS) Research unit. He was the President of the Australasian College of Road Safety (ACRS) for over four years and Chairman of its Sydney Chapter for two years. He has over 30 years of research and practical experience in crashworthiness and road safety. Research teams he has led and been involved with, have carried out numerous crash tests, computer modelling and theoretical studies investigating and mitigating injuries in a variety of vehicle road

crash related scenarios. Most recently his motorcycle simulation crash research has enabled vehicle designers, road designers and communities to understand the needs of the vulnerable user- the motorcyclist.

4. Dr Judy Fleier

Judy is a Postdoctoral Research Fellow with the Centre for Accident Research and Road Safety-Queensland (CARRS-Q) at the Queensland University of Technology, Brisbane, Australia. She is a recipient of a prestigious National Health and Medical Research Council Postdoctoral Training Fellowship Australia-China Award. This Fellowship enables her to continue her international road safety research interests including examining speeding behaviour and related legislative and enforcement issues, focussing on China and Australia, over a 4 year period from 2011. For the first two years of the Fellowship program (June 2011 – June 2013) she was based at Zhejiang Police College in the city of Hangzhou in China's south eastern Zhejiang Province. This College is the training facility for all provincial level traffic police. She is now permanently based back in Brisbane at CARRS-Q. She is fascinated by how people view road travel and safety in Australia, compared with the people of other countries she has visited.

5. Dr Bruce Corben

Following 20 years as a road safety practitioner in the traffic engineering, management and design fields, Bruce has been a research academic at Monash University Accident Research Centre in Australia since 1993. His early research interests included improving the safety of pedestrians, motorcyclists, roadsides and intersections, through infrastructure design, speed management and, more recently, road safety strategy development and target-setting. A strong theme of his research involves generating innovative solutions from the principles underpinning world's best practice in road safety. Bruce's work has found practical application at national and state levels, in Australia and New Zealand, as well as internationally, to guide best-practice infrastructure investment and develop ambitious road safety strategies. Bruce has worked extensively in leading multi-disciplinary research teams which seek practical outcomes and, ideally, widespread application. Bruce undertook his PhD studies in achieving low risk traffic environments for pedestrians. His appointment as Associate

Professor (Research) at MUARC ended in mid-2013 after 20 years service as a transport safety research academic.

6. Kenn Beer

Kenn Beer is the Manager of Planning for VicRoads Eastern Victoria. Kenn leads the development of program and project bids for Victoria's Safer Roads Infrastructure Program (SRIP), Motorcycle Safety Levy Program, Federal Blackspot Program, Infrastructure Improvement Program and Country Roads and Bridges Program. Kenn also spent three years managing the Victorian Motorcycle Safety Levy Infrastructure Program. In this time over \$20 million of motorcycle safety levy funds were spent in Victoria on infrastructure improvements to specifically improve the safety of motorcycle riders.

7. Andrew Wall

Andrew has worked for VicRoads for 29 years in various rural and metropolitan locations in the areas of traffic engineering, bridge design, road construction, strategic planning, asset management and network operations. Andrew has represented VicRoads at a national level through Austroads on Asset Management and is currently representing VicRoads on the Austroads Network Task Force. His role up until this year was Manager Network Operations, responsible for the overall planning for the operation of traffic on Melbourne's arterial road network. As part of this role, Andrew has been instrumental in developing a framework for resolving the increasingly difficult task of resolving the competing demands for road space between cars, trucks, buses, trams, bikes, pedestrians and abutting land uses. Andrew is now Director Network Policy & Standards, responsible for road safety, traffic and asset management policy, guidelines and standards.

8. Master of Ceremonies - Kay Gregory

Kay Gregory is a Journalist and Professional Speaker who is kept busy as an M.C, Marriage and Funeral Celebrant, Public Relations consultant, Television News Producer, and Newsreader for Radio Live. Kay was formerly a Reporter for One News, a Weather Presenter and co-host of "Breakfast". She is a board member for the Neurological Foundation and the Sky City Community Trust, and is actively involved as a volunteer for Rowing New Zealand. This will be the 4th time Kay has been involved in a Trafanz Conference, and she says it's something she greatly enjoys.

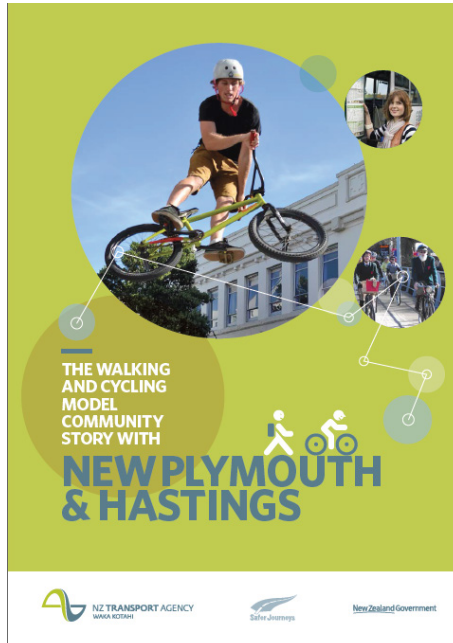
WELCOME TO NEW MEMBERS

Intelematics Connected Mobility Australia and GHD Limited have recently joined TRAFINZ as Corporate Members. University of Canterbury (Glen Koorey) has joined as a Learning Institution Member and CCS Disability Waikato and Living Streets Aotearoa as Associate Members. Welcome!

A Reminder:

Membership of TRAFINZ is open to all Councils and Corporates such as Consultants. Being a Member helps to promote changes that will benefit our local communities. We work closely with our strategic partners: Police, MoT, NZTA, NZ Police, ACC, SASTA to make a difference in pursuing safer, and in a broad sense, more sustainable road transport systems.

For a Membership Form see our website www.trafinz.org.nz/about/



In his Press Release Minister Woodhouse said:

“Red light running is a significant safety issue and evidence suggests that red light cameras could prove an important tool to reduce injuries and save lives,”

“The Position Paper outlines how more red light cameras can be introduced to help reduce the number of casualties at signalised intersections. It provides guidance to relevant authorities to ensure cameras are implemented in a coordinated approach to produce the best safety outcomes.”

“A red light camera trial that ran in Auckland between 2008 and 2010 showed an average 43 per cent reduction in red light running, and an average 69 per cent decrease in crashes attributable to red light running.”

“Current cameras require in-road sensors and manual collation of data. The Position Paper confirms that future cameras will have radar to detect red light running, and operate wirelessly to automatically send information to Police.”

“Moving to this new technology is a significant change and will result in significant long-term benefits and cost savings.

“The next steps for red light cameras are all underway. These involve providing local authorities with guidance on site selection, upgrading the Police IT platform so it can cope with camera data, and tendering to determine the new camera provider.

“While this work continues, we are seeing red light camera sites expanded around Auckland using the existing technology, while we wait for the new digital framework to be developed and cameras to be sourced.

“I’m expecting to see these new generation red light cameras appearing at intersections from the end of next year”.

Trafinz will continue to liaise with NZ Police and NZTA on site criteria and funding arrangements to ensure that best value is obtained from this new technology.

The Position Paper is available at: www.saferjourneys.govt.nz/about-safer-journeys/news/red-light-camera-position-paper/

NEW PUBLICATION FROM NZTA

The Walking and Cycling Model Community Story.

The Story

- explains how and why the NZ Transport Agency selected New Plymouth and Hastings to become New Zealand’s first Model Walking and Cycling Communities
- records the journey these cities have taken towards becoming Model Walking and Cycling Communities
- hopes to inspire other communities wanting to invest and develop their walking and cycling facilities.

It is not intended to be a comprehensive analysis of the existing programmes nor a thorough evaluation of the outcomes achieved. We have suggested that interested parties contact the relevant councils for more information.

The story is available on the NZ Transport Agency website at:

<http://www.nzta.govt.nz/planning/process/model-communities.html>

Glenn Bunting

GOVERNMENT COMMITS TO RED LIGHT CAMERAS

Trafinz has welcomed the government’s commitment to the use of red light cameras at intersections where an evidence-based benefit can be established.

Trafinz President Andy Foster was on radio and TV in support of the decision as “Excellent news”. He said that “this was the latest in a sequence of road safety initiatives by Government which have already contributed to very significant reduction in death and injury on our roads. Great that they are making some tough calls. TRAFINZ has been advocating for this for about a decade.”

“Red light running is endemic –even though 99% of the time you get away with it. It affects safety, affects respect for the rules of the road and affects operation of the system as traffic lights have to be timed to hold up the next phase for traffic because of the risk of red light running.” He was pleased to recognise the good work done in the Auckland red light trial by Karen Hay and her team. Karen is a member of the Trafinz Executive.

N E W S

NEXT WORKSHOP

The next Trafinz Workshop for members and intending members will be held in Wellington on the morning of Wednesday 4 December 2013 with the topic of "Cycling – a safe and efficient mode for the future".

Representatives from Councils and NZTA will present an update and this will be followed by a discussion on the way forward.

There is no charge for attendance but if you are interested in attending please email Robyn Denton [Robyn.Denton@hcc.govt.nz] for further information.



WELCOME FUNCTION

The welcome function will be held on Tuesday 3 September onboard the Lakeland Queen. Transport departs at 5.45pm in time for a 6.00pm function start. The function will conclude at 9.30pm and return transport will be provided to official hotels/motels.

CONFERENCE DINNER

The Conference Dinner will be held on Thursday 5 September in the Banquet Room of the Rotorua Convention Centre. The Trafinz Achievement Awards will be presented tonight. The theme for the Conference Dinner is Rock & Roll! So dig out your dancing shoes, sports coat, piano ties and swing skirts and be ready to dance the night away.

HOW DO I REGISTER?

Interested in attending the conference? Click here to register
<http://trafinz.org.nz/conferences/2013/registration/>



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EXHIBITORS



PROGRESS WITH A CYCLE ROUTE ALONG THE KAPITI COAST

Stuart Kilmister; Cycleways, Walkways and Bridleways Planner for Kapiti Coast District Council reports-

This project had been in the pipeline for some time and is still being extended north of Otaihanga Road. The overall ambition is to provide an off road /highway shared cycle route between Paraparaumu and Waikanae that is more direct than the existing route along local roads and much safer than using the State Highway.

Around 2010 when Kiwi Rail was undertaking the double tracking project to Waikanae I was investigating opportunities to create cycle paths along the rail corridor in various parts of the Kapiti District. Between Paraparaumu and Waikanae appeared likely to provide the best opportunities given the population centers and the electrification project. I posted letters and spoke to various site foremen until I eventually found the right person when I went down to Kiwi Rail head office at the Wellington Railway Station and simply waited until somebody would see me. Teri Teki at Kiwi Rail couldn't have been more helpful. Once the license to occupy agreement was arranged between KCDC and Kiwi Rail, and the appropriate protection requirements were obtained, work began at the Paraparaumu end clearing fallen trees and spraying out blackberry so the appropriate line for the path could be found.

The overall length of cycle path along the rail corridor is 1.2km, over half of which was able to be built on the haul road that Kiwi Rail had already built to enable the double tracking works. The Council also obtained permission from Stan Bellamore of Southwards Car Museum Trust to put a small section of the cycle path across the Trust's property for free. The northern end of the cycle path was problematic as there was limited space to squeeze in a track between the traction poles and the old sand dunes so the cycle path reduces to 1.2m wide in this location. This narrowing doesn't appear to be a problem in use and acts as a natural barrier for vehicles.



Crossing at Otaihanga Road

Site security was an important part of this project as neighbors Kiwi Rail and the Council's landfill operator have specific requirements to ensure the public does not inadvertently stray off the formed track and onto hazardous sites.

In the last 12 months Council has obtained a license to occupy agreement over land owned by the NZTA to extend and improve the cycleway north of Otaihanga Road up to the Waikanae River. This extension will also require improvements to be made to the road to improve cyclist safety.

For more information contact Stuart Kilmister [stuart.kilmister@kapiticoast.govt.nz]



S P E E D M A N A G E M E N T

NOTES FROM SPEED MANAGEMENT PLAN WORKSHOP 12 JUNE 2013

John Gottler Trafinz Vice President welcomed 20 attendees from local and central government, consultants and special interest groups to the half day workshop which was held at the Wellington City Council Chamber.

Helen Climo (NZTA) introduced the topic. Helen explained that speed was a particular focus of the Safer Journeys Action Plan 2013- 2015. She said that the first action plan has achieved a lot in terms of road safety. The challenge is keep these initiatives moving while the actions from the second plan tackle some of the harder issues with a few key actions that are led nationally. These issues are not simple technical issues and often there isn't initial agreement as to problems and solutions. Collaboration and partnership will be essential and a multi-organisation Speed Management Working Group has been set up to make progress.

Examples of the issues that the Working Group will address are:

- How to develop optimal speed limits to meet both safety and economic activity objectives within a safe system approach
- How to obtain road designer and user support and understanding about what travelling at safe speed looks like
- How to align better the work of the various agencies so that a consistent message is given through roads signs and public information

She commented that the agreed positions on appropriate speed will need to take into account the use, function, risk and level of safety of different roads and that the existing speed limit rule will need to be reviewed as part of this work. NZTA workshops on the functional classification of roads are presently underway around the country.

During and following Helen's introduction there was a lively discussion on the issues. Some of the points made were:

- The need to get Mayors and other potential safety champions on board and informed
- Need to start conversations with the public in a positive way- avoid blame
- Have some facts to start good two way conversations
- Changing mindsets needs time, but it can be achieved eg give way rule changes
- Need to include all members of our communities- include the vulnerable or disabled
- Final process for setting speed limits needs to allow for local engagement with the community to be balanced with the need for national consistency

Helen advised that they wished to add two members to their Working Group to represent local government. Following the Workshop the Trafinz Executive agreed that Robyn Denton from Hamilton City Council would be nominated by Trafinz with the second member to be nominated by the RCA Forum.

For further information on this topic please contact Robyn Denton. [Robyn.Denton@hcc.govt.nz]

N E W S U B M I S S I O N S

TRAFINZ HAS RECENTLY MADE TWO NEW SUBMISSIONS ON POLICY MATTERS

1. A Submission to NZTA Rules Team on the Omnibus Amendment 2013

This Amendment will make changes to definitions and wording, generally to recognise current practice. Trafinz was supportive of those changes but made comment on implementation.

On changes allowing School Patrol Signs to be hung off existing pedestrian crossing poles Trafinz welcomed the greater flexibility of layout but is concerned that in some instances signs would be less visible to motorists with possible safety consequences.

Trafinz supported the extension of the definition of School Bus to include buses being used for transport to and from a school function. It is concerned however about school buses being parked at the road side for considerable periods of time and carrying a "School Bus" sign. This requires passing traffic to slow to 20kph, even though there is no loading or unloading activity taking place. It is recognised that NZTA would have to control this unsatisfactory situation.

2. A Submission to Palmerston North on their Speed Limits Review

Trafinz commented on the need to consider the Safe System Principles and balance national consistency with local needs when setting speed limits. Comments were also made on 40kph speed zones around school areas and the use of variable speed limits as a special tool in very limited locations.

Please see the website www.trafinz.org.nz/submissions for more details on both submissions.