

# TRANSPORT INTELLIGENCE DIGEST



## Issue 14

<p>Date of issue: January 2020</p> <p>Contact: Stephen Evans <a href="mailto:s.evans@transport.govt.nz">E s.evans@transport.govt.nz</a></p>	<p><b><u>Contents</u></b></p> <p><a href="#">Inclusive Access</a></p> <p><a href="#">Economic Prosperity</a></p> <p><a href="#">Resilience and security</a></p> <p><a href="#">Environmental sustainability</a></p> <p><a href="#">Healthy and safe people</a></p> <p><a href="#">Around the world – statistical releases</a></p> <p><a href="#">Hub Knowledge</a></p>
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## Introduction

Welcome to the 14<sup>th</sup> issue of the Transport Intelligence Digest.

In this edition we have some important New Zealand based publications released during December (TEBS, Road to Zero, the Draft NZ Rail Plan), as well as papers and/or presentations from some conferences, including the 6<sup>th</sup> Transport Knowledge Conference held on 5<sup>th</sup> December. Presentations and Posters can be viewed [here](#).

We welcome contributions from anyone who reads this Digest. We ask you to indicate which of the 5 transport outcomes your contribution would fall under. The contribution should be a recent release. Contributions don't have to be about research: we have a section devoted to statistical releases and we're happy to receive contributions for that area as well.

Happy reading

Stephen

**Disclaimer:**

*This Digest references a wide range of third party articles. Reference to these articles does not constitute endorsement by the Ministry.*

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# Transport Evidence Base Strategy (TEBS)

The Ministry of Transport released the Transport Evidence Base Strategy (TEBS) in December 2019. TEBS creates an environment to ensure the transport sector has the right data, information, research and evaluation to deliver an evidence-based transport system that improves wellbeing and liveability.

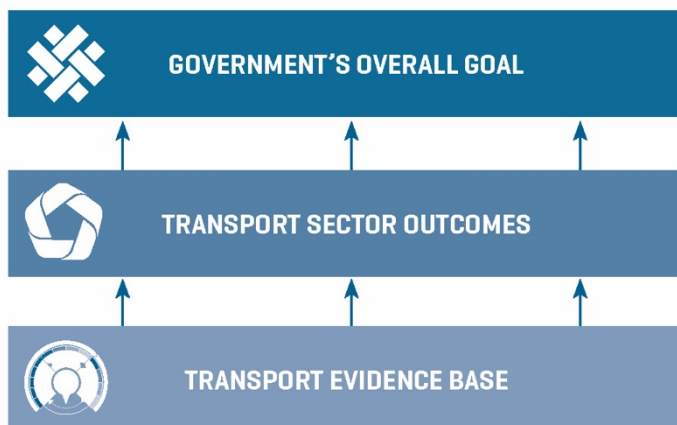
Development of TEBS is the collaborative effort of the government transport agencies, local government and the wider transport sector. It ensures we have a coordinated approach to the collection, management, sharing and use of transport evidence.

TEBS is aligned with updated Government transport priorities and outcomes. It updates two previous strategies originally published in 2016, the Transport Domain Plan and Transport Research Strategy, and merges these with the new Evaluation Strategy.

TEBS ensures we have a:

- Shared understanding of the big picture questions for transport (the 'enduring questions') and future challenges facing the sector from economic, social, cultural and environmental changes and our ability to respond to these
- Understanding of the associated data and research gaps in our available knowledge and an agreed framework for prioritising and investing in the evidence-generating initiatives (the '3-Step')
- Framework for the recognition of Māori values in the collection, management and use of evidence relating to Māori
- Set of actions required to support generation and use of the transport evidence-base (the 'Enablers')
- Common framework to evaluate transport system policies and processes.

TEBS is available here: <https://www.transport.govt.nz/mot-resources/transport-evidence-base-strategy/>



*As part of the TEBS roll out, a paper was completed and presented at the 2020 Transport Colloquium*

## Academic Research and Policymaking for Transport: Insights from Aotearoa New Zealand

*Dr Debbie Hopkins, Oxford University, UK (November 2019)*

**Keywords:** Evaluation

A collaborative relationship between academic researchers and policy makers can be mutually beneficial, particularly for the enactment of 'real-world' change. Academics can offer important contributions to the policymaking process in terms of sharing up-to-date knowledge, best practice and international context. Policymakers can help to shape policy-relevant research agendas to ensure that the important (policy) questions are being asked and answered in academic research, where appropriate. Yet relationships between government departments and universities or academics are often ad hoc and piecemeal. The various government departments will have different approaches for engaging with academic institutions, and as a result, generalising across all policymaking is at best unhelpful, and at worst misleading.

Thus, this project worked with the New Zealand Ministry of Transport and transport-researchers working at New Zealand's academic institutions, and consultancies. The project sought to understand how 'evidence' is understood, and used amongst transport policy communities, and how transport researchers engage with questions of policy-relevant research and policy communities. Transport is purposefully interpreted loosely here, to include scholars working in allied fields of mobilities studies, and to incorporate the wide-ranging disciplinary perspectives that contribute to transport scholarship in New Zealand. To do this, workshops, focus groups and meetings were held with members of these communities between June and September 2018.

<https://www.transport.govt.nz/assets/Import/Uploads/Research/Documents/Hopkins-2019-AcademiaResearchPolicymakingForTransport.pdf>



*The transport system provides ways for people and products to move from one place to another. This enables people to access economic opportunities (e.g. work) and social opportunities (e.g. friends, family/whanau, and community services). Transport therefore plays an important role in social development. Access is also vital for economic activity, as recognised in the economic prosperity outcome.*

[Back to Contents](#)

### Commuting to diversity

*Motu (November 2019)*

**Keywords:** Accessibility

Auckland is New Zealand's most diverse city, but the impacts of diversity are likely to be less if interactions between different groups are limited by spatial separation. Studies of spatial sociodemographic diversity generally measure the diversity of local areas based on who lives in them. In this study, we examine measures of exposure to local cultural diversity based on where people work as well as where they live. Our measure of cultural diversity is based on country of birth, with ethnicity breakdowns for the New Zealand (NZ) born.

The study also examines whether the relationship between commuting and exposure to diversity differs between workers with different skills or types of job. The study focuses on diversity and commuting patterns within Auckland, using 2013 census microdata, and using local diversity measures calculated for each census area unit.

We find that commuters who self-identify as NZ-born Europeans and residents born in England (together accounting for close to half of all commuters) are, of all cultural groups, the least exposed to diversity in the neighbourhoods where they live. Overall, commuting to the workplace raises exposure to cultural diversity, and to the greatest extent for these two groups.

<https://motu.nz/our-work/population-and-labour/individual-and-group-outcomes/commuting-to-diversity/>

### Gap between Policymakers' Priorities and Users' Needs in Planning for Accessible Public Transit System

*Journal of Transportation Engineering*

**Keywords:** Accessibility

Access to public transit forms a vital part of the well-being of people with disabilities. However, people with disabilities continue to be challenged in accessing their local transit services. This study investigates the existence of any gaps in users' needs and practitioners' prioritization of accessibility features. Senior practitioners deemed experts in the field from cities in New Zealand were invited to participate. Data were analyzed using the analytic hierarchy process to determine the ranking of nine accessibility factors. The most important factors identified by practitioners are crossing facilities (0.19) followed by access to stops/stations (0.17), and quality of footpaths (0.13), all of which are parts of the built environment. The least important factors are vegetation (0.047) and information at stops (0.058), whereas users placed more weight on information at stops (0.097) and vegetation (0.089). Bus driver attitude accounted for the

largest disparity in prioritization between the two groups with a difference of 0.137. The study highlights the need to shift prioritization closer to the needs of people with disabilities to eliminate barriers.

<https://ascelibrary.org/doi/10.1061/JTEPBS.0000321>

## **Transport Connectivity: A Gender Perspective**

*International Transport Forum (ITF), (November 2019)*

**Keywords:** Accessibility

The 19 contributions in this compendium highlight how better transport connections improve access to opportunities for women and girls. Easy physical access to schools and universities, to workplaces, health services and other opportunities is a powerful force for social inclusion and economic development. The authors present challenges and shortcomings of transport connectivity from a gender perspective and propose solutions that will contribute to more inclusive and sustainable transport for all.

<https://www.itf-oecd.org/sites/default/files/docs/transport-connectivity-gender-perspective.pdf>



*Transport supports economic activity by connecting businesses with their workers, customers, suppliers, and other businesses. This enables each community and region of New Zealand to take advantage of their unique strengths and resources.*

[Back to Contents](#)

### Fuelling New Zealand's economy

*Statistics NZ (November 2019)*

**Keywords:** Economics; Freight & trade

Households use the lion's share of petrol in New Zealand – 59 percent – with the balance spread across industries such as construction, trucking, manufacturing, and farming. Statistics NZ has introduced a new interactive tool that lets you see who supplies and who uses around 200 products that help the wheels of the economy turn, from petrol and diesel, to fertilisers/pesticides and legal services. The tool also shows the range of connections between different parts of the economy. This tool is aimed at the general public. This is the first time Statistics NZ has shown product flows in this way – they aim to reach a wider audience for the data. The tool is responsive and is viewable on desktop computers and mobile devices.

The tool: <https://www.stats.govt.nz/experimental/top-suppliers-and-users-of-products>

### Transport innovations from the Global South

*International Transport Forum (ITF) (November 2019)*

**Keywords:** Economics;

This report seeks to open new perspectives for discussing and implementing transport innovation across the globe. It highlights solutions emanating from the Global South and encourages policy makers to look at them as sources of inspiration for innovation. It discusses benefits and challenges of implementing these solutions in the Global North and suggests opportunities for South-to-South exchange. This is the second instalment of a two-part report and further investigates the ideas outlined in the first report *Expanding Innovation Horizons: Learning from Transport Solutions in the Global South*.

<https://www.itf-oecd.org/sites/default/files/docs/transport-innovations-global-south.pdf>



*The transport system can benefit or harm people's health, depending on how it is designed, developed, and used. Minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.*

[Back to Contents](#)

### The Draft New Zealand Rail Plan

*Ministry of Transport (December 2019)*

**Keywords:** Accessibility, Rail

The draft New Zealand Rail Plan (the draft Rail Plan) outlines the Government's long-term vision and priorities for New Zealand's national rail network. It is an output of the recommendations of the Future of Rail review which is a cross-agency project led by the Ministry of Transport (the Ministry), working alongside KiwiRail, Waka Kotahi NZ Transport Agency, and the Treasury. Auckland Transport, Auckland Council and Greater Wellington Regional Council were engaged in relation to their metropolitan rail networks. The Government has agreed to key recommendations from the review, incorporating them into the draft Rail Plan.

<https://www.transport.govt.nz/rail/the-draft-new-zealand-rail-plan/>



*People and places will only be able to prosper long-term if the living systems that our society, economy, and wellbeing depend on are sustained in a healthy condition. Transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality, and air quality.*

[Back to Contents](#)

### **PIARC Best Practice Guide to Air Quality in Relation to Road Operations**

*PIARC Technical Committee E2 (October 2019)*

**Keywords:** Environment, Infrastructure, Safety

This Best Practice Guide is the first comprehensive guidance that the World Road Association (PIARC) has produced on all aspects of construction and operation of roads and air quality. It provides lots of practical guidance based on the technical committee's significant knowledge and numerous years of experience. The guide provides a range of international case studies to reflect practical examples of air quality assessment, management and mitigation. It also looks at the need for a multi-disciplinary approach to influence or lead the delivery of road-based mitigation and realise tangible, significant air pollution emission reductions.

<https://www.piarc.org/en/order-library/31404-en-Best%20Practice%20Guide%20to%20Air%20Quality%20in%20Relation%20to%20Road%20Operations>

### **PIARC Traffic Noise – Best Practice Guide**

*PIARC Technical Committee E2 (October 2019)*

**Keywords:** Environment, Infrastructure, Safety

This Best Practice Guide provides a summary of strategies and a suite of tools that are available to national road agencies to respond to traffic noise. It summarises the latest research on the health and economic impacts of traffic noise and using a range of international case studies, explains the various mitigation measures available to significantly reduce noise emissions. Examples include planning (e.g. buffers), design of roads (cuttings, tunnels and grade), use of low noise pavement or quieter tyres, installation of barriers, as well as legislative requirements to control noise from vehicle tyres or ineffective mufflers. tangible, significant air pollution emission reductions.

<https://www.piarc.org/en/order-library/31457-en-Traffic%20Noise%20-%20Best%20Practice%20Guide?directory=%7B%22domains%22%3A%2220%22%2C%22sort%22%3A%22date%22%2C%22size%22%3A%2210%22%7D>



## Note on Climate change adaptation within New Zealand's transport system

Motu (November 2019)

**Keywords:** Environment, Economics

The Note, from a collection of authors, including our own Joanna Pohatu, sets out current thinking around the importance of taking a systems approach to adaptation in the transport sector. Inter-dependency between transport and other sectors means that delaying adaptation decisions also delays investments and decisions made in other parts of the economy, and may lead to poor decisions about where to build new infrastructure.

Elements of CBA, ROA and MCA are being applied by multiple parties within New Zealand's transport sector. While some attention is being given to actions by other infrastructure and service providers, there is an opportunity to integrate these approaches more closely. At an analytical level, a network-wide simulation model, including multiple regions and multiple transport modes, would enable insights into the interconnectedness of transport network components and their relative criticality. Such models have been used internationally to assess vulnerability (Mattsson & Jenelius, 2015). Interdependencies can also be explored using probability modelling, decision trees and network models. At a decision-making level, a systems approach broadens the scope of infrastructure investment decisions to include, for example, changes in land use and optimisation across transport modes.

<https://motu.nz/our-work/environment-and-resources/climate-change-impacts/climate-change-adaptation-within-new-zealands-transport-system/>

<https://motu.nz/assets/Documents/our-work/environment/climate-change-impacts/Transport-Dialogue-Report.pdf>

## Understanding Consumer Vehicle Choice: A New Car Fleet Model for France

International Transport Forum (ITF) (November 2019)

**Keywords:** Environment, Modelling and forecasting, Vehicle technologies & standards

This report presents a model that helps to better understand how consumers in France choose their cars. It presents the results for different scenarios for the future development of the French vehicle fleet and projections for related CO2 emissions to 2050. The model distinguishes conventional, plug-in hybrid, battery-electric and fuel cell cars. It looks at the privately-owned as well as company car fleets and considers non-monetary factors for vehicle choice. Among these are personal preferences, the availability of recharging infrastructure for electric vehicles, and policy incentives such as subsidies or preferential vehicle use rights. The methodology and the data used for this new passenger car fleet model are described in detail.

[https://www.itf-oecd.org/sites/default/files/docs/consumer-vehicle-choice-france\\_3.pdf](https://www.itf-oecd.org/sites/default/files/docs/consumer-vehicle-choice-france_3.pdf)



*New Zealand is a geologically active country, and we often experience wild or extreme weather. We therefore face ongoing natural hazard events (e.g. earthquakes and cyclones) that can cause serious damage to infrastructure and communities. Our transport system needs to anticipate both natural and human-made risks, and be prepared to recover from disruptive events*

[Back to Contents](#)

### **Drivers' response to speed warnings provided by a smart phone app**

*University of Waikato (January 2020)*

**Keywords:** Human behaviour, Safety

The distractive effects of cell phones are well documented, but there are an increasing number of mobile phone apps that have been developed to improve driver safety. This study was undertaken to determine if an intelligent speed advisory app had a net safety effect, or if it distracted drivers. We examined the effects of the app in the Transport Research Group driving simulator with participants driving a 26 km section of rural road containing typical hazards and different speed limit zones. The findings indicated that the ISA app led to good speed compliance, particularly in the lower speed zones and there were no negative effects on driving performance. We concluded that when properly configured, ISA apps have a net safety benefit and do not distract drivers.

[https://www.sciencedirect.com/science/article/pii/S0968090X19309362?utm\\_campaign=STMJ\\_75273\\_AUTH\\_SERV\\_PPUB&utm\\_medium=email&utm\\_dgroup=Email1Publishing&utm\\_acid=393573192&SIS\\_ID=1&dgcid=STMJ\\_75273\\_AUTH\\_SERV\\_PPUB&CMX\\_ID=&utm\\_in=DM616494&utm\\_source=AC\\_30](https://www.sciencedirect.com/science/article/pii/S0968090X19309362?utm_campaign=STMJ_75273_AUTH_SERV_PPUB&utm_medium=email&utm_dgroup=Email1Publishing&utm_acid=393573192&SIS_ID=1&dgcid=STMJ_75273_AUTH_SERV_PPUB&CMX_ID=&utm_in=DM616494&utm_source=AC_30)

### **Effectiveness of UK road safety behaviour change interventions**

*Royal Automobile Club Foundation, UK (November 2019)*

**Keywords:** Human behaviour

Big challenges remain in ensuring universal, high-standard evaluation of behaviour change interventions aimed at making people safer on the roads. The report says many practitioners feel that they lack a professional identity, possibly caused by the absence of a professional qualification, with participants suggesting that it can feel daunting to have one's work judged; this in turn means that only positive evaluation results are published. Financial constraints also limit the amount of evaluation being carried out.

[https://www.racfoundation.org/wp-content/uploads/Effectiveness\\_of\\_UK\\_Road\\_Safety\\_Interventions\\_Fosdick\\_November\\_2019.pdf](https://www.racfoundation.org/wp-content/uploads/Effectiveness_of_UK_Road_Safety_Interventions_Fosdick_November_2019.pdf)

## Safe Micromobility

*International Transport Forum (February 2020)*

**Keywords:** Active modes, Engineering, Safety

This report examines the safety aspects associated with the increasing use of e-scooters and other forms of micromobility in cities. The rise of micromobility challenges existing regulations for urban traffic and forces policy makers to rethink them. The report considers a range of actions to make urban traffic with micromobility safe, including in street layout, vehicle design and vehicle operation, user education and enforcement of rules. It also asks whether a shift towards micromobility can have potential safety benefits.

[https://www.itf-oecd.org/sites/default/files/docs/safe-micromobility\\_1.pdf](https://www.itf-oecd.org/sites/default/files/docs/safe-micromobility_1.pdf)

## Targeted road safety guidance for local government

*Austrroads (January 2020)*

**Keywords:** Safety, Strategy

Austrroads has published a research report to guide local government on developing and implementing road safety management frameworks according to Safe System principles. Local government manages approximately 82% of Australian and 88% of New Zealand road networks, accommodates around 36% of all travel in Australia and half of all travel in New Zealand, and has more than half of all crashes at a crash rate nearly double that of state-managed roads.

The type of roads managed by local government means that safety issues are different in nature and spatial distribution than on state roads. Local government roads typically have lower traffic volumes, more dispersed crashes, a wider variety of road environments and a greater mix of road users, all of which make managing road safety on local government roads an especially challenging task.

The guidance introduces functions necessary for the implementation of a road safety management system and describes key principles such as strategic partnerships, shared responsibilities, capacity building, program development and delivery and funding.

<https://austrroads.com.au/publications/road-safety/ap-r612-20>

## Road to Zero strategy and initial action plan

*Ministry of Transport (December 2019)*

**Keywords:** Safety, Strategy

In December 2019, the Government launched Road to Zero: NZ's road safety strategy 2020-2030. Road to Zero strengthens every part of the road system with one priority in mind: peoples' safety. Road to Zero articulates our vision, guiding principles for how we design the road network and how we make road safety decisions, as well as targets and outcomes for 2030. It sets out the five areas we want to focus on over the next decade, and a framework for how we will hold ourselves to account. This strategy will be implemented through a series of separate action plans that will outline the actions we will take to drive change, as well as the timelines and responsibilities for implementing them.

Our initial action plan sets out the fifteen immediate actions we will focus on for 2020-2022. It contains 15 initial actions within each of Road to Zero's five focus areas. The initial action plan will last for three years (1 January 2020

to 31 December 2022), although delivery of some of the initial actions will continue over the term of the strategy. Progress on each of the 15 actions will be key to laying the foundations for Road to Zero's 10-year change programme.

<https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/>

## Using the abstraction hierarchy to identify how the purpose and structure of road transport systems contributes to road trauma

*Transportation Research Interdisciplinary Perspectives (December 2019)*

**Keywords:** Modelling and forecasting, Safety

Research is beginning to demonstrate the merits of considering the broader road transport system when attempting to understand and prevent road trauma. This study involved the use of Work Domain Analysis, a systems analysis method, to develop a model of a road transport system based on Queensland, Australia. The model was subsequently used to identify the system wide contributory factors that play a role in road crashes, and to identify aspects of road transport systems that could be exploited when developing road safety interventions. The findings show that there are a set of crash contributory factors relating to the purpose, values, and functions of road transport systems. This suggests that further significant reductions in road trauma will only be achieved through fundamental changes to the road transport system itself. Examples discussed include reducing the emphasis on the use of road transport for economic growth, reducing motor vehicle use and increasing active transport modes, and overhauling road safety strategies.

<https://doi.org/10.1016/j.trip.2019.100067>

## Who doesn't wear a seat belt?

*Independent Research Association of New Zealand (IRANZ) (December 2019)*

**Keywords:** Human behaviour

There is an increased risk of death or serious injury for occupants who did not wear a seat belt in a crash. In New Zealand, between 2006 and 2016, the non-use of seat belts accounted for 19-30% of the overall motor vehicle road deaths, and this figure shows no sign of decreasing. It is important to better understand the contextual factors associated with crashes where seat belts are not worn, so that more relevant and effective road safety interventions can be designed and implemented. The aim of this research was to determine the profiles for seat belt non-users who were killed in motor vehicle crashes in New Zealand between 2011 and 2015. An in-depth analysis of 200 fatalities where seat belts were not worn (186 crash cases) was carried out following a Safe System framework, using NZ Police reports. Following this, a Multiple Correspondence Analysis (MCA) developed five profiles of vehicle occupants who were killed in crashes where seat belts were not worn. While the stereotypical 'young risky' males were an important group, a range of other people and contexts emerged: 'driving for work'; 'elderly and retired'; 'overseas passengers'; and 'people driving in rural settings'. This has implications for tailored road safety interventions, as a variety of motivations and influences are likely to be at play, depending on the people involved.

[https://www.researchgate.net/publication/335316226\\_For\\_whom\\_didn't\\_it\\_click\\_A\\_study\\_of\\_the\\_non-use\\_of\\_seat\\_belts\\_in\\_motor\\_vehicle\\_fatalities\\_in\\_New\\_Zealand](https://www.researchgate.net/publication/335316226_For_whom_didn't_it_click_A_study_of_the_non-use_of_seat_belts_in_motor_vehicle_fatalities_in_New_Zealand)

# Why is the rate of annual road fatalities increasing? A unit record analysis of New Zealand data (2010–2017)

*Journal of Safety Research (February 2020)*

**Keywords:** Evaluation, Safety

Recent increases in road crashes have reversed New Zealand's formerly declining crash rates to produce annual fatal and serious injury counts that are 49% higher than the lowest rates achieved in 2013. The paper modelled twenty-one factors in fatal and serious injury crashes, four years before and after 2013 using logistic regression. Three major factors are significantly different in the period after 2013, when crash rates increased: (1) alcohol as a cause, (2) learner licence holders, and (3) a regional effect for Auckland. Newly defined speed zones are a more common setting for crashes in the period of upturn but there is no coinciding elevated likelihood of 'speed as a causal factor'. Three factors related to road safety were less common: aged under 25-years old, fatigue, and not wearing a seatbelt. Results are compared to rates of prosecutions for alcohol-related driving offences over this period. It is possible that New Zealand's successful road safety initiatives of the past have been undermined by reduced levels of enforcement and an unexpected outcome from the graduated driving licence system.

<https://www.sciencedirect.com/science/article/pii/S0022437519306486?dgcid=author>

### Annual crash statistics and fact sheets: 1990-2018

Ministry of Transport (December 2019)

**Keywords:** Safety, Statistics

The Ministry of Transport has released motor vehicle related crash and casualty data covering to the end of 2018.

<https://www.transport.govt.nz/mot-resources/new-road-safety-resources/>

### ATRF 2019 Conference Papers

Australasian Transport Research Forum (ATRF) (December 2019)

The 41st Australasian Transport Research Forum (ATRF) was held at the historic Hyatt Hotel in Canberra from Monday 30 September to Wednesday 2 October 2019. Conference papers are now available for viewing. There's a very small number of papers that are New Zealand related – such as: *Australian Light Rail and Lessons for New Zealand* (Douglas & Cockburn) and *Growth & Growing Pains in the NZ Cruise Market* (Douglas & Henry). Some files available from this web page are provided by third parties as part of a public consultation and may not be accessible. For an accessible version you should contact the creator directly.

<https://www.australasiantransportresearchforum.org.au/papers/2019>

### Australian aggregate freight forecasts—2019 update

Bureau of Infrastructure, Transport and Regional Economics (BITRE), Australia (November 2019)

**Keywords:** Freight & trade, Modelling and forecasting

This report presents long-term forecasts of total Australian freight volumes, for road, rail, coastal shipping and aviation, between 2018 and 2040. The forecasts are based on a combination of statistical models relating historical trends in freight volumes and economic activity, informed assumptions about likely future long-term economic and demographic trends, and international assumptions about likely future world demand for key Australian export commodities. This report represents the first issue in the BITRE's revamped forecasting series, which aims to provide regularly-updated long-term forecasts of Australian freight activity, by major transport mode, at national, state, territory and regional scale.

[https://www.bitre.gov.au/publications/2019/australian\\_aggregate\\_freight\\_forecasts\\_2019](https://www.bitre.gov.au/publications/2019/australian_aggregate_freight_forecasts_2019)

### Rail fact sheet

Department for Transport (DfT), UK (December 2019)

**Keywords:**

This factsheet provides an overview of key statistics on rail in Great Britain and the context of how rail fits in the wider transport system. The national rail statistics are for surface rail only, and do not include underground, light rail and tram systems.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/851082/rail-factsheet-2019.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/851082/rail-factsheet-2019.pdf)



# HubKnowledge

[Back to contents](#)

## Update of events

October to December included having held a very successful Transport Knowledge Conference (TKC2019) and a second Transport Research Colloquium

### Watch for invitations for these upcoming events:

- On Friday 6 March, the Safety Hub will host two important presentations. One presentation will cover a paper recently published in the Journal of Safety Research that looks at road deaths between 2010 and 2017. The other presentation will outline the introduction of a new compulsory random roadside oral fluid drug testing scheme for New Zealand.
- On Monday 16 March, there will be a presentation about the Future of the Revenue System to be given by the Ministry's Chief Science Advisor, Prof. Simon Kingham.
- Professor Jon Shaw from the University of Plymouth in England is in NZ and will be present on "Transport and the Aged" on Thursday 19<sup>th</sup> of March
- From Auckland, on Monday 23 March Prof. Shanhti Ameratunga will be presenting on "Inclusive Streetscapes" – this will be available via skype
- On Monday 30 March Fiona Thomas and Amber Carran-Fletcher from MRCagney will present "Travel Demand Management: International Insights"

### Previous events:

- In November, The Transport & Health hub hosted Dr Professor Graham Currie from Monash University where he presented on **Transit Fightback** which covered evidence that transit systems remain the core of solutions for congested cities. Evidence was shown that new mobility solutions using private vehicle travel remain problematic for urban futures.
  - The presentation is available [here](#).
- Also in November Professor Sue Chilton from Newcastle University Business School in the UK presented on **Scoping study on the valuation of risks to life and health: The monetary value of a life year (VOLY) in the UK**. The presentation covered a scoping study that was commissioned in June 2018 to establish the need for, and feasibility of for new primary research to provide an up-to-date, evidence-based value of a (statistical) life year (VOLY) for robust policymaking.
  - The presentation is available [here](#).
- The 6<sup>th</sup> Transport Knowledge Conference was successfully held on Thursday 5<sup>th</sup> December at the James Cook in Wellington. The conference had 220 attendees that viewed 47 presentations and 11 Posters during this day-only event.
  - Presentations and Posters can be viewed [here](#).
- The new Urban Transport topic hub held an inaugural Hub event on Thursday 13<sup>th</sup> of February at the Ministry of Transport that included a presentation on the topic '**Travel Demand Management; Understanding New Zealander's travel choices in key urban areas**' given by Galina MitchellHill from Waka Kotahi NZTA.

# General websites

[Back to Contents](#)

**Transport Knowledge Hub webpage:** <http://www.transport.govt.nz/research/transport-knowledge-hub/>

**Presentations from previous Hub events:** <http://www.transport.govt.nz/research/transport-knowledge-hub/transport-knowledge-presentations/>

**The Transport Evidence Base Strategy (TEBS):** <https://www.transport.govt.nz/mot-resources/transport-evidence-base-strategy/>

**The Transport Research Register:**  
<http://www.transport.govt.nz/assets/Uploads/Research/Documents/Transport-Research-Register.xls>

# Events calendar

[Back to Contents](#)

To view a full calendar of upcoming events please go [here](#)

Webpage: <http://www.transport.govt.nz/research/transport-knowledge-hub/>

Email: [knowledgehub@transport.govt.nz](mailto:knowledgehub@transport.govt.nz)

## Upcoming Conferences

Event	Registration & details
<b>Engineering NZ Transportation Group Conference 2020</b> Ōtautahi, Christchurch, 10 to 13 March 2020	Registration: Currently open Webpage: <a href="https://www.tgconference.co.nz/">https://www.tgconference.co.nz/</a> Draft programme outline available: <a href="https://www.tgconference.co.nz/programme-20">https://www.tgconference.co.nz/programme-20</a>
<b>T-Tech20</b> Te Papa, Wellington, 4th to 5th May 2020	Registration: Not yet open Webpage: <a href="https://www.itsnz.org/t-tech-conference-2020">https://www.itsnz.org/t-tech-conference-2020</a> Abstracts: closed at midnight on Monday January 20th, 2020

## Upcoming events

### Walk to Work day -Wednesday March 11 2020

Living Streets Aotearoa are once again holding a Walk2Work day. Get out on your feet next Wednesday 11 March Walk2Work Day to celebrate the universal method of getting around and one we do every day – walking, and its natural partner the bus or train.

For more information go this website link: [Walk2Work Day 11 March 2020](#)

## Webinars

There are 3 upcoming Austroads webinars that will be of interest:

Feb 27 2020

[Webinar: Local Government Road Safety Management Guidance](#)

Location: Online, 3pm NZDT

[Register now](#)

This webinar will give you an overview of Austroads guidance on contemporary best practice methods for developing and implementing road safety management frameworks for local government. Local government roads typically have a more diverse range of road types, environments and users than state roads, which makes them difficult to manage

Mar 26 2020

[Webinar: Integrating Safe System with Movement and Place for Vulnerable Road Users](#)

Location: Online, 3pm NZDT

[Register now](#)

This webinar will present guidance on opportunities to integrate Safe System design and operation with Movement and Place for vulnerable road users, in particular pedestrians and cyclists. The Movement and Place Framework is increasingly used to guide transport planning to improve integration and customer outcomes

Mar 31 2020

[Webinar: Assessment of Key Road Operator Actions to Support Electric Vehicles](#)

Location: Online, 3pm NZDT

[Register now](#)

This webinar provides insights into a recent Austroads report that identifies actions road operators can take to support the transition to electric vehicles (EVs). The report also clarifies the role of road operators and other government departments (e.g. energy, environment) in the areas that affect EV deployment.

[Back to Contents](#)