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## **2010 TRAFINZ CONFERENCE REPORT BACK**

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### **1. Background**

TRAFINZ (The New Zealand Traffic Institute) held its 2010 conference in Wellington from 5 – 9 September 2010, with the theme ‘Ten Years to Change Our World.’

There were approximately 250 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 Wellington City Council, and sponsored by a wide range of public and private sector organisations with involvement in transport.

The theme ‘Ten Years to Change Our World’ referred to our part of the world – ie our role in transport and related planning. The ten year timeframe refers to the need to tackle key environmental challenges, notably Climate Change and the frequent scientific advice that we need to make significant progress in this coming decade. It also refers to the lifespan of the new ‘Safer Journeys’ policy adopted by Government to address road safety over the period 2010-2020.

Speakers came from around New Zealand, and we were privileged to have four excellent international keynote speakers:

- Tony Bliss is the World Bank’s Chief Road Safety Advisor and architect of the New Zealand 2000-2010 Road Safety Strategy.
- Eric Howard is a former Chief Executive of Yarra Shire and Acting CE of Melbourne City, and is now General Manager Road Safety – Vic Roads, and Director of his own Road Safety consultancy.
- Major Javier Sanchez-Ferragut Andreu (Spain) was the President of Tispol, the Europe wide Police Road Safety organisation.
- Dr Soames Job is Director of the NSW Centre for Road Safety.

The conference was very highly rated by attendees with delegate survey scores:

- Conference as a whole 8.3 out of 10
- Organisation 9.04 out of 10
- MC 8.27 out of 10.

I should mention that this was achieved despite the Canterbury earthquake occurring on Saturday morning, conference starting on the Sunday, and the conference manager (Glenda Harding Consultants) and MC (Mark Hadlow) all being from Christchurch. Mark was simultaneously managing welfare centres for earthquake evacuees in Christchurch. They did an incredible job.

As Wellington was the host city I would like to also specially mention Paul Barker, Emma Hope, Anna Blomquist and Steve Spence for their huge efforts in conference organisation.

## **2. Recommendation**

It is recommended that the Strategy and Policy Committee:

1. *Receive the information.*
2. *Note the key points.*

## **3. Speaker Highlights**

### **Tony Bliss**

Tony gave us a history of road safety initiatives up to 2000, and discussed the development of the 2000-2010 safety strategy. Among other data he noted that the top 20% of roads account for 79% of traffic and 87% of the social cost of crashes. The top 10% of roads account for 56% of traffic and 74% of the social cost of crashes.

He advocated demonstration projects.

### **Ernst Zollner – NZ Transport Agency.**

Ernst asked what is the appropriate level of investment in road safety. He showed a graph, demonstrating road fatalities are below the levels of death caused by heart disease, various cancers and strokes – but the highest non age related / non directly medical cause. Also put safety in context of Government's other transport objectives.

### **Eric Howard**

Eric Howard's presentation was 'Changing mindsets now to slash the road toll to 2020 and beyond.' Eric advocated a range of initiatives which he considered would save 1,100 lives over the next decade including infrastructure improvements, road user improvements (including raised driving age, graduated licence system improvements, and 0.05 blood alcohol level), targeted reduced speed limits and better vehicles

Noted NZ latest figures at 8.6 deaths per 100,000 population (2008). Australia is at 6.9, and the UK, Netherlands and Sweden are just over 4.

**Changing Mindsets Now to Slash Fatalities to 2020 and Beyond - Redesigning the system - the elimination goal**

Interventions	Lives saved by 2020	Annual fatalities in 2020 (385 in 2009)
Road user compliance measures	780	-75
Infrastructure safety	400	-80
Vehicle safety	250	-60
Speed limit (Targeted adjustments)	60	-12
Other net effects including increased traffic	(380)	(+38)
<b>TOTAL</b>	<b>1100</b>	<b>- 189</b>

**1100 lives saved via Safer Journeys strategy to 2020. Fatalities reduced to 189 in 2020, a 50% reduction – if measures implemented**  
*Vehicle safety, infrastructure, speed limit reviews, user compliance legislation and enforcement, emergency medical system improvements - would deliver!*

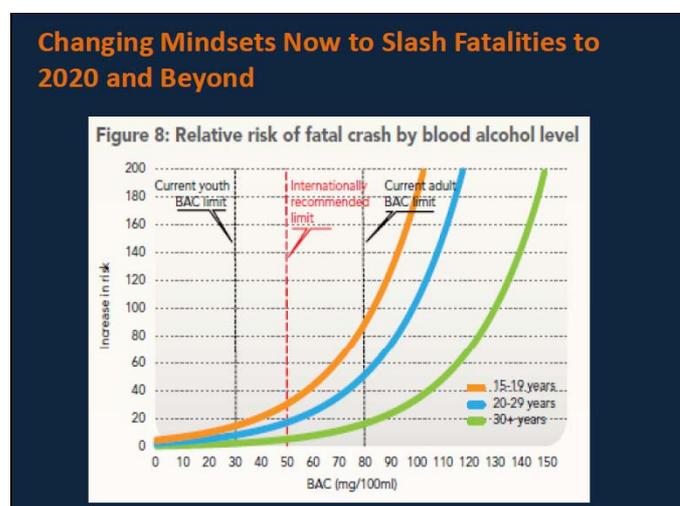
Eric's estimates:

- Engineering – spending \$150 million a year would save 80 lives a year by 2020.
- Reducing open road speeds by 10kph would save approx. 20% of fatalities. Noted 'the public are blind to the risks of kinetic energy.'
- Vehicle fleet improvements could save 60 lives a year by 2020.
- MUARC study. 60% of young drivers killed or seriously injured would be avoided if in safer cars of the same age.
- 0.05 BAC would save 25 lives a year.
- A licence age of 18 would save 20 lives a year.
- A 4 year probation and zero BAC for youth would save 4 lives a year.
- Increasing speed camera roll out by 50% would save 45 lives a year by 2020.

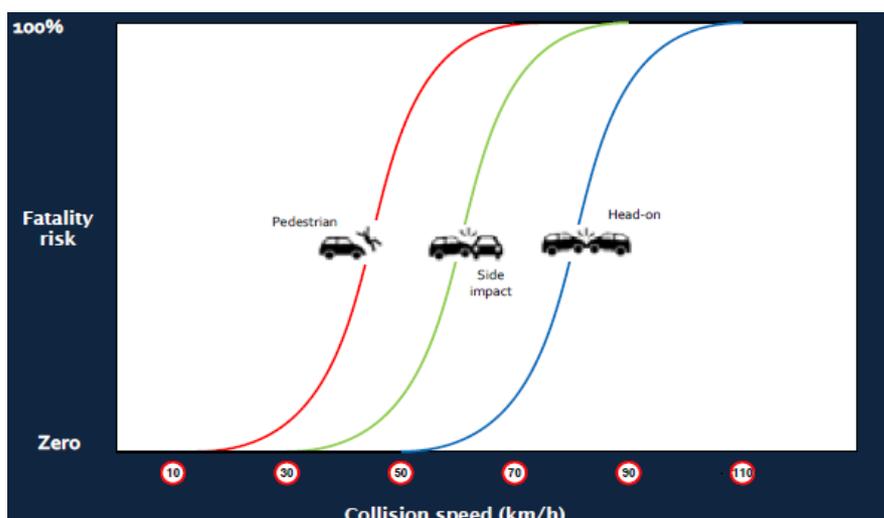
Eric was interviewed by Mark Sainsbury on 'Close Up' during conference on how to save lives on New Zealand roads.

Two graphs of particular interest from Eric's presentation.

The first is about blood alcohol levels and risk, given the number of debates Council has had over alcohol issues.

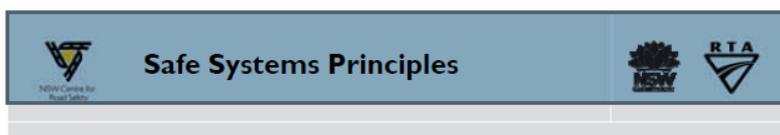


The second graph shows the chances of survival in event of a crash.



### Dr Soames Job

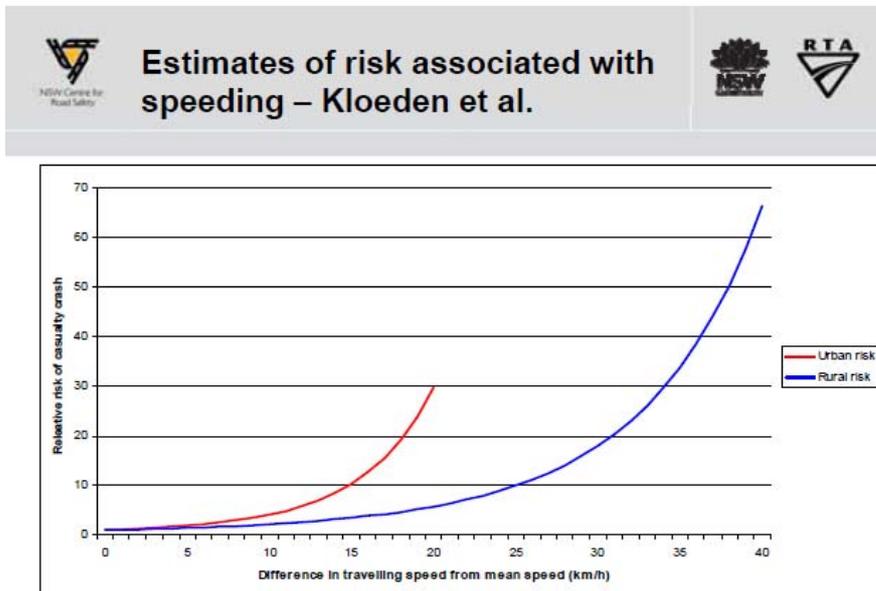
Soames discussed the Safe Systems approach. The old approach was very much a 'blame the driver' approach. The safe systems approach says all the authorities, policy makers, car suppliers, fleet providers, etc are all responsible as well.



1. People will make mistakes.
2. Humans have a limited tolerance to violent force.
3. Ultimate responsibility for safe transport rests with the system designers and operators.
4. Systems designers and operators must supply a system which forgives to a level which avoids forces beyond human tolerance.
5. Moral demand: No one should die or suffer serious injury on our roads (We don't hand out such severe penalties even for murder).

An interesting graph relevant to Council's speed limit programme shows the risks of wider variation in traffic speeds. It shows that if you are travelling close to mean speed then there is relatively little additional risk due to the variation.

However as the variation from the mean rises then the risk graph becomes significantly steeper.



Soames also talked about the effectiveness of median barriers. He showed some interesting video of various test vehicles (car, van, truck) crashing into concrete, metal and wire rope median barriers. Wire rope performed the best in preventing vehicles somersaulting into the oncoming lane.

### **Jonathan Boston – Associate Professor Victoria University**

Jonathan spoke on the impacts of Climate Change for Transport.

Jonathan said that climate change was one of many major environmental issues facing the planet resulting from population increase and resource use, including loss of habitat, fisheries, biodiversity, top soil, pressure on freshwater, toxic chemicals.

He said there are 'many things unknown, and possibly unknowable, but we know enough.' He discussed the evidence and impacts of climate change.

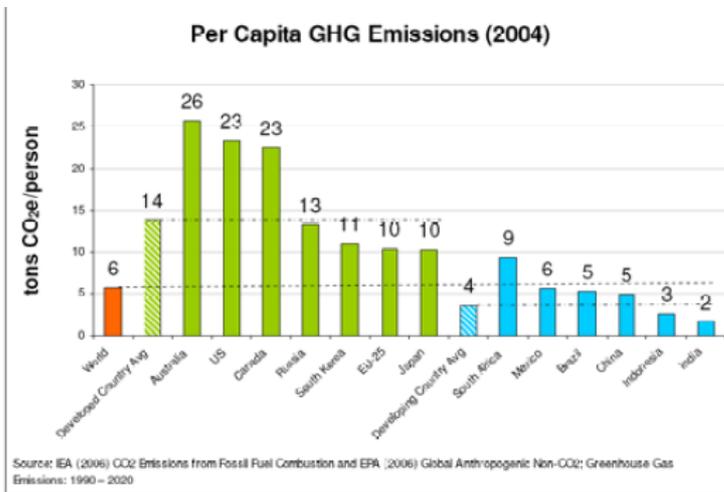
He gave a great quote:

"Mr President, the evidence is there. The damage is being done. ... The environmental challenge which confronts the whole world demands an equivalent response from the whole world. Every country will be affected and no one can opt out. ...

We need a realistic programme of action and an equally realistic timetable. Each country has to contribute, and those countries who are industrialised must contribute more to help those who are not. The work ahead will be long and exacting. We should embark on it hopeful of success, not fearful of failure. ...

We are not the lords, we are the Lord's creatures, the trustees of this planet, charged today with preserving life itself—preserving life with all its mystery and all its wonder. May we all be equal to that task."

Some interesting graphs – the first shows Australia as the highest GHG emitter per capita.



Transport comprises 18% of emissions including agriculture. 2/3rds of that is light vehicle fleet and 1/3<sup>rd</sup> heavy vehicles.

Jonathan gave us a menu of suggested means of reducing transport emissions. Essentially the anticipated list of more fuel efficient vehicles, mode shift, traffic management (eg congestion charges), alternative fuels, good urban form, reduced trips (eg through travel planning and technology).

### **Colin Brodie – Chief Safety Advisor – Highways Networks – NZTA**

Interesting information including :

	State Highways	Local Roads
Length as % of network	12	88
Travel (vkt) as %	49	51
All crashes %	30	70
Fatals %	52	48

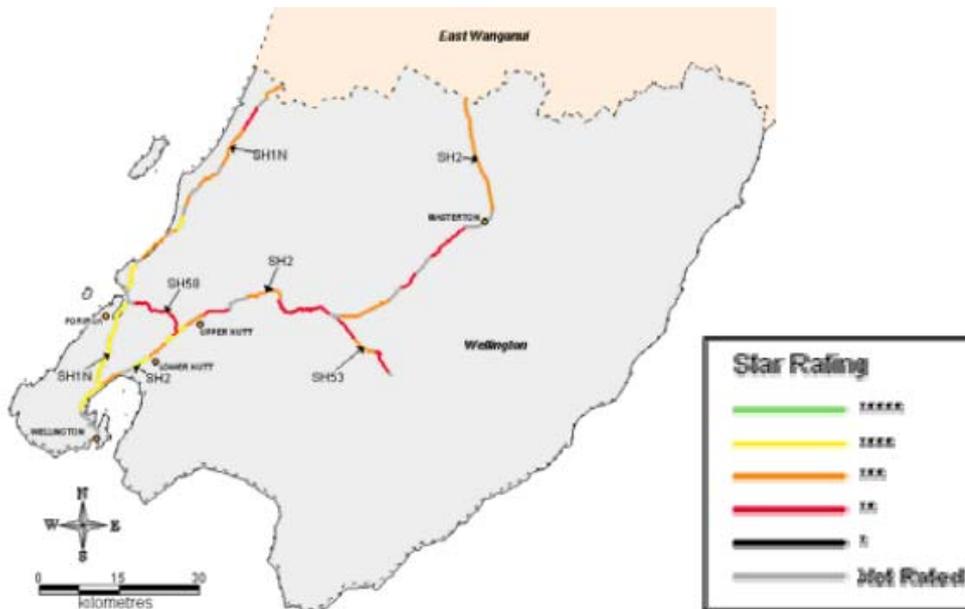
Run off road = 45% of killed and serious injury crashes

Intersections = 26% KSI

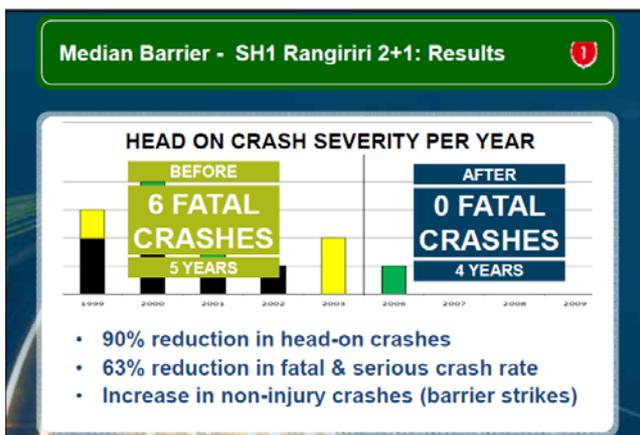
Head on = 19% KSI

Colin talked about KiwiRap programme which has covered all 10,000kms of rural state highway network, and allocated a star rating for all roads from 1 (worst) to 5 (best).

The following map shows the Wellington region map



TRAFINZ has long supported road safety engineering especially median and edge barriers on rural highways. Colin showed the following data for the Rangiriri median barrier (Waikato SH1) which is very similar to the Centennial Highway result.



Colin also noted a lot of strikes on the median barrier – showing it is doing its job – saving a lot of lives. He also discussed skid resistance surfacing success.

### Javier Sanchez-Ferragut Andreu

Javier said the EU's cost of road trauma in 2009 was 160 billion Euro. 75,000 people died in 1991. 54,000 people died in 2001. Aim was a 50% reduction between 2001 and 2010 – actually achieved 35,000. Expect to get to the half (27,000) by 2017. Same suite of crash causes as in NZ.

2001 Strategy included harmonising regulations in many areas (speed, alcohol, seatbelts, penalties, signs, electronic licenses), encouraging active safety systems. Focus also on pedestrian and cycle safety, establish European Road Safety Observatory, and accident investigation.

## Steven Joyce – Minister of Transport

Steven discussed the new Safer Journeys and safe systems approach. Focus on young drivers, drink driving (excluding 0.05 BAC), and upcoming focus on motorcycling. Noted 236,000 people have been on restricted or learner licences for more than 5 years – approximately 40% of those holding those licenses. Roads and roadsides have been a focus, though most is through RONS. It's worth noting that in most cases the RONS focus areas do not equate well with the weaknesses identified in KiwiRAP. Rumble strips rolled out. Steven noted that median barriers eliminate 90% of all head on fatalities. Gave an update on RONS progress by project.

## Jan McRedie – WCC – Compact or Car Based Urban Form

Discussed the 20<sup>th</sup> century as a period in which the car has 'invaded the city.'  
Talked about :

Traditional City ---- Invaded City ---- Abandoned City ---- Re-conquered City

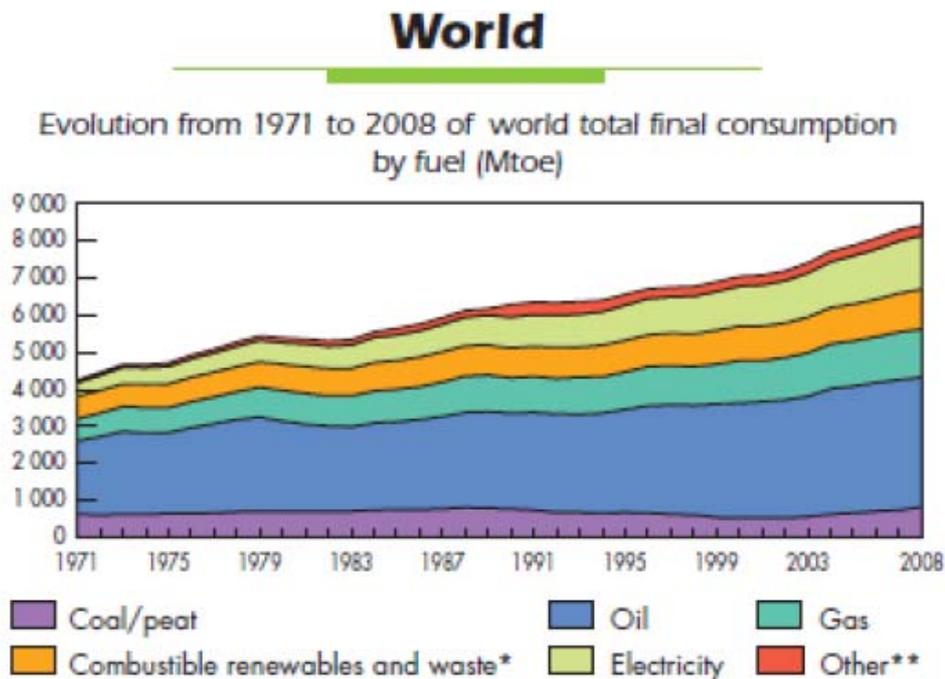
*'The automobile has not merely taken over the street, it has dissolved the living tissue of the city. Its appetite for space is absolutely insatiable.'* (James Marston Fich – USA 1909 – 2000)

Said that it is a false hypothesis to assume that if you have enough good buildings you will have a good city.

Jan said that the street and block form is the most important element in the structuring of an urban area.

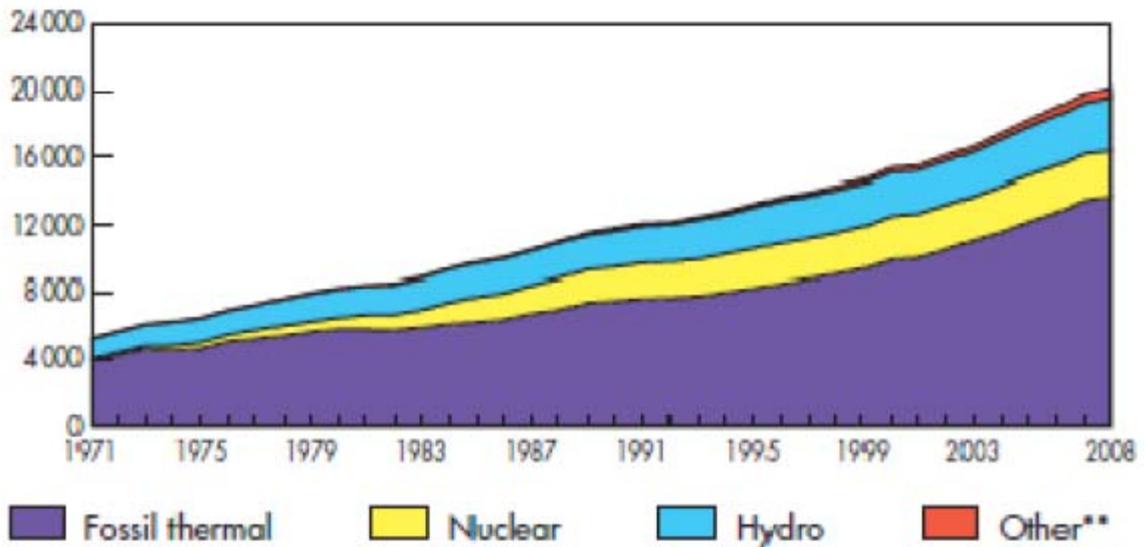
## Nigel Broomhall – Meridian Energy

Provided some very interesting information on energy supply.  
First graph shows growth of world energy supplied and source.



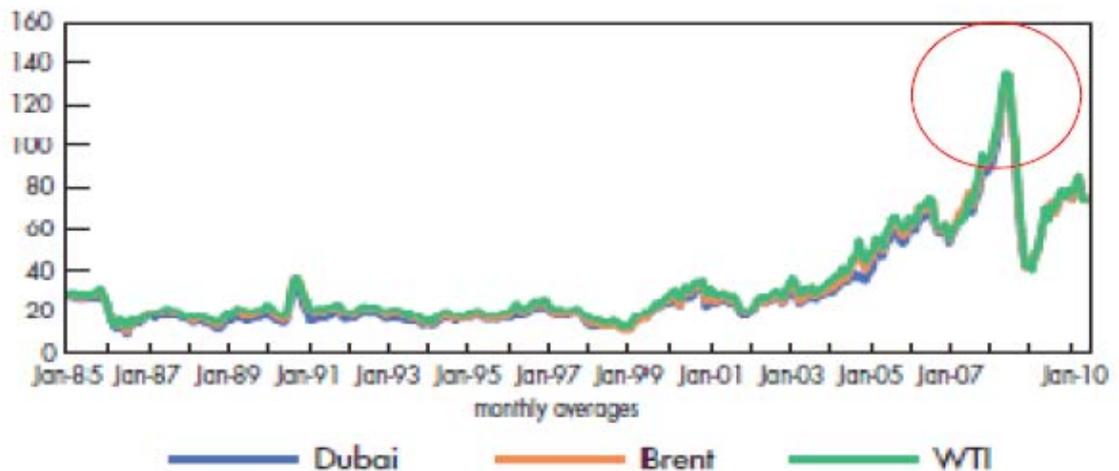
Then the electricity component of energy supply.

Evolution from 1971 to 2008 of world electricity generation\* by fuel (TWh)

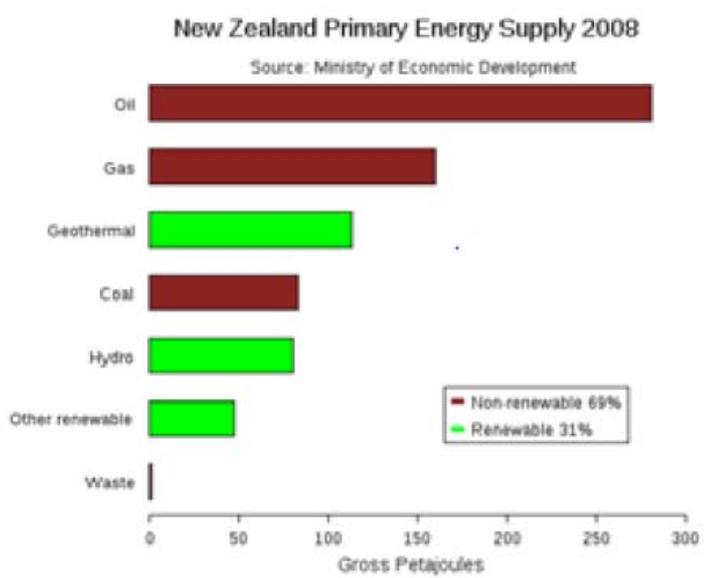


The graph below is self explanatory. Worth noting we are around \$100 - 105 a barrel at present.

Key crude oil spot prices in USD/barrel



Again self explanatory sources of NZ energy supply.



They have trialled electric cars including with a group of 'test pilots' including Kerry Prendergast, Nick Smith, Bob Parker. Seemed people liked the cars, but there is a price disconnect – the willingness to pay for the cars was \$28,000. I noted that the Mitsubishi iMiev is going to retail next year for \$59,000.

### **Jan White – CEO – ACC**

Gave us a much more positive picture of the ACC's position than 12 months earlier. A \$12.8 billion deficit and growing, has been reined back to \$10.3b and falling. Done through levy changes, sticking to legislation (what constituted 'accident' had expanded significantly) and focus on rehabilitation and getting greater value for health dollars.

Noted some issues in levies including that drivers pay the same whether they are earners or non earners. She noted that motorcyclists are 16 times more likely to be injured than car drivers per kilometre travelled. \$30 per motorcycle levied is going into a special fund administered with motorcycle interests. Also noted that 15-19 year olds are 7% of drivers but 18% of injured.

### **Peter King – AA**

Talked about initiatives we should be taking including driving age, blood alcohol levels etc, but argued that speed and alcohol is only 1/3<sup>rd</sup> of the problem. Noted the Maori road toll, and problem of younger Maori population which he considered is likely to be more alienated from the Police.

### **Other speakers included**

- GWRC's Simon Kennett discussed GW's on line Journey Planner.
- Claire Pascoe discussed the success of GW's carpooling initiative.
- GWRC Chair Fran Wilde
- Assistant Commissioner Rob Pope
- Henriette Rawlings
- Julie Anne Genter
- Dr Susan Krundiek from Canterbury University on urban form – reshaping parts of Christchurch – a message prepared pre September's earthquake.

I should also specially mention the 'Hour of Wow!' featuring 3 presentations from regional road safety and travel demand specialists. Anna Blomquist talked about the 'Last choice crash trailer' project, targeted at teenagers featuring a car and the story of a young driver killed on the Paekakariki Hill Road after drinking and driving too fast. Emma Hope talked about the Council's staff travelwise programme. Margaret Parfitt (Nelson City) talked about the multi agency RYDA programme funded by Rotary around the country, and targeted at school pupils.

There were also several workshops and excellent opportunities for networking.

While acknowledging my bias (!) I consider that there is no doubt that TRAFINZ conferences have produced consistently excellent programmes over recent years, and that elected members and staff alike working in the transport area would benefit from attendance.

Report prepared by Councillor Andy Foster.