



SASTA Newsletter

Winter 2018

WARM GREETINGS FROM YOUR EXECUTIVE

The Executive met in Wellington in February and welcomed new members Lorreen Hartley, Kathy Graham and accepted apologies from Janelle Laurence.

The executive elected the following roles:

Co-Chairs – Ngaire Atmore and Michelle Stanbury

Secretary – Robyn Blackburn

Treasurer – Kathy Graham

Membership – Glenda Leitao

Cedric Rodgers Coordination – Melissa Napier

Website – Ngaire Atmore

Professional Development - Lorreen Hartley

Newsletters – Anna Blomquist

Trafinz Conference Rep - Anna Blomquist

The Executive is meeting monthly via phone conference. We continue to strengthen our relationship with key stakeholders such as NZTA, and have made some progress in areas identified by you in the annual member's survey such as professional development. Watch this space!

We are continuing to see strong signals from central government and support their considerations including having

clear safety targets, a Vision Zero approach, increase in road safety education campaigns and enforcement.

The increased momentum in the Road Safety and Sustainable Transport space over the recent months I'm sure has increased the focus on the wonderful work you do. This is both an exciting and busy time, and we encourage you to use the SASTA network to share your knowledge, learnings and experience with your colleagues across the country.

Cheers,

Michelle and Ngaire



IN THIS ISSUE



NZTA Education Update

Pam McConchie, NZTA's new Senior Education advisor for schools give us an update on all the projects she is working on. Pg. 2

Urbansim Conference speech

Minister Phil Twyford's speech at this year's Urbanism NZ conference. Pg 6-7.



NZTA - Education Update

by Pam McConchie, Senior Education Advisor, Schools.

I would like to take this opportunity to introduce myself as the new NZ Transport Agency, Senior Education Advisor, Schools. Until my start at the Transport Agency in February, I was a Wellington secondary school teacher of 22 years, and before teaching, worked at the Wellington Division of the Cancer Society as the fundraising co-ordinator. My role at the Transport Agency is exciting and refreshing. I am really looking forward to meeting as many of you as I can, so that we can connect with ideas, aspirations and plans for **road safety promotion in schools**. Here are some key touch points of my role which you may be interested in:

Education Portal

<http://education.nzta.govt.nz/>

The Education Portal is the current way we keep in touch with our stakeholders and community. It has links to resources like school traffic safety manuals, walking school bus resources, guidance for boards of trustees, contact points with police school community officers, Pathways Awarua resources, 'Hike it Bike it' leaflets and more. Our Education Newsletters are posted here, and they highlight all the latest news on competitions, school initiatives, newly completed subject resources and so on. I really encourage you to spend some time on the portal and navigate your way through what's there so you know what to grab when you need it. The portal is always being updated and while we are currently looking at more efficient ways of keeping you up to date with new initiatives and resources, it's a good idea to check it on a regular basis. Those of you who are doing this will notice that there are students currently trialing a secondary resource on substance impaired drivers (SID) and these will be going live shortly. The Transport Agency's road safety education is informed by

evidence. Best practice and guidelines for this and the research behind it can also be found on the portal.



Twitter @NZTA Education

<https://twitter.com/>

The education team is tweeting! Follow us on @NZTA Education for latest news and interesting links to road safety and transport initiatives from around New Zealand and the world. This is a really good way to keep up to date with global trends and ideas, and also has links to the education portal when there is something to highlight or something new to release. It's a quick, easy way to keep in touch.

Virtual Field Trips

<http://www.learnz.org.nz/>

In the past, the schools portfolio has promoted virtual field trip is based around major road projects such as the new Waterview connection in Auckland and the Pukeahu National War Memorial Park in Wellington. Our new virtual field trip this year (August 13-18) will be anchored by LEARNZ and use students from Putaruru School - winners of last year's Transport Agency's Schools Competition on *Future Transport*. The virtual field trip is free and accessible to all teachers through the LEARNZ website. This might be something you would like to highlight to your school contacts as another way we can deliver the road safety message. These past field trips and the Putaruru School competition winner are also available through the Edportal.

SADD <https://sadd.org.nz/>

One of the many community groups we are working hard to support is Students against Dangerous Driving (SADD). We have developed a series of videos and resources for use at their 2018 conference. Engaging young people with sound road safety education practice so that they can effectively deliver the road safety message, is a key focus point for us and we are excited to make lasting links so that we can continue connections once the students are back at school delivering their programmes. The task sheets and instruction videos will be available on the SADD website in the coming months if you are interested in having a look.



I would really like to hear from you about the Education Portal. Have you used it? What resources do you use and why? Are there other resources you would like to be made available?

I'm looking forward to hearing from you.

Kindest regards, Pam McConchie

Pamela.McConchie@nzta.govt.nz

Meet Wellington Region

By Anna Blomquist

The Road Safety Coordinators, school Travel Planners and Sustainable Transport Coordinators in the Wellington region get together on a regular basis. Other stakeholders are invited including our Road Policing Sergeants, School Community Officers, ACC Injury Prevention Consultant and even the odd engineer.

The meetings were originally organised by NZTA and the Regional Education Adviser upon that position being disestablished the role was taken over by the Regional Council and now shared amongst all the councils.

The group meets quarterly with the morning's session taken up with matters road safety and

sustainable transport (as well as an update on SASTA!) and the afternoon session with school travel planning. The hosting Council provides lunch and the host of the next meeting take minutes.

While previous focus has been on sharing successes we have been increasingly looking at how we might work together on upcoming projects. Currently we are working with the NZTA Senior Safety Engineer on developing regional intersection and pedestrian safety campaigns. We've also come together on events such as the Burt Munro ferry mornings, Shiny Side Up and working together to develop the



regional alcohol Intervention Education Programme with Corrections and other partners.

Our team consists of (three!) former-cops, ex-teachers, cycling advocates, event planners, film-makers and a landscape architect. This brings a wealth of experience and robust conversation to the meetings!

We look forward to meeting you in November at this year's TRAFINZ conference in Wellington.



RYDA in Marlborough 2018

By Robyn Blackburn

The RYDA programme consists of a series of six sessions which deliver a number of key Road Safety Messages designed to make students think about the options, choices and consequences before they commence driving or are passengers in vehicles being driven by their peers.



Delivered by agencies such as NZ Police, Public Health Service, Brain Injury New Zealand, AG Safe Training, and Driving Schools, each session focuses on a different aspect of road safety. This is probably the only time when students collectively receive road safety messages at a time when peer pressure is a powerful influence. RYDA is constantly working to ensure that the key messages are delivered in the most effective way possible so that retention is maximised.

New Session for 2018 Crash Investigators

- Identify human and environmental crash factors and understand how they can impact the occurrence and severity of a crash.
- Understand the *Safe System Approach* and identify government, community and personal responses to prevent crashes and/or reduce their severity.

Presenters touch on the long term consequences of someone who has suffered a head injury after a crash keeping the emphasis of the session on crash factors and the *Safe System Approach*.

The aim of the interview panel is to allow students to formulate their own questions through inquiry learning. This approach promotes critical thinking, deepens students' understanding of the issues, increases motivation and engagement, and encourages students to take ownership of their learning.

It is important to ensure students take away the message that they are a part of the *Safe System* and not see the *System* as bigger than them and therefore outside of their control.

Auckland Transport and Northern Stars Netball Partnership

By Melissa Napier

While national observational surveys suggest a high percentage of drivers and passengers are using safety belt and child restraints, at checking clinics and roadside stops, the Community Transport team from Auckland Transport are seeing vastly different results.

Community Transport child restraint technicians carry out over 50 checkpoints and clinics a year. When physically checked by a technician, it is often found that the child restraint is inappropriate for the child's age, height and weight, or it is fitted incorrectly.

Auckland Transport has partnered with the Northern Stars Netball team to promote keeping children safe in car

seats through using the correct stage of car seat and ensuring installation is correct. To do this, Community Transport has created an educational video with the netball stars showing correct car seat information. This currently has had over 7,000 views on social media.

AT's Community Transport team will also be running three child restraint clinics at

Northern Stars home games where trained child restraint technicians, Plunket and an anchor bolt mechanic will be on site to correctly install and check car seats of parents and caregivers attending the games.

[Link to video](#)



Speech to 2018 Urbanism NZ Conference

Hon Phil Twyford

Housing and Urban Development

I want to thank the organisers of the conference Wellington City Council and the Urban Design Forum. It could not be more timely. We are at an exciting moment. The planets are aligned. If we grasp the opportunity we have the chance to change the way this country thinks about our build environment, our homes, the public and private realms, and our towns and cities. Humanity is undergoing a transformation. Instead of living close to the land, we are choosing to live close to each other.

This is the Urbanisation Project. It started around 1800 when about 56,000,000 people living in cities. It will finish around 2100 with about 6 billion people living in cities. In NZ we are already there. The great irony of our agrarian national mythology is that we are highly urbanised. And yet we have never really embraced the city. We are only now beginning to grapple with density – the very essence of the city. All the contemporary symptoms of the urban problem – homelessness, a punishing rental market, cold damp homes, traffic gridlock, unaffordable housing, social isolation, crumbling infrastructure – reflect our collective fracture to understand how cities work and invest in their success.

Our Government has a bold reform agenda to make housing more affordable and make our cities work better. We are:

- Building affordable homes through Kiwibuild
- Modernising and building more public housing
- Reforming the tenancy laws to make life better for renters
- Setting minimum standards to make rentals warm and dry

- Adjusting the tax settings to discourage speculation
- Setting up an Urban Development Authority to lead large scale urban development projects
- And we are looking to reform both infrastructure financing and the planning system to allow our cities to make room for growth

These reforms are underpinned by the insight that you must at least from one angle understand the city as a market, and pay attention to how it behaves, and intervene when necessary; otherwise you get some pretty perverse outcomes.

The second insight is that a city designed around the needs of people rather than the car is a happier and more successful place. Our cities are to a large extent the product of a particular economic, social and spatial model from the 1950's: The nuclear family living in a single-storey standalone home with a garden, connected to other suburbs by motorways, with a heavy reliance on the private car. The failure of the car dependent city is plain to see, here and around the world. Which is why our Government's transport policy puts a great deal more emphasis on public transport, rapid transit, walking and cycling. We believe cities of any scale cannot be liveable or prosperous without modern rapid transit and plentiful opportunity to get around on foot and by bike.

We also believe transport drives urban form so we take a joined up approach to transport, housing and urban development. We must invest in transport to drive the urban form we desire.

In Auckland, with the Council and Auckland Transport, we recently landed a 10 year fully funded \$28 billion transport plan, and we are about to roll out light rail. We also have a plan for Wellington.

So, two big areas of reform:

1. Intervening in a failed housing market to make sure decent housing is available to all;
2. Investing in modern urban transport to support growth and give people the transport choices they want.
3. The third big area of reform, and I concede it is the least developed, is unleashing the power of great design.

It is time for a qualitative shift in how we design our cities. Good design is not some nice to have. It is not some pretty veneer. Good design is stuff that works. And because form follows function, stuff that works is so much more likely to please the senses. Good design has in the last two decades shown us, with the Wellington waterfront and Pukeahu National War Memorial Park and in Auckland, the Britomart and Wynyard Quarter – how the quality of the public realm can lift our spirits and make a city liveable, and that in turn attracts people and investment. We need good design to help build houses that are affordable, warm and dry, without compromising liveability and giving people great spaces to live in.

We can draw inspiration from the successful efforts of the first Labour Government to lift the standard of the housing stock through its mass house building programme, and in the decades that followed a tradition of modernist New Zealand architecture. Now is the time to apply that tradition to housing for all of us, not just high end bespoke architecture. In the same vein of democratising design, we should be applying great design in our forgotten suburbs and small towns – not just on the waterfronts and downtowns of our biggest cities. Porirua and Invercargill deserve great built environments too.

I am conscious as Christina van Bohemmen has reminded me that while we have been going hell for leather to set up Kiwibuild and start building homes, we haven't yet done the work on design standards and how exactly we use a mass procurement programme like Kiwibuild to lift design standards. That is work we must now do. Good design is also the key to doing density well. Designing the spaces in between our homes will help us build desirable liveable density and it's probably the only thing that will ease the fears of the NIMBYS.

I want to mention Zavos Corner not far from here in Mt Victoria as a great example of medium density suburban design. It's odd you know. We are only contemplating the kind of density Sydney has had for 50 years, and yet for some people it's a scary thing, even though when we visit Sydney we love its urban feel.

Finally, good design meets digital technology and industrialised production to give us the best opportunity to shake up and disrupt the residential construction industry. I'm talking about modern pre-fab, off site manufacturing.

It's a happy coincidence that the very policies we need to make our cities more liveable and economically efficient (more public transport, more walking and cycling, better thermal efficiency in our homes, more intensification) are the same policies that will reduce our carbon footprint and help us become carbon neutral by 2050. So we have an opportunity here. But to be honest, government doesn't have much capability in this area. One of my jobs is to build capability and expertise in the public service for urban development, urban design and the built environment. We do however have the political will to work with you – the private sector, the design practitioners, local government, academia, the campaigners and advocates.

It is not too late to start.

Movin'March bigger and brighter than ever

by Kirsty Barr

More schools than ever took part in this year's Movin'March initiative run by Greater Wellington Regional Council in partnership with local councils. Ninety one schools in total, a 30% increase on last year with nearly 25,000 students walking or wheeling to school over the month. While campaigns like this are popular elsewhere in the country, not many run for a whole month. Greater Wellington Regional Council's School Travel Coordinator Kirsty Barr says "having the campaign go for longer means more families get the chance to establish new habits. It gives schools flexibility and you can entice families to give it a go who wouldn't normally walk or wheel". As well as using a 'roving reporter' to capture more images at the region's schools, this year's goal was to increase parent engagement via social media. This target was more than met by reaching nearly 68,000 people and the weekly prize draw resulted in more images and stories being shared than ever before. Many schools had senior students who led activities this year, which Kirsty says links in with how active transport fosters independence. "We're so grateful for the way schools and families get behind Movin'March. It's always amazing to hear stories of how it made a difference to congestion problems or how determined kids are to walk or bike despite weather or other barriers, they're just amazing". Movin'March images and stories can be seen on the Movin'March Facebook page: www.facebook.com/movinmarch/.



TRAFINZ conference 2018



Prioritising for People.

Trafinz 2018 will be in Wellington from the 12th to the 14th of November and this year the focus will be on '**Prioritising for People**' to look at a number of opportunities and challenges currently facing our sector.

The recent change in Government, the increase in trauma on our networks and current emerging technologies means we all have to consider how we go about delivering our business. Whether that business is setting policy within Central or Local Government, engineering solutions, working with our communities, advocating for disadvantaged user groups or front line enforcement we are all facing a future of change. The priority for this change must be the user.

The current Government has issued a number of challenges that can be considered as **Prioritising for people**, these include:

- Consideration of mode neutrality in all transport planning projects; this requires planners, policy decision makers and leaders to consider all users within the transportation system when looking at transport improvements, maintenance, and operations projects
- A dynamic system that prioritises people without the trauma costs currently in our transportation planning and design processes.
- Adopting a 'vision zero policy', to prioritise the lives of people and their wellbeing ahead of travel

time savings and through design processes that addresses our current high risk to people as a 'whole of life' transportation network.

- Viewing our transport system through the lens of Mobility as a Service (MaaS) in a way that prioritises for people and their needs.

Today increasing numbers of people see busy central cities as their neighbourhood, spaces where we work, live and play within our communities. Alternatively small rural populations are struggling to retain their community as essential services and employment are only available in those busy central cities – but if we are prioritising for people, would this be considered the best or the only solution in a county like New Zealand?

While the challenge is clear to us all. Our transportation system equity and viability needs to recognise the great work that is currently underway in our government agencies, the police, educators, local government, the private and commercial sectors' around NZ, and benchmark this with our best practice needs based on world's best performing countries overseas. Today one size fits all no longer an option.

This year's conference enables participants to gain an appreciation of what the Government and its agencies expect of all practitioners within the transport sector.

Additionally we will explore some of the great work and research currently being undertaken, that prioritises for people in the way we plan, regulate, maintain and operate our dynamic future proofed transport system.

More information on how to register as an attendee or presenter to follow.



2018 Survey Results

by Ngaire Atmore

WEBSITE

Are you a website whiz?

Our website is administered by our executive volunteers. We are currently looking at quotes to upgrade the website but if you would like to help with managing content please contact your regional representative.



Thanks to all of you who completed the survey. Overall we had 38 responses, similar to last year's 41

Professional development:

- Feedback from last year's Nelson TRAFINZ conference was overwhelmingly positive.
- Fewer were able to attend last year's TRAFINZ conference (34% vs 51% in 2016); location was probably the biggest factor in that change.
- Behaviour change is the biggest required professional development, followed by social marketing, Vision Zero and community engagement.

Website

- The SASTA website remains relatively well visited but similar feedback to previous results – hard to remember log in details, would like more up to date information on site, etc.

Newsletters

- Almost everyone answered Yes they received the Newsbytes and Newsletters.

SASTA members

- 40% of our members have been in their role 5 years and under – we think this is a good stat to help bolster our need for more professional development!
- 26% of our members work part time – given the increased demand of workload I think this is a very interesting number.
- Over 90% are employees as opposed to contractors.

FAST FACTS

40%

Of recipients are opening newsbytes, this is slightly up on previous months although higher than the industry average.

16%

Are clicking through to another article, the quick links are proving to be the most popular.

FOR MORE INFORMATION

Provide feedback or to submit news items please contact your regional representative or

ANNA BLOMQUIST
anna.blomquist@wcc.govt.nz



Your Executive

Northland

Janelle Laurence

Auckland

Melissa Napier

Melissa is a Community Transport Team Leader in the Walking, Cycling and Safety team at Auckland Transport. Melissa leads the development and delivery of the regional Travelwise School Programme and Rural Schools Programme. She is also part of AT's Safer Communities project team, and provides support with the Walking School Bus and Walking and Cycling Programmes.

Melissa works with a team of committed community transport coordinators who are focused on promoting transport choices for children and young people, and improving road safety around schools and their local communities.

Michelle Stanbury

Michelle is a Senior Road Safety Advisor working in the Strategy & Performance team at Auckland Transport. With previous experience in Road Safety education, she is now leading the Road Safety Strategy, Road Safety evaluation and monitoring, and co-ordinating the progression of Road Safety Action Plans for the Auckland region.

Waikato

Ngaire Atmore

Ngaire has worked as the Community Engagement Advisor in the City Transportation Unit at Hamilton City Council since 2013. She has a particular interest in engagement and communications,

as well as road safety and transport strategy.

Bay of Plenty/East Coast/Hawkes Bay

Lorreen Hartley

Lorreen is the Community Development Advisor for the Whakatāne District and oversees the Road Safety Programme for the Eastern Bay of Plenty. She has a particular interest in high risk and vulnerable populations as well as road safety. She is of Ngāti Raukawa, Tūwharetoa, Kahungunu, Tainui and Whanganui Iwi.

Taranaki/Manawatu/Whanganui

Glenda Leitao

Glenda has been a road safety co-ordinator with Horizons Regional Council for eight and a half years, covering Whanganui, Rangitikei and bits of Ruapehu. She works with all ages but particularly enjoys working with youth, encouraging and educating them to make safer choices when driving or being a passenger in a vehicle.

Wellington

Anna Blomquist

Anna has been the Transport Safety Education Coordinator for Wellington City Council since 2009, prior to this she held a similar role at Hutt City Council. Her main areas of focus are safety for pedestrians, people on bikes, motorcyclists and moped riders and intersection safety. She works with a small team of transport behaviour change specialists at Wellington City and works on collaborative projects with her colleagues across the Wellington region.

Nelson/Tasman/Marlborough

Robyn Blackburn

Robyn Blackburn works part time in the road safety education space at Marlborough District Council and the rest of the time with the Parks and Reserves Department. Previously Robyn has worked at council with the Assets and Services team and has a good understanding of the need to be community focused. She has become an integral member of progressive community action groups in Marlborough to promote sustainable transport and road safety in the region.

Canterbury/West Coast/Chatham Islands

Kathy Graham

Kathy has worked in road safety and travel demand management for the last five years in both Christchurch City and Waimakariri. Prior to moving to Canterbury she worked as a journalist in the Waikato and served 18 years as a Police Officer in a variety of roles in Auckland. In her current role within the Roding team she works both within the Waimakariri community on road safety and TDM as well as ongoing collaboration with the Transport Agency and other Canterbury Councils under the Greater Christchurch partnership.

Southland/Otago

Currently Vacant

Let us know if you would like to represent this wonderful region.