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## **TRAFINZ CONFERENCE REPORT BACK**

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### **1. Purpose of Report**

To report back to fellow elected members on my attendance at the Trafinz Conference which was held in Taupo from 12 to 15 August 2007.

### **2. Recommendation**

It is recommended that Council:

1. *Receive the information.*

### **3. Details on the Conference**

TRAFINZ (The New Zealand Traffic Institute) held its 2007 conference in Taupo from 12-15 August, with the theme “Sustainability – Just Doing It.”

There were approximately 270 delegates from around the country, and a few from overseas. Delegates included councillors, officers, consultants, Police, Government officials, and most of the country’s road safety co-ordinators.

Conference was hosted by Taupo District and Hamilton City, and sponsored by a range of public and private sector organisations with involvement in transport.

### **4. Subjects Covered**

#### **4.1 Main Messages:**

- i. Importance of political and non political leadership - ‘the best way to predict the future is to invent it.’ Challenge is where that leadership is lacking, short termist or populist. Nothing happens without leadership. (eg Ken Livingstone)
- ii. Interlinked nature of urban planning and transport
- iii. Sustainability is at core of Government thinking. Opposition may have a markedly different approach.
- iv. Long term planning and a strategic framework is critical – Rick van Barnevald, Dave Darwin, Richard Braae – INZTS and GPS are encouraging, Qld’s 10 year guaranteed funding. Susan Krumdiek – envisaging working with her great grandchildren. What do you think the world will look like in 200 years?
- v. Integration a key theme – all modes – inc sea. Transit approach very impressive.
- vi. PT – make sure it is frequent, quality, and goes where people want to go.
- vii. Land use is absolutely key – Mayoral forum really challenging, central govt position also key.
- viii. District Plan and design of infrastructure at detail level can help or hinder – Joel Cayford.
- ix. Sustainability needs to be across all well beings.

- x. Partnership also key – Wayne Donnelly – don't worry about who gets credit.
- xi. Big opportunity – Environmental consciousness is very high. How to convert consciousness into credible package of actions.
- xii. Technology is a big opportunity.
- xiii. Lots of things that can be done.

#### **4.2. Key Learnings:**

**Kevin Lutens** – transport consultant from Melbourne and USA demonstrated the value of urban development densification, mixed use and quality in increasing PT use/walking.

**Dr Sam Charlton (Waikato University)** exploded some safety myths.

**Paul Henderson (London European Partnership for Transport)** discussed London's moves to safer and sustainable transport under Ken Livingstone.

**Brian Smith (Parsons Brinkerhoff Australia)** discussed what PT needs to succeed (land use, frequency, routing, parking restraint) and the success of the Christchurch Orbiter.

**Cr Dr Joel Cayford – (ARC)** discussed arrangements of intersections and pavements for pedestrians as opposed to vehicles (eg crossfalls on driveways for the elderly in particular) [www.manualforstreets.org.uk](http://www.manualforstreets.org.uk).

**Hon Paul Lucas – Queensland Transport Minister** gave a very interesting presentation on Queensland's transport investment programme and public transport system. There are some things we could learn from Queensland.

**Paul Minett ([paulminett@tripconvergence.co.nz](mailto:paulminett@tripconvergence.co.nz))** discussed a flexible technology based ride sharing approach, which is being tested. It might have applicability for long journeys such as Kapiti – Wellington.

**Superintendent Gary Smith – Bay of Plenty District Commander** discussed effective road policing on SH1.

**Phil Wright OBE (ACC and former head of traffic policing)** – advocated for local government having a comprehensive safety camera programme supported by Government.

**Wayne Donnelly – CEO Land Transport New Zealand** – discussed partnerships. Some great quotes including:

1. There is no point in being well informed if you are none the wiser. (Data alone is no use – need to know how to implement it)
2. It's amazing how easy making progress is when you don't mind who gets the credit.
3. It helps to remember no one is trying to do a bad job
4. Everyone thinks of changing the world but nobody thinks of changing themselves.
5. If you always think of your own business it will be hard to innovate.

6. The opportunities lie at the periphery of what we are doing.
7. If you don't build relationships until you need them you are too late. (Recount meeting with Paul from 'Hotel Rwanda')

**David Bennett – National Party Associate Transport Spokesman** said everyone wants to be seen as environmentally responsible. His speech indicated National still sees the future as being driven by roading (5 strategic road packages). In response to questions he clarified John Key's comments about urban form as being about freeing up undeveloped land within agreed urban containment boundaries, rather than outside. Those are seen as potentially having significant external costs. Work in progress.

**Multimodal Forum involving** Tony Friedlander (Road Transport Forum), Rochelle Comber (AA), Paul Asquith (Bus and Coach Association), Craig Nelson (Toll Rail).

**Alan Thompson – Secretary of Transport** – talked about an upcoming 25 – 30 year discussion paper on implementing the land transport strategy. (Launch approx now) Noted issues across all wellbeings but especially environment (climate change). Expects more use of coastal shipping and rail. Transport energy use has tracked GDP growth almost exactly since 1975. Motorcycle use growth is a safety challenge. Developing proposals to improve the vehicle fleet – emissions, fuel economy, vehicle safety, Govt fleet purchasing, regional fuel tax proposals.

That's a problem for addressing Climate Change.

KJ per person km travelled – petrol car almost 2900, diesel car 2100, bus 900, electric train 600, at 1/3<sup>rd</sup> full. Cars at 1.25 people per car.

**Rick van Barnevald – CEO – Transit NZ** – gave a very forward thinking presentation on sustainable integrated planning and transport.

**Hon Harry Duynhoven** – presented on the 'New Transportation Vision for New Zealand'.

**Commissioner Howard Broad** said there's a degree of complacency about the road toll. He called for a reduction in the legal BAC limit. Estimated it would save 14 – 17 lives and 1200-1300 injuries per annum.

A driver aged 20-29 carrying 2 or more passengers and with 80 mg or more of alcohol has 113 times the risk of dying than the safest group of drivers.

When Sweden went from 50 to 20 mg they had a 9% reduction in fatalities, 11% reduction in single vehicle crashes and 7.5% reduction in all crashes.

### **Mayoral Forum**

Stuart Crosby – Tauranga District, Sir Barry Curtis – Manakau City, Bob Simcock – Hamilton City. All are fast growing areas. Stuart and Bob talked about smart growth, Sir Barry wanted more land released for urban development and opposed the Auckland metro limit strategy.

**Dave Darwin – LTNZ** discussed NLTP funding challenges. LTNZ is always looking to get value for money, robust analysis and AMPs aligned to strategies. LTNZ wants to be involved early in councils' NLTP. Expect them to be increasingly strategic.

Expect to see promotion of sustainable (all 4 well-beings) and safe transport. Expect best use of existing assets before building more. Looking at allocating road space for highest priority uses. Expect to include PT, and active modes.

**Richard Braae – LTNZ** – discussed how we are doing on sustainability in transport and said that overall we aren't doing well. Said we've made progress in safety but currently plateauing.

### **Panel Discussion on Sustainability**

- i. **Graeme Seymour – CEO Honda NZ** – demonstrated the massive advances in car safety technology and reductions in pollution. Still a long way to go in CO2 emissions. Key message is that new vehicle technology is a long long way ahead of our old vehicle fleet. No major new technological solutions on the horizon. Three solutions suggested: Think new, think small, and political courage to price fuel appropriately.
- ii. **Elizabeth Yeaman – EECA** – discussed biofuels.
- iii. **Jeanette Fitzsimons** – spoke very eloquently on what sustainable transport looks like. Being fit for purpose is the key. Short trips implies active modes, commuting on fixed routes implies rail or bus, smaller cars preferable to larger etc.
- iv. **Dr Susan Krumdiek - Canterbury University** – says that we are hitting 'peak oil' and that biofuels or other technologies will not fill the gap. Other suggestions are in lifestyle, urban form, renewable energy transport. Once again urban form is key.

### **Appendix**

Kevin Lutens – Director Urban Trans ANZ – from Melbourne via USA, discussed the interlink between urban development and transport, and transport oriented development. He gave figures for PT use in TODs being much higher than ordinary suburban development.

- Denser population doesn't mean fewer trips but shorter, and fewer drive alone trips.
- Suggested 40 dwellings/ha for premium bus package. 60 dwellings/ha density for rail. Newmarket is just over 40 now, Avondale about 20.
- Mixed use is good too. Diversity 10% increase in commercial/retail increases PT use by 3%
- Design – high quality. Better design encourages more sustainable walking modes.
- Parking and pricing – Pricing is a key mechanism. Advocated using shared parking rather than parking being provided for every use, so we oversupply. Planning regulations should be more flexible to allow reduced parking (unbundle it from leases).
- Pricing – eg Boulder, Colorado. Aggressive parking policy in consultation with retailers. Customers wanted convenient parking more than free parking. Expired meter 'Thanks for your business – we added 15 minutes to your meter – but don't let it happen again.' pamphlet. Superb carparking building with active edges.
- Developer perspectives – predictability. Regulatory co-ordination. Win – win approach: parking reductions, development bonuses, showcase projects, streamlined approvals.

### **Dr Sam Charlton – University of Waikato – Transport Psychologist**

Myth that safety is expensive – put it in context of NZ 2007 National Land Transport Budget of \$2.5 billion. In NZ the direct and indirect cost is \$10 million per day or \$3.65 billion per annum. Road trauma is the # 3 cause of death worldwide.

- Didn't agree with the view we can ignore safety because the private car is 'doomed'.
  - Myth big cars are safer – (SUV sales have quadrupled since 2000). SUVs are less safe unless you hit something smaller.
  - Hard hitting road safety ads get drivers attention but can 'wear out'. Education is more durable.
  - Professional driver training doesn't help if eg one day course cuts down on learning time by 3-4 months. Training needs to include control, strategic (transport choice etc), tactical (road environment) skills – Swedish model – take them all together. NZ training is very poor.
  - Young drivers as likely to kill themselves in old slow cars as in high performance cars.
  - Speed is a major crash factor – 5% reduction in speed, 10% reduction in crashes, 20% reduction in fatalities. Simple kinetic energy !
  - Autobahns – despite divided medians, top quality pavements, better cars, better drivers, recommended speeds (insurance won't pay) still twice the crash rate of UK motorways
  - Explained why cellphones are fundamentally worse than many other distractions.
- Next 50 years will present huge challenges. BAU isn't an option. The best way to predict the future is to invent it.

### **Paul Henderson – London European Partnership for Transport**

– [www.lept-eu.org](http://www.lept-eu.org)

33 London Boroughs bid every year to get \$\$ for transport improvements to Transport for London, GLA, LDA,

- National Policy from DfT
  - International from EC.
  - LEPT helps Boroughs with expertise to bid for \$\$.
- Must be on a best practice basis.

Discussed Ken Livingstone's agenda which got a huge amount of bad press when he first stood. Got re-elected on extending the same sustainable transport programme, especially active modes.

- Congestion charging zone is working. Also adopting a low emission zone. Safety programmes – 20mph, school and home zones and traffic calming programmes. Have already met their 2010 targets of 40% reduction in KSI by 2010, 50% stretch target for children. Now increase overall target to 50% reduction. Still 216 killed and 3953 injured in London last year. (Note NZ isn't within cooee of meeting our 1/3<sup>rd</sup> reduction by 2010)
- Training – huge range of packages for cycling at all ages.
- A lot of education and promotion

- School Travel Plans – DfT and Min Ed actually worked together to everyone's amazement. Stg 50m – school travel plans at every school in the country by 2010. London investing Stg 13.5 m into School Travel.
- Must have a transport strategy including school travel plans. Ken will write Barnet's !
- Walking school buses – checked by Police, Traffic Engineers, STAs, look at whether any stranger danger exists, all parents and children have fluorescent jackets. Very difficult to maintain. Sweden just let the parents run in – rather than TLA leading it.
- WOW bear (Walk on Weds/Walk Once a Week) – if walk every Weds for a month kids are awarded a badge. Very collectable !! On E – Bay ! Very successful kids programme. Integrating into lessons such as maths and geography.
- Also engineering around schools – children drawing 'go slow' banners to go outside the schools.
- School travel plans – average 10-15% reduction in journeys by car. WOW 200,000 pupils and growing. Good scheme up to 30% modal shift. 1000 travel plans reaching ½ pupils in London. 20% of traffic is on school run at 8.50am.
- Gave a lot of initiatives around Europe.

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[www.tfl.gov.uk](http://www.tfl.gov.uk)

[www.travelwise.org.uk](http://www.travelwise.org.uk)

[www.act-uk.com](http://www.act-uk.com)

#### **Brian Smith – Parsons Brinkerhoff – PT projects – getting past the barriers**

- Land use has the greatest influence on the efficiency of PT.
- PT cannot succeed without disincentives for cars. Many NZ cities have too much parking.
- PT has to go where people really want to go.
- Focus on passenger needs – hours of operation, quality, existing and prospective users (these are the most important to consider), transport disadvantaged.
- Importance of non CBD and non work trips (92% of trips) –
- Christchurch Orbiter doesn't go into CBD. Very successful. 18 months after intro it has 13% of total bus patronage of 42 routes. 2 million users inc lots of non PT users. No change to parking supply or charges to support it. Used for short sections of trips – not end to end – each seat turns over 7 times in the trip of the bus. Frequency increased from 15 min to 10 min.
- Surveys show 50% of workers and shoppers use PT (Sydney) and they spend as much as car drivers (London)
- Advocates more direct routes rather than fewer winding ones to get coverage.
- Greater Christchurch PT use went from 6 m patrons in 1998-9 to 16 m in 2005/6.

#### **Hon Paul Lucas – Minister for Transport and Main Roads – Queensland State**

Similar population but 6 times the land mass as NZ. 4 million vehicles vs NZ 3.5m. Growing and strong economy. 2001-06 Qld accounted for 36% of the nation's growth (+450,000).

Australian system – States spend 80% of roads, 20% for federal government. No federal contribution under current Govt for PT.

Congestion costs predicted to rise by 150% in Brisbane. People living in outer urban areas are generally poorer than those living closer to the CBD.

Queensland spends \$113m NZ per week in PT and roading.

- SEQld Regional Plan. 25 year planning with 10 years guaranteed funding for all the infrastructure. Roads, PT, water are big items. Big \$\$ expansions and extensions to roading and PT systems.
- Strongly endorse need to increase intensification.
- Costs of infrastructure rising at least 15% p.a., driven by economic growth, labour shortages. Alliance contracting approach adopted.
  
- Translink – est 2002 Government brought 14 private bus companies and Qld rail together. From 2004 it's become the World's biggest integrated ticketing area. Massive increases in patronage with modest investment. \$50 million. Lowest area 25% patronage growth.
- Govt takes the fare box risk. It pays the operators to provide the service.
- PT included in Suncorp Stadium ticket prices (80% use), Gabba about 30% for AFL as not so well located.
- Now rolling out Cubic Transportation's stored value smart card (same as Oystercard). Allows stored value. Also allows more intelligent route management.
- Nightlink flat fare taxis. 11 ranks with marshals who aggregate punters going to the same area. Very effective reduction in anti-social behaviour. Financed through increased flag fall, and sale of additional licences.
- Nightlink buses and trains. 24 hour buses on Friday and Saturday nights on many routes.
- Safety initiatives including driver licensing and Government fleet buying cars.
- PT – real issue is frequency. Must include offpeak because that allows people not to have a car, or at least a second car.
- Taking on the fare box risk allows a lot more flexibility in service decisions. London is the only place that does this in the UK. Must have excellent KPIs to allow taking action if you aren't happy. Integrated ticketing has also been very beneficial.

### **Forum - Meeting Diverse Needs in delivering on a Paradigm Shift**

#### **Rochelle Comber (AA)**

89% of adults own a car. Cars represent 8% of GHGs (41% of 19% of GHGs)

ARC says 92% of PM10 emissions from transport comes from diesel.

Says impact of cars on the environment is less than people often think.

#### **Tony Friedlander (RTF)**

Trucking industry – very flexible – eg investment lead times. Carry 87% of surface based freight. Rail could move up from 13% to 20%.

Domestic freight is a minimum of 11-12% of all good produced and imported.

Showed an interesting graph by Infometrics – transport costs change unevenly across NZ. The most exposed to shifts in costs are SI, Taranaki, Gisborne, Wellington.

#### **Paul Asquith (Bus and Coach Federation)**

Discussed new bus technology and the value of bus lanes. Praised Wellington's tremendous initiative on bus lanes. Potential for peak spreading (eg schools).

Demonstration routes in small cities – Whangarei working well.

### **Craig Nelson – Toll**

Growing freight – esp Genesis coal, Solid Energy, Milk. In-sourced Auckland metro services. Fuel savings initiatives.

Wellington urban rail – 11.5 m passenger trips per annum.

Lack of investment over last 20 years and ongoing reinvestment need.

Level crossing crashes 327 level crossings since 1998. 14 years – 100 deaths. 5 deaths this year and 17 accidents.

Very very powerful video of Chris Cairns foundation in memory of his sister Louise killed at 19 in 1993 when a concrete truck went through a crossing barrier into her train.

**Rick van Barnevald – CEO – Transit NZ – Integrated Planning** – Rick gave a very forward thinking presentation on sustainable integrated planning and transport.

- Government Policy Statement gap for transport will be covered shortly.
- Much more focus on integrated regional policy statements and regional strategies.
- Important to connect affordability and funding with planning. Transit has been very clear and sometimes unpopular for doing this. Noted development must meet the costs of infrastructure (development contributions)
- National State Highway Strategy will sit immediately below the INZTS as a contribution to integrated planning. Transit has sketched out the 30 year plans for the network factoring in community aspirations. Long term planning was lost over last 2 – 3 decades. Thinking sustainable affordable transport.
- Review speed limits instead of 100kph target applying to the whole network. The highway system is not a one size fits all arrangement with respect to speed. Noted resistance to this showing our culture has a long way to go.
- 4 laning areas selected around the country (Auckland, Whangarei, Waikato, Tauranga, Wellington, and short areas around Chch and Dunedin)

**Hon Harry Duynhoven** – presented on the ‘New Transportation Vision for New Zealand’

- Government has identified need for investment in infrastructure. Important to get the balance right between modes, safety and movement. Spending on PT since 2000 has increased 4 fold.
- Full hypothecation of excise duty.
- Regional fuel taxes. Allows Auckland electrification to be funded.
- The Next Steps Review – from SSC 2006 review - Aim is looking at value for money in the transport sector
- Safety – road toll last year the lowest in 30 years. Hopes the current upturn can be reversed.
- Thinking about changing demerit approach.
- Noted engineering contribution. Centennial highway wire barrier. Stats show it is working. KiwiRAP project to highlight risk profile of roads is underway.

**Richard Braae – LTNZ** – discussed the Integration of Education and Engineering  
He said we aren’t looking good on sustainability.

- Land use is not becoming more PT friendly
- Declining active modes

- PT some growth but losing mode share in most places
- Car fleet becoming more efficient but fuel emissions are growing faster than VKT because bigger cars/more congestion.
- Congestion getting worse.
- Safety has plateaued but long term it has improved.

Discussed changes to Community Road Safety Programme – trying to integrate community groups with infrastructural work by councils.

INZTS and then GPS will fill some of the void with the NZTS aspirations. LTNZ will use these to assess local and regional transport packages to assess whether they represent progress towards sustainability and the NZTS or not.

Report prepared by: *Councillor Andy Foster*