

TRANSPORT INTELLIGENCE DIGEST

Issue 8

<p>Date of issue: June 2018</p> <p>Contact:</p> <p>Stephen Evans E s.evans@transport.govt.nz,</p>	<p><u>Contents</u></p> <p>Transport impacts</p> <p>System planning and management</p> <p>User behaviours and needs</p> <p>Future funding and charging</p> <p>Around the world: research and statistical releases</p> <p>Hub Knowledge</p> <p>Vacancies</p>
--	--

Introduction

Welcome to the 8th issue of the Transport Intelligence Digest.

There is a wide assortment of contributions in this edition that is sure to interest readers. Some of them link to recently raised issues in the media – cycle helmet wearing, road speed limit setting, and transport & health issues. In this edition, there are a raft of International Transport Forum (ITF) articles, following the Annual Summit held in May 2018 in Leipzig, Germany.

We welcome contributions from anyone who reads this Digest. We ask you to indicate which of the four knowledge themes 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.

All reasonable endeavours are made to ensure the accuracy of the information in this report. However, the information is provided without warranties of any kind including accuracy, completeness, timeliness or fitness for any particular purpose.

The Ministry of Transport excludes liability for any loss, damage or expense, direct or indirect, and however caused, whether through negligence or otherwise, resulting from any person or organisation's use of, or reliance on, the information provided in this report.



Cycling injury risk in London: A case-control study exploring the impact of cycle volumes, motor vehicle volumes, and road characteristics including speed limits

Medical Research Council, London, UK (May 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: International; Active modes; Safety

Cycling injury risk is an important topic, but few studies explore cycling risk in relation to exposure. This is largely because of a lack of exposure data, in other words how much cycling is done at different locations. This paper helps to fill this gap. It reports a case-control study of cycling injuries in London in 2013–2014, using modelled cyclist flow data alongside datasets covering some characteristics of the London route network. A multilevel binary logistic regression model is used to investigate factors associated with injury risk, comparing injury sites with control sites selected using the modelled flow data. Findings provide support for ‘safety in numbers’: for each increase of a natural logarithmic unit (2.71828) in cycling flows, an 18% decrease in injury odds was found. Conversely, increased motor traffic volume is associated with higher odds of cycling injury, with one logarithmic unit increase associated with a 31% increase in injury odds. 20mph compared with 30mph speed limits were associated with 21% lower injury odds. Residential streets were associated with reduced injury odds, and junctions with substantially higher injury odds. Bus lanes do not affect injury odds once other factors are controlled for. These data suggest that speed limits of 20 mph may reduce cycling injury risk, as may motor traffic reduction. Further, building cycle routes that generate new cycle trips should generate ‘safety in numbers’ benefits.

<https://www.sciencedirect.com/science/article/pii/S0001457518301076>

Cycling Safety: Summary and Conclusions

International Transport Forum (May 2018)

Contributed by: Tim Herbert, Ministry of Transport

Keywords: International; Active modes; Safety

This report summarises the findings of an ITF Roundtable on Cycling Safety held in April 2018 with 33 researchers and practitioners from 16 countries. Cycling has a net positive effect on public health, despite the risk of injury it is often associated with. Policymakers are nonetheless concerned that increasing numbers of cyclists carries a risk of more traffic injuries and fatalities. Uncertainties also exist regarding the safety record of e-bikes and bike share systems.

<https://www.itf-oecd.org/sites/default/files/docs/cycling-safety-roundtable-summary.pdf>

Fewer traffic deaths - but will the downward trend hold?

International Transport Forum (May 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: International; Safety

The IRTAD Road Safety Annual Report 2018 provides an overview of road safety performance for 32 countries, including New Zealand. This captures mainly 2010 to 2016 data (which shows New Zealand has improved for this period). However – New Zealand remains rooted to the bottom quarter of countries in this report across most measures. The report outlines the most recent road safety developments across IRTAD countries and comparative data for the main road safety indicators. It also offers detailed analysis by road user, age group and type of road. It describes the crash data collection process in IRTAD countries, the road safety strategies and targets in place and information on recent trends in speeding, drink-driving and other aspects of road user behaviour.

https://www.itf-oecd.org/sites/default/files/docs/irtad-road-safety-annual-report-2018_2.pdf

Reoffending Analysis for Participants who completed the Course for Drink Drive Offenders 2010 to 2013

Department for Transport, UK (May 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: International; Safety

In Northern Ireland if a person is convicted of a drink driving offence, the courts can refer them to a course aimed at targeting these behaviours. To assess the impact of the Course for Drink Drive Offenders (CDDO) on reoffending, a treatment group of participants who had completed CDDO between January 2010 and December 2013 was compared to a matched control group. Further analysis was completed to compare a treatment group of participants who were referred to CDDO between January 2010 and December 2013, but who did not complete the programme. In both cases the matched control group was made up of people who had neither been referred to nor completed the course but had engaged in similar drink drive offences during this time period.

Key findings:

- The current analysis indicates that completing the Course for Drink Drive Offenders significantly reduced the one, two and three year reoffending rates of course completers compared to a matched sample of non-attending offenders.
- The differences in the one, two and three year reoffending rates for those who were referred but did not attend and their matched sample were not statistically significant.

<https://www.justice-ni.gov.uk/sites/default/files/publications/justice/research-and-statistics-bulletin-14-2018-course-for%20drink-drive-offenders-2010-2013.pdf>

Impact Evaluation of the National Speed Awareness Course

Department for Transport, UK (May 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: International; Evaluation; Human behaviour

This report shows that drivers who take a speed awareness course are as much as 23% less likely to reoffend in the six months after a first offence, compared to those who accept the fine and points. The study – carried out by IPSOS Mori and the University of Leeds – used speed offending data made available by 13 police forces in England for the period from 2012 to 2017. Data was provided for 2.2m drivers, of whom 1.4m had opted to participate in the National Speed Awareness Course (NSAC). The study found that drivers who attend the NSAC are between 12-23% less likely to reoffend within six months of committing their first offence – a figure which drops to 9-17% within 12 months, 9-11% within the first two-years, and 6-13% within three years. The NSAC is offered to motorists who commit low level speeding offences as an alternative to a fine and three points on their licence. In 2017, 1,195,356 offenders attended the course, which costs £100.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/706208/national-speed-awareness-course-evaluation.pdf

Location and other risk factors in crashes

Bureau of Infrastructure, Transport and Regional Economics (BITRE) (May 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: International; Safety

In Australia and other countries with remote or rural populations, fatal motor vehicle crashes are a higher proportion of total crashes in regional and remote areas. The objective of this study was to investigate the causes of this difference by considering the impact of location-specific risk factors in motor vehicle accidents. In terms of location-specific risk factors, this study specifically investigates differences in access to emergency medical treatment and the difference between built-up or rural areas. This report gives the results of a study into the risk factors of vehicle crashes given a crash has occurred. Factors include vehicle type and age, whether a restraint or helmet was worn, nature of crash, time of day and location-specific factors such as the built-up or rural character of an area, the distance to high-care emergency medical facility and environmental conditions i.e. sunrise, sunset or night-time. Conclusions include:

- it appears that increased road-related mortality in rural areas is correlated with both the distance to a Principal Referral Hospital's healthcare and to the nature of rural areas themselves – noting that the analysis controls for differences in the posted speed limit.
- In order to better understand why people survive, more complete data is required for survivors, including those who do not suffer any injury in a crash.

https://bitre.gov.au/publications/2018/files/is_97.pdf

Modelling Road Safety in Australian States and Territories

Bureau of Infrastructure, Transport and Regional Economics (BITRE) (May 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: International; Safety; Modelling and forecasting

This publication describes modelling of road fatality/injury rates and impact of the major influences lowering the road toll – such as seat belt fitting and wearing, random breath testing, speed cameras, mobile drug testing and, in Queensland, a graduated licencing system, for the eight Australian States and Territories. The paper concludes that over the period from 2018 to 2030, the increase in fatalities from VKT growth will outstrip the decrease in fatalities from measures, leading to a substantial increase in fatalities (as opposed to the decreases in the periods 2000–2010 and 2010–2017).

https://bitre.gov.au/publications/2018/files/is_94.pdf

Road safety management capacity review - Great Britain

Department for Transport, United Kingdom (June 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Evaluation; Safety;

This expansive publication seeks to understand the strengths and weaknesses of current road safety management capacity, how to overcome any weaknesses, and to inform the study conclusions and recommendations. It used an international road safety management assessment framework to benchmark activity against national and international good practice and to engage with the road safety community at national and local levels. Among recommendations included that the Department for Transport develop and publish a new road safety strategy.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/717062/road-safety-management-capacity-review.pdf

Safer roads with self-driving cars?

International Transport Forum (May 2018)

Contributed by: Tim Herbert, Ministry of Transport

Keywords: International; Safety; Security; Vehicle technologies & standards

This report examines how increasing automation of cars and trucks could affect road safety, and which security vulnerabilities will need to be addressed with the rise of self-driving vehicles. It applies the principles of the Safe System approach and relevance of Vision Zero for road safety to the wider discussion on vehicle automation. It also takes into consideration the security of the cyber-physical system associated with automated driving, including a definition of relevant system boundaries and future-proof minimum requirements for safety and security.

<https://www.itf-oecd.org/sites/default/files/docs/safer-roads-automated-vehicles.pdf>

Transport CO2 and the Paris Climate Agreement: Reviewing the Impact of Nationally Determined Contributions

International Transport Forum (April 2018)

Contributed by: Tim Herbert, Ministry of Transport

Keywords: Environment; International

This report assesses the impact of transport commitments made in the Nationally Determined Contributions (NDCs) of the Paris Climate Agreement on national-level transport CO2 emissions. It contains an introduction to NDCs and provides an overview of economy-wide CO2 reduction targets that were defined in these pledges. The methodology, developed specifically for this report, allows a sectoral assessment despite the often limited information regarding specific ambitions for transport and planned CO2 mitigation measures.

<https://www.itf-oecd.org/sites/default/files/docs/transport-co2-paris-climate-agreement-ndcs.pdf>

Travel Effects and Associated Greenhouse Gas Emissions of Automated Vehicles

The National Center for Sustainable Transportation, the University of California (April 2018)

Contributed by: Haobo Wang, Ministry of Transport

Keywords: International; Environment; Vehicle technologies & standards

The National Center for Sustainable Transportation at the University of California at Davis has released a report that assesses the state-of-the-practice of automated vehicles (AVs) and their effects on travel and the environment. This paper identifies changes that AVs may have on increased roadway capacity, reduced travel time, monetary costs, parking, induced travel demand, new traveler groups, and energy.

https://ncst.ucdavis.edu/wp-content/uploads/2015/10/NCST_Rodier_Automated-Vehicles-White-Paper_APRIL-2018.pdf



Big data and understanding change in the context of planning transport systems

Institute for Transport Studies, University of Leeds, UK (April 2018)

Contributed by: Sandy Fong, Ministry of Transport

Keywords: International; Data & statistics

This paper considers the implications of so-called 'big data' for the analysis, modelling and planning of transport systems. The primary conceptual focus is on the needs of the practical context of medium-term planning and decision-making, from which perspective the paper seeks to achieve three goals: (i) to try to identify what is truly 'special' about big data; (ii) to provoke debate on the future relationship between transport planning and big data; and (iii) to try to identify promising themes for research and application. Differences in the information that can be derived from the data compared to more traditional surveys are discussed, and the respects in which they may impact on the role of models in supporting transport planning and decision-making are identified. It is argued that, over time, changes to the nature of data may lead to significant differences in both modelling approaches and in the expectations placed upon them. Furthermore, it is suggested that the potential widespread availability of data to commercial actors and travellers will affect the performance of the transport systems themselves, which might be expected to have knock-on effects for planning functions. We conclude by proposing a series of research challenges that we believe need to be addressed and warn against adaptations based on minimising change from the status quo.

<https://doi.org/10.1016/j.jtrangeo.2017.11.004>

Defining, Measuring and Improving Air Connectivity

International Transport Forum (May 2018)

Contributed by: Tim Herbert, Ministry of Transport

Keywords: International; Aviation; Environment

This report examines different approaches to defining and measuring air connectivity, focussing on the perspectives that can help governments, airports and airlines to improve their long-term aviation strategies. The findings are then applied to assess air connectivity at two major hub airports – Incheon International Airport and Amsterdam Airport Schiphol – to demonstrate how air connectivity assessments can help improve outcomes for the users of aviation.

<https://www.itf-oecd.org/sites/default/files/docs/defining-measuring-improving-air-connectivity.pdf>

Global EV Outlook 2018

International Energy Agency (May 2018)

Contributed by: Sandy Fong, Ministry of Transport

Keywords: International; Environment; Vehicle technologies & standards

The Global EV Outlook is an annual publication that identifies and discusses recent developments in electric mobility across the globe. Combining historical analysis with projections to 2030, the report examines key areas of interest such as electric vehicle and charging infrastructure deployment, ownership costs, energy use, CO2 emissions and battery materials demand. The publication includes policy recommendations, learning from frontrunner markets to inform policymakers and stakeholders who aim to encourage electric vehicle adoption. The Global EV Outlook annual series is developed with the support of the members of the Electric Vehicles Initiative.

<https://www.iea.org/gevo2018/>

Integrating Urban Public Transport Systems and Cycling

International Transport Forum (April 2018)

Contributed by: Tim Herbert, Ministry of Transport

Keywords: International; Active modes; Public transport

Sustainable urban transport systems require alternatives to the use of private cars that are competitive in terms of convenience and flexibility as well as cost. Mass transit systems are the central component but extension of heavy rail and metro systems is costly and can never reach every part of the city. This report examines other options for improving public transport and extending network coverage. The report summarises the findings and recommendations of a Roundtable held in April 2017 in Tokyo, Japan.

<https://www.itf-oecd.org/sites/default/files/docs/transport-co2-paris-climate-agreement-ndcs.pdf>

Urban Mobility: Preparing for the future, learning from the past

Congestion Reduction in Europe: Advancing Transport Efficiency (May 2018)

Contributed by: Roselle Thoreau, Ministry of Transport

Keywords: International; Travel and mobility

This EU project (CREATE) report reflects on how changes in transport policy are moving cities from being car oriented to being place oriented. The changes of transport policy across 60 years in numerous highly developed European cities (London, Paris, Vienna, Copenhagen and Berlin) has evolved from being car oriented to being sustainable mobility oriented to being place oriented. This evolution is a result of road capacity as well as political and public climate. The report then examines how 5 developing European cities (Amman, Adana, Bucharest, Skopje and Tallinn) are currently evolving and what their changes mean for other cities in Europe and globally. In order to achieve this CREATE carried out analysis of trends in car use alongside analysis of governance facilitators and constraints. The project developed an understanding of measuring the various success indicators (including congestion and network performance), the consequences of changing policy priorities as well as the causes of change in car use.

https://www.transportxtra.com/userfiles/brochures/CREATE_NEW2_web.pdf



[Back to Contents](#)

Applying Census Data for Transportation: 50 Years of Transportation Planning Data Progress

Transportation Research Board (April 2018)
Contributed by: Sandy Fong, Ministry of Transport

Keywords: International; Surveys

This publication records the papers and discussions on a conference held on November 14-16, 2017, in Kansas City, Missouri that focused on the use of census data for transportation applications. Experiences were shared on the use of Census data, including new techniques for integrating different data sets for use in transportation planning and decision making. Participants discussed opportunities, limitations, and challenges involved in using Census data, data available from the private sector, and data from global positioning systems and other technologies. Research and training needs were identified with applying Census data and data from other sources to transportation planning and decision making.

<http://onlinepubs.trb.org/onlinepubs/circulars/ec233.pdf>

Cooperative Mobility Systems and Automated Driving

International Transport Forum (May 2018)
Contributed by: Tim Herbert, Ministry of Transport

Keywords: International; Travel & mobility; Vehicle technologies & standards

Automated vehicles could make roads safer as well as reduce congestion. Whether society will be able to capture these benefits while minimising negative impacts depends on effective regulation of self-driving vehicles. The technology is still largely experimental and mass use is likely to take decades. Today's regulatory frameworks can stretch to accommodate early deployment, but they will not be sufficient in the long term. This report reviews the range of existing service concepts for automated driving systems and technologies, the operational environments they require and assesses the need for regulatory action. This is the summary and conclusions of the ITF Roundtable on Cooperative Mobility Systems and Automated Driving 06-07 December 2016, Ottawa

<https://www.itf-oecd.org/sites/default/files/docs/cooperative-mobility-systems-automated-driving-roundtable-summary.pdf>

Developing an approach to measure predictable journeys for public transport: bus, rail and ferry

WSP-Opus (April 2018)

Contributed by: Ernie Albuquerque, NZ Transport Agency

Keywords: Modelling and forecasting; Public transport

The ability to reliably predict PT journey times is critical to measure, monitor and target improvements to the public transport (PT) network, with flow-on effects for customers. Research conducted in New Zealand between August 2016 and August 2017 aimed to identify and develop an optimal measure for PT predictability. This involved undertaking a local and international review of predictability/reliability measures used for PT or private vehicle travel, and included evaluation of measures. From this review, and consideration of the potential for inter-modal and inter-regional aggregation, a shortlist of three preferred measures was developed including: buffer index, modified buffer index and planning index. Shortlisted measures were applied to a nationally aggregated set of PT data from across regions and modes. This testing helped assess 'fit' to the NZ Transport Agency's road index, modification potential, and revealed that the shortlisted measures are all linearly related, with comparable results across measures. There is no compelling case for one particular measure and stakeholders felt selection of any shortlisted measures depended on what aspect of reliability one wanted to examine and that care needed to be taken in comparing modes and developing thresholds.

<http://www.nzta.govt.nz/resources/research/reports/641>

From 'car-dependency' to 'desirable walking'—15 years trend in policy relevant public health indicators derived from Household Travel Surveys

Western Sydney University; NSW Health; and University of Sydney (March 2018)

Contributed by: Jennifer McSaveney, Ministry of Transport

Keywords: International; Active modes; Travel & mobility

Reducing car dependency in favour of health-enhancing active travel can address the issues of prolonged sitting and physical inactivity. This study utilises transportation-sector population surveys to develop interdisciplinary policy relevant indicators for benchmarking and progress tracking. The continuous Sydney Greater Metropolitan Household Travel Survey (2000-June 2015) was analysed in 2017. The highlights of this analysis included: Interdisciplinary policy relevant indicators were defined from Sydney Greater Metro HTS; For every 10 adults, 4 are car dependent traveller (CD) and 2 walked at a desirable level (DW); The prevalence ratio of CD/DW declined from 1.42 in 2000 to 1.13 in 2015; 44% of car dependent travellers drove for 1.5 kms or less; and these indicators should be used for benchmarking, monitoring and setting area-specific goals

<https://www.sciencedirect.com/science/article/pii/S2214140517307417>

Hands Up Scotland Survey

Transport Scotland & Sustrans Scotland (June 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: International; Active modes; Travel & mobility

While the number of pupils across Scotland who are cycling to school is increasing, there has been a drop off in the numbers walking. Now in its 10th year, the Hands Up Scotland Survey, which asks children how they normally travel to school, registered the highest ever number of participants in 2017 – 515,005 pupils across nursery, primary, secondary, independent and special educational needs (SEN) schools. Active travel has consistently remained the most frequently reported mode of travel to school in Scotland in the survey. The percentage of pupils cycling to school has increased. However, the number walking to school has decreased. Under a quarter of school pupils said they normally travel to school via a 'private motorised' mode of transport. Overall, this figure has changed little over the 10 years of the survey.

<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>

The influence of internet use on transport demand

WSP-Opus (April 2018)

Contributed by: Wayne Heederger, NZ Transport Agency

Keywords: Modelling and forecasting; Travel & mobility

This report presents a discussion of the influence that internet-enabled communication technologies are having, and might have, on patterns of transport demand in New Zealand. First, a range of mechanisms by which the internet could reasonably be expected to influence transport demand are described. In-depth interviews with decision makers at public and private organisations in New Zealand highlighted two main areas where change is being driven by internet communication technologies: direct effects on transport demand; and the changing nature of the physical workplace, which has outcomes for transport demand as people change where, when and how they work. There is a dearth of literature that quantifies a causal association between use of the internet and transport demand. Additionally, suitable datasets to measure the influence at city, regional or national levels do not currently exist in New Zealand. Much investment and change in use of internet communications technologies is taking place at an organisational scale. Though, the relationship between investment in technology and transport outcomes is confounded by factors of behavioural preferences, societal and organisational norms, and internal policies. The experience of these organisations identifies changes we can expect for both transport demand and working behaviours in an increasingly digital society.

<http://www.nzta.govt.nz/resources/research/reports/642>

Investigating the barriers in a typical journey by public transport users with disabilities

University of Auckland (May 2018)

Contributed by: Roselle Thoreau, Ministry of Transport

Keywords: Accessibility; Public transport

This research investigates the journey barriers faced by people with physical and visual disabilities in New Zealand. The article identifies the key similarities and differences in barriers to accessing transport for these two groups. Both groups experienced bus driver's attitude and unawareness of disabled users' requirements as a barrier. For physically impaired users the main barriers were related to the urban environment; including stops and quality of footpaths. For visually impaired users the main barriers were poor accessibility of information, and obstructions on footpaths.

<https://www.sciencedirect.com/science/article/pii/S2214140517309246#bbib17>

Understanding Changes in Demographics, Preferences, and Markets for Public Transportation

Transportation Research Board; Transit Cooperative Research Program (June 2018)

Contributed by: Ernie Albuquerque, NZ Transport Agency

Keywords: International; Travel & mobility; Public transport

The study concludes that it is a mix of each of these factors that interact and ultimately drives transit ridership. An individual's demographics affect their long term values, their current attitudes, and the type of neighbourhood they choose to live in. Each of these factors also affects their likelihood to ride transit.

The study finds that age is the most powerful explainer of transit ridership, with older Millennials riding transit more than past age cohorts. And while Millennials have delayed household formation compared to past generations, they fully expect that as they age and start families, they will need to move to the suburbs and expect to take transit less. The study also found that improving the quality of transit service is more important than having a population that holds pro-transit attitudes. This is particularly important while facing a future that is uncertain, given unknowns in both technology and mobility options facing the public transportation community.

<https://www.nap.edu/read/25160>



Blockchain and Beyond: Encoding 21st Century Transport

International Transport Forum (May 2018)

Contributed by: Tim Herbert, Ministry of Transport

Keywords: International; Data & statistics; Funding & expenditure

This report examines how advances in data science and encoding could improve transport. It investigates three linked and rapidly changing areas: First, it discusses the deployment of blockchain and other distributed ledger-based approaches, that record transactions efficiently and in a verifiable and permanent way. Secondly, the study looks at open algorithms and other alternatives to traditional data-sharing. Finally, it reviews the development of a common data syntax for encoding mobility services.

<https://www.itf-oecd.org/sites/default/files/docs/blockchain-and-beyond-encoding-21st-century-transport.pdf>

Private Investment in Transport Infrastructure: Dealing with Uncertainty in Contracts

International Transport Forum (June 2018)

Contributed by: Sandy Fong, Ministry of Transport

Keywords: International; Revenue & finance

Mobilising private capital for transport infrastructure remains an important objective for many governments. The uncertainties investors face in infrastructure projects can lead to high premiums and are the subject of international attention. Uncertainties for suppliers also exist. This report examines how decision makers in the public and private sector can better manage the uncertainty inherent in contracts for privately-financed infrastructure. It presents the findings of 33 experts from 13 countries, convened in a working group by the International Transport Forum.

<https://www.itf-oecd.org/sites/default/files/docs/private-investment-transport-infrastructure.pdf>

The Shared-Use City: Managing the Curb

International Transport Forum (May 2018)

Contributed by: Tim Herbert, Ministry of Transport

Keywords: International; Modelling and forecasting; Travel & mobility

This report discusses the street design and pricing implications of a large-scale introduction of ride-sharing services and other innovative mobility options in urban settings. It looks at the potential for a shift away from a model of the use of curb space focused on street parking to one that makes more flexible use of curb space for pick-up and drop-off zones for passengers and freight. The study presents the results of quantitative modelling of alternative curb-use scenarios and discusses their relative efficiency, contribution to wider policy objectives and implications on city revenues.

https://www.itf-oecd.org/sites/default/files/docs/shared-use-city-managing-curb_3.pdf

[Back to Contents](#)

United States of America

Transportation Statistics Annual Report 2017

US Department of Transportation (May 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: International; Data & statistics

The Transportation Statistics Annual Report describes the Nation's transportation system, the system's performance, its contributions to the economy, and its effects on people and the environment. This 22nd edition of the report is based on information collected or compiled by the Bureau of Transportation Statistics (BTS)—the principle Federal statistical agency at the U.S. Department of Transportation.

<https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/transportation-statistics-annual-reports/215041/tsar-2017-rev-2-5-18-full-layout.pdf>

Europe

Journey time statistics: 2016

Department for Transport, England (May 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: International; Data & statistics; Travel & mobility

This annual publication covers journey times to key services by public transport, car and cycle in England for 2016. Average minimum journey times to key services were 18 minutes by public transport and walking; 15 minutes by cycle and 11 minutes by car. Average minimum journey times across 8 key services by public transport and walking were: 15 minutes in urban areas and 29 minutes in rural areas.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/710462/journey-time-statistics-2016.pdf

Australia

[Back to Contents](#)

Australian Sea Freight 2015–16

Bureau of Infrastructure, Transport and Regional Economics (BITRE) (May 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: International; Data & statistics; Freight & trade

This is the latest of BITRE reports that provide information on Australian sea freight movements, vessel activity, the use of coastal trading licences, and the size and composition of the Australian trading fleet. This report contains statistics on maritime freight and shipping activities in Australia from 2006–07 to 2015–16.

https://bitre.gov.au/publications/2018/files/asf_2015_16.pdf

Fatal Heavy Vehicle Crashes Australia—Quarterly Bulletins

Bureau of Infrastructure, Transport and Regional Economics (BITRE) (March 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: International; Data & statistics; Safety

During the 12 months to the end of March 2018, 184 people died from 163 fatal crashes involving heavy trucks. These included 101 deaths from 88 crashes involving articulated trucks, 91 deaths from 82 crashes involving heavy rigid trucks and 8 deaths from 7 crashes involving both a heavy rigid truck and an articulated truck.

https://bitre.gov.au/publications/ongoing/fhvc/files/Bulletin_Mar_2018_IV.pdf

Spending by Australian households on owning and operating vehicles in 2015–16

Bureau of Infrastructure, Transport and Regional Economics (BITRE) (April 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: International; Data & statistics; Surveys

This presents data on Australian households' expenditure patterns, based on the ABS Household Expenditure Survey (HES) for 2015–16. It updates the 2017 BITRE Information Sheet 86 based on 2009–10 HES data. It details the composition of household expenditure on owning and operating vehicles and the variation in costs across different households, such as capital city and regional, and high income and low income. It also investigates changes in vehicle-related spending since 2009–10, identifying any significant changes that have occurred for particular types of regions or particular demographic groups

<https://bitre.gov.au/publications/2018/files/InfoSheet95.pdf>

HubKnowledge

[Back to contents](#)

Sharing transport data, information, research, evidence, knowledge and ideas

There's been a number of Hub events since the end of March:

- The Health Hub held an event in April with presentations from Caroline Shaw, University of Otago, (link to [presentation](#)) and Prof Simon Kingham, Ministry of Transport/University of Canterbury (link to [presentation](#)).
- In May, Dr Adolf Stroombergen from Infometrics gave a presentation on "Impacts of Socio-Demographic changes on the NZ Land Transport System". The presentation can be found [here](#).
- Also in May, the Technology & Innovation Hub, NZ Transport Agency and ITS NZ held a joint seminar to present recently published research on the future data, skills and training requirements to support intelligent transport systems in New Zealand. Presentations were given by Chris Bowie from WSP Opus (link to [presentation](#)) and Dr Julian Williams from BERL Ltd (link to [presentation](#)).
- In June, the Safety Hub held the seminar "Catastrophe! Why we should care about the possibility of rare but catastrophic transport incidents". Chris Ballantyne, NZ Transport Agency, and Kevin Oldham, Navigatus, presented on the findings from the recently published NZ Transport Agency report "Framework for review and prioritisation of rail safety risks in New Zealand".

A further milestone in Hub membership has been reached with 600 people now subscribed to the Transport Knowledge Hub. We're getting bigger!

Progress has also been made about this year's [Transport Knowledge Conference](#). It will be held on Thursday 15 November in Wellington. Please ensure you note this date in your calendar now! More information will be announced in due course.

General websites

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 Domain Plan: <http://www.transport.govt.nz/research/transport-domain-plan/>

The Transport Research Strategy 2016-2020: <http://www.transport.govt.nz/research/transport-research-strategy/>

The Transport Research Register:

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

Stocktake of Information and Data Sources:

<http://www.transport.govt.nz/assets/Uploads/Research/Documents/Domain-Plan-Stocktake-March-2017.pdf>

[Back to Contents](#)

Vacancies

[Back to Contents](#)

The Ministry of Transport has a vacancy for a new role as Principal Adviser – Evaluation within our Domain Strategy, Economics & Evaluation team who are responsible for providing expert policy evaluation, appraisal and assessment advice on transport issues. So as a reader of the Transport Intelligence Digest this might be of interest to you or someone you know. Please watch the Ministry's careers page for more information: <https://mot.careercentre.net.nz/Job>

[Back to Contents](#)

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

Email: knowledgehub@transport.govt.nz

Recent and upcoming events

Hub events

Event, venue and dates	Topic & Speakers	Contact details
Data Hub event <i>Grant Thornton, level 13, Wellington</i> 2pm to 3.30pm, Thursday 26 July 2018	TBC	knowledgehub@transport.govt.nz An invitation will be sent out when details are finalised.
Lucy Saunders –Invitation-only events in Wellington <i>James Cook Hotel, Wellington</i> Thursday 09 August 2018	Lucy Saunders, Health Streets, London https://healthystreets.com/home/lucysaunders/ Topic to be advised	knowledgehub@transport.govt.nz An invitation will be sent out when details are finalised.
TBC <i>Grant Thornton, level 13, Wellington</i> 2pm to 3.30pm, Thursday 23 August 2018	TBC	knowledgehub@transport.govt.nz An invitation will be sent out when details are finalised.

Conferences

Event	Registration costs & contact details	Key Dates	
2WALKandCYCLE conference 2018 <i>Conference & Function Centre, Palmerston North</i> Monday 30 July to Wednesday 01 August	Registration (ranges from \$335 to \$1,145 incl GST) Email: lizzie@hardingconsultants.co.nz Webpage: http://www.2walkandcycle.org.nz/	Standard registrations due	Friday 13 July
Road Transport Forum conference <i>Forsyth Barr Stadium, Dunedin</i> Wednesday 26 to Thursday 27 September	Registration (full registration \$775 + GST) Email: forum@rtf.nz Webpage: https://www.rtfconference.co.nz/	Event dates	Wednesday 26 September to Thursday 27 September
Transport Knowledge Conference 2018 <i>Rydges Hotel, Wellington</i> Thursday 15 November	TBC	TBC	TBC

[Back to Contents](#)