

TRANSPORT INTELLIGENCE DIGEST

Issue 11

<p>Date of issue: March 2019</p> <p>Contact: 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>
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Introduction

Welcome to the 11th issue of the Transport Intelligence Digest.

There's another good mix of international and NZ material in this edition, particularly in the data space with updates from the ITF, the Department for Transport (GB) and BITRE (Australia).

The big news is that a date and venue for the 6th Transport Knowledge Conference has been confirmed as **Thursday 5th of December 2019** at the **James Cook Hotel** in **Wellington**. The date has been selected to secure an overseas keynote speaker.

We welcome contributions from anyone who reads this Digest. We ask you to indicate which of the knowledge themes your contribution would fall under. The contribution should be a recent release and freely available online. 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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20 mph speed limits on roads

University College London (March 2019)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Evaluation; Safety

This research aimed to evaluate the effectiveness of 20mph (signed only) speed limits, based on twelve case study schemes in England and various comparator areas with a 30mph limit in place. Including:

- examine the perceptions and attitudes of different user groups towards 20mph speed limits;
- strengthen the evidence base regarding the effectiveness of 20mph limits;
- inform future policy development on 20mph speeds and limits at a national and local level;
- identify lessons learned regarding the implementation and monitoring of 20mph signed only speed limits, to guide local authorities considering introducing 20mph limits.

This study substantially strengthens the evidence base on perceptions, speed and early outcomes associated with 20mph (signed only) limits.

https://www.gov.uk/government/publications/20-mph-speed-limits-on-roads?utm_source=642df7ad-3a98-44bb-9a61-4cc3714fa64d&utm_medium=email&utm_campaign=govuk-notifications&utm_content=immediate

A National Approach to Measuring Non-fatal Crash Outcomes

Austrroads, Australia (March 2019)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Data & statistics; Safety;

Austrroads' latest report documents the first stage of a pilot project to improve the measurement and reporting of serious injury road crashes by matching police crash data and hospital data. Neither crash data nor hospital data alone is adequate for reporting progress against the National Road Safety Strategy's target of reducing serious injuries by 30 per cent. Road transport agencies recognise that linking hospital and police data is integral to future reporting, as demonstrated by the results of the NSW linked data study conducted by Transport for NSW in 2017. The Austrroads study was designed to provide a proof of concept for a national approach to source and analyse data related to non-fatal hospitalised road injuries.

The report recommends proceeding to stage 2 to produce a series from seven of the eight Australian jurisdictions from 2008 to the latest year of data available.

<https://austrroads.com.au/publications/road-safety/ap-r599-19>

An Inquiry into Contextual Factors Impacting the Occupational Health, Safety, and Well-Being of New Zealand Truck Drivers: an Ecological Systems Approach

Auckland University of Technology (AUT) (March 2019)

Contributed by: Amy Williamson, NZ Transport Agency

Keywords: Health

This thesis provides an exploratory and critical inquiry of the system including contextual factors that impact the occupational health, safety, and well-being (OHSW) of truck drivers in New Zealand. Truck drivers, both in New Zealand and abroad are reported to be experiencing consequences of poor OHSW. Society, communities, families and individual workers have been found to be paying, directly and indirectly, for working arrangements in which truck drivers consequently work harder and longer, for less benefits and a greater share of the risks. Given how little was known about the impact of the system on the individual a critical inquiry into the trucking industry was required. Previous attempts to address such issues in Australasia have predominantly been narrow in approach – considering only small sets of variables, and generally centred on modifying driver behaviour. This study used Ecological Systems Theory to identify and understand wider contextual factors not previously considered, and the roles and interactions of these. There were three phases of data collection covering: archival data review – both public and private, and Key Informant and driver interviews. The methods drew together 45 interviewed participants from positions throughout the system levels including national bodies, industry representatives, organisations, and the individual truck drivers. There were 25 Key Informants and 20 truck drivers interviewed. Five key themes resulted. The organisation of work in the industry was found to have a detrimental impact on the OHSW of truck drivers in New Zealand. Secondly, those in management positions faced conflict between profit and their responsibility to the drivers' OHSW. This is linked to the third key theme: the role of the employment relationship, which as a discipline, has been largely overlooked in the trucking industry in New Zealand. The fourth theme explores the industry culture and how norms were found to be a barrier to change. The final theme highlights how a failure in systems thinking meant previous efforts to improve OHSW have been fragmented and do not consider the complexity of the trucking industry in New Zealand. There is appetite to address the issues to some degree, but regulators, government officials and others desirous of change need better evidence of the potential size of the prize from addressing the issues highlighted in this thesis. This study provides that evidence.

<https://openrepository.aut.ac.nz/bitstream/handle/10292/12005/Tedestedt%20GeorgeCE.pdf?sequence=3&isAllowed=y>

International Energy Agency - Fuel Economy in Major Car Markets

International Energy Agency (March 2019)

Contributed by: Sandy Fong, Ministry of Transport

Keywords: Vehicle technologies & standards

This report builds on a series of Global Fuel Economy Initiative (GFEI) working papers investigating the fuel economy of newly registered light-duty vehicles (LDVs) across the world from 2005 to 2017. The results are tracked relative to established GFEI targets, which are an intermediate target of 30% improvement of new LDV fuel economy, weighted globally, by 2020, and 50% by 2030.

The analysis builds on methodological improvements introduced in the previous GFEI report (GFEI and IEA, 2017; GFEI and IEA, 2014; GFEI and IEA, 2012), and it maintains the broad country coverage that has characterised these analyses. Only Norway and Switzerland did not have additional data for 2016 and 2017. This report presents all the fuel consumption results calibrated to the Worldwide Harmonised Light-Duty Test Procedure (WLTP) (ICCT, 2014)

<https://www.iea.org/topics/transport/gfei/report/>

New Road Infrastructure: The effects on firms

Journal of Urban Economics (March 2019)

Contributed by: Khandaker Aftab Jahan, NZ Transport Agency

Keywords: Evaluation; Infrastructure

This paper estimates the impact of new road infrastructure on employment and labour productivity using firm level longitudinal data for Britain. Exposure to transport improvements is measured through changes in accessibility, calculated at a detailed geographical scale from changes in minimum journey times along the road network. These changes are induced by the construction of new road link schemes. We deal with the potential endogeneity of scheme location by identifying the effects of changes in accessibility from variation across small-scale geographical areas close to the scheme. We find substantial positive effects on area level employment and number of establishments. For existing establishments we find increases in output per worker, wages and use of intermediate inputs. A plausible interpretation is that new transport infrastructure attracts transport intensive establishments to an area, and also leads to some reorganization of production in existing businesses.

<https://www.sciencedirect.com/science/article/pii/S0094119019300105?via%3Dihub>

The German capital wants drivers to stop killing cyclists

The Economist (February 2019)

Contributed by: Ralph Samuelson, Ministry of Transport

Keywords: Active modes; Safety

Berlin's state government, a three-way Social-Democrat, Green and Left Party coalition, is promising a "transport revolution" to reduce the number of road deaths to zero. Last year 45 people died in traffic accidents in Berlin, 11 of them on bikes. (In London, a city nearly three times bigger, 10 cyclists were killed in 2017). In June Berlin passed a law to make driving less attractive. The aim is to turn the city into a sea of Lycra.

<https://www.economist.com/europe/2019/03/02/the-german-capital-wants-drivers-to-stop-killing-cyclists>

The impact of attentional set and situation awareness on dual tasking driving performance

University of Sussex & Open University, United Kingdom (February 2019)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Human behaviour;

The impact of attentional set and situation awareness on event detection and reaction times was investigated in two simulated driving experiments. Measures of event detection and reaction time were recorded for both experiments. Compared to undistracted participants, dual-taskers reacted to fewer unexpected events; recorded longer reaction times; and reacted to fewer incongruent and peripheral events, suggesting an enduring attentional set for driving.

<https://www.sciencedirect.com/science/article/pii/S1369847817300931?via%3Dihub>

Passing Lanes: Safety and Performance

Austrroads, Australia (January 2019)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Infrastructure; Safety;

This is a report that provides guidance in the development of passing lane installation projects by examining their impacts on safety, journey time and user experience. Passing lanes are provided to break up traffic platoons and improve traffic flow over a section of road. They provide an overtaking opportunity and are sometimes the only practical chance for overtaking to occur. This Austrroads project was designed to establish the benefits associated with passing lanes to provide guidance to practitioners.

Passing lanes result in safety benefits, including perceived safety by motorists, safer operational conditions, and crash reductions. Before-and-after crash analysis of routes where passing lanes were installed showed an average reduction of injury crashes by 16%.

<https://austrroads.com.au/publications/traffic-management/ap-r596-19>

Quality of Life Survey

Auckland Council, Hamilton, Wellington, Porirua, Hutt, Christchurch and Dunedin City Councils and Wellington Regional Councils (December 2018)

Contributed by: Bonita Gestro, Ministry of Transport

Keywords: Surveys

The 2018 Quality of Life Survey is a partnership between Auckland Council, Hamilton, Wellington, Porirua, Hutt, Christchurch and Dunedin City Councils and Wellington Regional Councils. The survey was first conducted in 2003, repeated in 2004, and has been undertaken every two years since. The 2018 survey measures the perceptions of over 7,000 New Zealanders. Topics covered in the survey include:

- Overall quality of life
- Built and natural environment
- Housing
- Transport
- Health and wellbeing
- Crime and safety
- Community, culture and social networks
- Economic wellbeing
- Council processes

For transport, high level results included that 25% use public transport weekly (or more often) and fewer than half (45%) of respondents agree that public transport is affordable.

Information obtained from the survey will be used to help inform local government policy. The information will be particularly useful for councils undertaking monitoring of progress towards strategic social, cultural and economic goals.

<http://www.qualityoflifeproject.govt.nz/survey.htm>

Regional airline capacity, tourism demand and housing prices: A case study of New Zealand

Journal of Transport Policy, Volume 77, May 2019, Pages 8-22 (March 2019)

Contributed by: Kan Tsui, Massey University

Keywords: Aviation; Evaluation; Tourism

Tourism is one of the most important economic activities in New Zealand as tourists commonly travel by air to the various regions of this geographically isolated archipelago. This paper aims to investigate: (i) how regional tourism demand and airline capacity affect each other; and (ii) how both affect the housing prices in New Zealand's smaller regions. The paper empirically examines these inter-relationships between regional tourism demand and air transport, and their joint effects on the housing prices of New Zealand's six smaller airports and regions from January 2008 to December 2014. Results showed that increased regional tourism activity raises airline capacity and vice versa. Importantly, domestic airline capacity has a statistically significant impact on regional housing prices but not regional tourist demand (with the exception of Queenstown as a major and popular tourist centre). Policy implications of the key findings for regional tourism and air transport developments are discussed.

<https://www.sciencedirect.com/science/article/pii/S0967070X18305699?via%3Dihub>

Road Safety Since 2010 (updated with 2017 data) in the UK

Parliamentary Advisory Council for Transport Safety (PACTS), United Kingdom (February 2019)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Evaluation; Safety;

First published in 2015, 'Road Safety Since 2010' has been re-released to include the 2017 casualty data - and confirms 'the lack of progress in reducing deaths on UK roads over the past seven years'.

The report, which also compares fatality trends for different road user groups, shows that while UK road deaths in 2017 were substantially (37%) lower than in the period 2005-09, there has been 'virtually no progress' since 2010.

However, taking population growth into account, the number of road deaths per head of population declined by 8% for the UK between 2010 and 2017. This means that, from an individual road user's perspective, the risk of a fatal injury has reduced.

<http://www.pacts.org.uk/wp-content/uploads/sites/2/Road-Safety-Since-2010-Update-with-2017-data.pdf>

Seatbelt and mobile phone surveys: Great Britain, 2017

Department for Transport, Great Britain (February 2019)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Surveys

The percentage of drivers using a mobile phone behind the wheel – and those not wearing a seat belt – both appear to have fallen slightly in recent years. In this roadside observation survey, commissioned by the DfT and Transport Scotland, 1.1% of drivers were observed using a hand-held mobile phone in 2017 – compared to 1.6% in 2014. The survey also covered seatbelt use: In Great Britain 96.5% of drivers were observed using a seatbelt on weekdays in 2017, compared to 95.3% in 2014 in England and Scotland combined.

https://www.gov.uk/government/statistics/public-attitudes-towards-train-services-2018?utm_source=f8ebf8d8-4a8d-4896-b385-9e8e5d08a92e&utm_medium=email&utm_campaign=govuk-notifications&utm_content=immediate

Socioeconomic Impacts of Automated and Connected Vehicles

Transport Research Board, United States (January 2019)

Contributed by: Haobo Wang, Ministry of Transport

Keywords: Vehicle technologies & standards

The Transport Research Board's (TRB) Conference Proceedings 56: Socioeconomic Impacts of Automated and Connected Vehicles summarizes a symposium held in June 26–27, 2018, in Brussels, Belgium. Hosted by the European Commission and TRB, it was the sixth annual symposium sponsored by the European Commission and the United States. The goals of these symposia are to promote common understanding, efficiencies, and trans-Atlantic cooperation within the international transportation research community while accelerating transportation sector innovation in the European Union and the United States

<http://www.trb.org/Publications/Blurbs/178576.aspx>

Sustainable Travel Towns: An evaluation of the longer term impacts

Travelwest, United Kingdom (March 2019)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Active modes;

This report examines city-wide sustainable travel interventions in three English towns that led to increases in cycling and walking, sustained five year post project, while car use declined.

<https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2019/02/Essential-Evidence-on-a-Page-No-182-Longer-term-impacts-of-the-Sustainable-Travel-Towns.pdf>



Data Standard for Road Management and Investment in Australia and New Zealand Version 3.0

Austrroads, Australia (January 2019)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Data & statistics; Safety;

The Data Standard for Road Management and Investment provides road agencies and their suppliers, in Australia and New Zealand, with a specification for the data that supports common operational activities.

The Data Standard also provides road network funding agencies with a specification to inform structure of reports and submissions requested from road agencies, to enable more equitable evidence-based investment decision making. Specifically, the Standard establishes a common understanding of the meaning or semantics of the data, to ensure appropriate use and interpretation of the data by its stakeholders.

The Standard also recognises various levels of sophistication in inventory and asset planning practice and provides relevant data item details in this regard. Accordingly, the Standard will benefit any road industry stakeholder who utilises data for road research, policy development, expenditure comparisons, funding approvals, supporting national reforms, national reporting, innovation, shared services, and inter-organisation communications.

<https://austrroads.com.au/publications/asset-management/ap-r597-19>

Future of Mobility

Government office for Science, United Kingdom (January 2019)

Contributed by: Sandy Fong, Ministry of Transport

Keywords: Data & statistics; Modelling and forecasting;

The project aims to:

- share the latest scientific evidence with policy makers
- use futures techniques to inform policy decision making
- help policy makers deal with uncertainty around the future of transport

Emerging areas of focus have been:

- the interaction between people, technology and data
- new transport business models
- alternate transport futures

From these, the project has taken a systems approach, looking across all modes within the transport system, and has explored:

- impact of technological developments on transport modes
- the key trends shaping user travel behaviour
- how people and goods are moving around the system
- different future scenarios for 2040

<https://www.gov.uk/government/publications/future-of-mobility>

Improving Transport Planning and Investment Through the Use of Accessibility Indicators

International Transport Forum (ITF) (March 2019)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Accessibility;

Accessibility of goods, jobs, services and other opportunities is a fundamental condition for ensuring the well-being of citizens. This report examines how accessibility indicators can be used to improve transport planning and investment with that objective in mind. It also identifies principles for accessibility-based decision-making and discusses how accessibility indicators can be effectively operationalised.

<https://www.itf-oecd.org/sites/default/files/docs/improving-transport-planning-investment-accessibility-indicators.pdf>

Road Risk Assessment, Case Studies and Engagement Guidance for Speed Management

Austrroads (March 2019)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Engineering; Infrastructure; Safety;

Austrroads has launched a new tool and report on Infrastructure Risk Rating (IRR), a simple road assessment methodology designed to assess road safety risk at a network level, primarily as an input to the speed limit setting process.

Inappropriate or excessive speed is a major road safety issue. Effective speed management is fundamental and critical to reducing speed-related road trauma. Speed limit setting is at the core of speed management. Speed limits need to be set at a safe and appropriate level, considering the function, design and safety of the road. The report explores the application of IRR in Australia, with particular emphasis on how it may be used by State and local governments to inform speed management on their road networks. The report also presents a range of case studies and identifies good practice guidance for engagement and consultation to effectively implement speed management interventions

<https://austrroads.com.au/publications/road-safety/ap-r587-19>

Smart Use of Roads

International Transport Forum (ITF) (January 2019)

Contributed by: Joanne Leung, Ministry of Transport

Keywords: Congestion; Economics; Infrastructure

This report considers the innovative use of existing infrastructure and the adoption of emerging digital technologies to optimise the use of road capacity. It focuses on using big data to identify the traffic bottlenecks in real-time and manage peak demand with innovative measures at the local and network levels. The report examines the effectiveness and efficiency of a range of instruments for active traffic demand management and also considers application issues. It includes a review of the latest road pricing technologies used in several Asian cities.

https://www.itf-oecd.org/sites/default/files/docs/smart-use-roads_0.pdf

The Status of Traffic Safety and Mobility Education in Europe

European Transport Safety Council (ETSC) (January 2019)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Data & statistics; International; Safety;

Even though the overwhelming majority of European countries have signed the UNECE's Convention on Road Traffic and thereby committed to provide road safety education in schools at all levels, this first overview of traffic safety and mobility education in Europe shows that in practice this commitment is not always fulfilled. Only in the Czech Republic, Ireland and Germany is road safety education provided at all levels.

While road safety education is provided to children in primary education all over Europe, it is generally not given to children and youngsters in secondary education in 19% of the states. Moreover, the overview reveals that traffic safety and mobility education is generally only sparsely addressed in secondary education in those states where it is given. This while traffic mortality steeply increases after 13 years of age, and those children and youngsters in high schools could therefore benefit from receiving road safety lessons structurally.

For both primary and secondary education, this report shows that traffic safety and mobility education is not a dedicated subject in the vast majority of states (respectively 72% and 83%). In addition, the amount of hours primary school children receive road safety education differs widely across Europe and even within states.

<https://etsc.eu/wp-content/uploads/ETSC-LEARN-Report-on-the-Status-of-Traffic-Safety-and-Mobility-Education-in-Europe.pdf>

System dynamics investigation of freight flows, economic development and network performance

Future Impact Ltd, Transport Futures Ltd and Infometrics Consulting Ltd (December 2018)

Contributed by: Tony Brennand, NZ Transport Agency

Keywords: Economics; Modelling and forecasting;

The purpose of this research was to extend the scope of our previous work, NZ Transport Agency research report 629 'System dynamics investigation of freight flows, economic development and network performance' (September 2017), to include the state highway network between Auckland and Northport/Whangarei.

The original research was to investigate if and how system dynamics (SD) modelling could be used for understanding traffic flows at an inter-regional (state highway) level and to assess the performance of the road network. Research report 629 included the triangle of Hamilton–Auckland–Tauranga (HAT) and the state highway network contained within that boundary. This extension covers an area bounded by Whangarei–Auckland–Hamilton–Tauranga (WHAT) and the state highway network contained within. Included in this research is also the impact on State Highway (SH) 1 of diverting some or all of Port of Auckland's imports and exports to Northport. This port is on the Marsden Point Peninsula some 35 kilometres south of the Whangarei CBD. Northport is not currently served by rail.

<https://www.nzta.govt.nz/assets/resources/research/reports/653/653-Extension-of-RR629-system-dynamics-investigation.pdf>

Physical activity: encouraging activity in the general population

National Institute for Health and Care Excellence (NICE), United Kingdom (January 2019)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Data & statistics; Safety

Cars should not be given priority when roads are built or upgraded, according to this guidance published by the National Institute for Health and Care Excellence (NICE). The UK's health watchdog says pedestrians, cyclists and public transport users should be the prime consideration for planners, in draft guidelines designed to increase the amount of physical activity in people's day-to-day lives. The guidelines say planners should also aim to provide pavements with bumps and grooves as well as anti-glare surfaces, to help those with visual impairments.

NICE estimates that obesity affects one in four adults and one in five children aged 10 to 11 years – and that physical inactivity is responsible for one in six deaths and believed to cost the UK £7.4bn each year, including £900m to the NHS.

<https://www.nice.org.uk/guidance/indevelopment/gid-gs10073>

Public attitudes towards train services: results from the February 2018 Opinions and Lifestyle Survey

Department for Transport, Great Britain (February 2019)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Public transport; Rail; Surveys

The Opinions and Lifestyle survey is a monthly face-to-face omnibus survey of adults aged 16 and over in Great Britain. It is used by public sector and charitable organisations to collect Official Statistics on a range of topics. In February 2018, the survey achieved a response rate of 46% (833 interviews).

In February 2018, almost two thirds (64%) of adults in Great Britain had used a train at least once in the previous 12 months. Those who never travel by car, were aged 75 years or older or worked in routine or manual occupations were less likely to have used rail. Those living in higher household income groups were more likely to have used rail.

Fifty-four per cent of adults had used short-distance rail services in the previous 12 months with journeys most often made for days out (44%), shopping (34%) and visiting friends or relatives (32%).

It is estimated that 34% of adults had used long-distance train services in the previous 12 months. The most common purpose of long-distance rail journeys was visiting friends or relatives (54%).

https://www.gov.uk/government/statistics/public-attitudes-towards-train-services-2018?utm_source=f8ebf8d8-4a8d-4896-b385-9e8e5d08a92e&utm_medium=email&utm_campaign=govuk-notifications&utm_content=immediate

Step by step - Why walking matters

Abley, New Zealand (February 2019)

Contributed by: Bonita Gestro, Ministry of Transport

Keywords: Health;

This is a blog looking at the relationship between our urban environment and health (from the personal perspective of the writer and using data from her phone).

<https://www.abley.com/about-us/latest-news/step-by-step/>

Transforming Cities: The potential of everyday cycling

Sustrans, United Kingdom (January 2019)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Active modes; Health;

The report estimates that 34,000 incidences of eight life-threatening conditions including Type 2 diabetes, stroke, breast cancer and depression, could be prevented in these cities by 2040 – if cycling increased at rates like those seen in London since the millennium.

The report is based on data from Bike Life, the largest assessment of cycling in UK cities. Its modelling follows the Government's Cycling and Walking Investment Strategy which seeks to double levels of cycling in England by 2025.

The report looks at the health, economic and environmental benefits of cycling in seven cities: Belfast, Birmingham, Bristol, Cardiff, Edinburgh, Manchester and Newcastle.

https://www.sustrans.org.uk/sites/default/files/file_content_type/bike_life_transforming_cities_the_potential_of_everyday_cycling_report_2019.pdf

Travel time measures for the Strategic Road Network and local 'A' roads: January to December 2018

Department for Transport, Great Britain (February 2019)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Congestion; Data & statistics; Surveys

Statistics on the average delay and speed on the Strategic Road Network (SRN) and local 'A' roads for 2018. In 2018,

the average delay on the SRN increased by 0.4 seconds per vehicle per mile (up 3.9%), and the average delay on 'A' local roads increased by 0.4 seconds (0.8%).

For 2018, the average speed on the SRN was 59.0 mph, just 0.6% down on 2017, which means vehicles were moving at a slightly lower speed in 2018 compared to 2017.

https://www.gov.uk/government/statistics/travel-time-measures-for-the-strategic-road-network-and-local-a-roads-january-to-december-2018?utm_source=4d4621cf-bfd4-461c-a834-864dc80c2a34&utm_medium=email&utm_campaign=govuk-notifications&utm_content=immediate

Understanding current and forecast visitor flows to the South Island

Anthony Byett – Consulting Economist and Infometrics Consulting Ltd (October 2018)

Contributed by: Ralph Samuelson, Ministry of Transport

Keywords: Modelling and forecasting; Tourism

This report reviews the data that currently exists for visits to the South Island of New Zealand, where tourism growth has been, and is still expected to be, strong. Not surprisingly no one dataset was found that could reasonably describe visitor activity, nor were there forecasts for core visitor activities across each region of the South Island. Methods were tested to show how currently available data, including an International Visitor Survey and a measure of electronic card spending, could be adjusted to derive measures of visitor presence.

A three-part visitor flows model was presented that could be used to derive estimates of visitor flows between and within regions. Rather than attempting to derive a regional visitor forecast, it was recommended systems be refined to ascertain current constraints and monitor planning by public and private sector stakeholders.

A major area identified for ongoing research is the interaction between visitor and local resident dissatisfaction and infrastructure requirements.

<https://www.nzta.govt.nz/resources/research/reports/650>



From infrastructure costs to health and environmental impacts - European Commission shares first findings

European Commission (December 2018)

Contributed by: Sandy Fong, Ministry of Transport

Keywords: Economics; Health; International

A European Commission funded study into the true costs of transport published in December 2018. Looks at infrastructure costs and how these are covered by relevant taxes and charges. Society largely pays for these costs, rather than the user or polluter. This is generally true for all transport modes.

One of the main findings is the extent of the overall external costs of transport, estimated at around € 1 000 billion annually (almost 7% of the gross domestic product of the 28 EU Member States).

https://ec.europa.eu/transport/themes/logistics/news/2018-12-17-costs-of-eu-transport_en

Europe

IRTAD Road Safety Annual Report 2018

International Road Forum (ITF) (February 2019)
Contributed by: *Tim Herbert, Ministry of Transport*

Keywords: Data & statistics; International; Safety

The International Road Traffic Accident Database (IRTAD) Road Safety Annual Report 2018 (part of the ITF) provides an overview of road safety performance for 32 countries. 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.

The data mainly uses 2016 data, from which New Zealand remains in a middle-ish table position (deaths per 10,000 vehicles, per 100,000 population).

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

Reported drinking and driving

Department for Transport, Great Britain (February 2019)
Contributed by: *Stephen Evans, Ministry of Transport*

Keywords: Data & statistics; International; Safety

This release gives the estimated number of reported drink drive accidents and casualties in Great Britain for 1979 to 2017. This release covers:

- Reported drink and drive (Excel data tables)
- Drink-drive accidents and casualties
- Drink-drive accidents
- Drink-drive casualties
- Drink drive fatalities
- Breath test failures in reported road accidents
- Digital breath tests in England and Wales
- Crime Survey for England and Wales

Provisionally, there was a 5% increase in the number of casualties killed where alcohol was a factor in 2017 compared with 2016. The provisional 2017 result is also the highest since 2009.

https://www.gov.uk/government/statistical-data-sets/ras51-reported-drinking-and-driving?utm_source=5b895827-cb38-4981-a12a-d1a3ed8c6307&utm_medium=email&utm_campaign=govuk-notifications&utm_content=immediate

UK international sea passengers: December 2018

Department for Transport, Great Britain (February 2019)
Contributed by: Stephen Evans, Ministry of Transport

Keywords: Data & statistics; Maritime

This release gives annual data on UK international and domestic sea passengers, produced by Department for Transport. This includes:

- All UK international short sea, long sea and cruise passengers
- UK international short sea passengers
- UK domestic sea passengers

<https://www.gov.uk/government/statistical-data-sets/sea-passenger-statistics-spas#all-uk-international-short-sea-long-sea-and-cruise-passengers>

Australia

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Australian Aircraft Activity 2017

Bureau of Infrastructure, Transport and Regional Economics (BITRE) (March 2019)
Contributed by: Stephen Evans, Ministry of Transport

Keywords: Aviation; Data & statistics;

This annual survey covers all Australian registered aircraft used in the Commercial Air Transport and General Aviation sectors of the Australian aviation industry. Number of aircraft is provided, hours flown and landings by type of activity and state of operation. Also included are details by power type and type of fuel. Details are also provided by age of aircraft and distribution by hours flown. Sport aviation activity as reported by the relevant association is also included.

Total hours flown in Australia by Australian owned and operated aircraft increased by 0.6 per cent in 2017 to 3.38 million hours.

<https://bitre.gov.au/publications/ongoing/files/2017pub.pdf>

Bi-annual road trauma data tables for the Australian Trauma Registry

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

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Data & statistics; Safety

This Excel sheet provides national summary tables of severe injury cases (admitted patients with an Injury Severity Score > 12) added to the Australian Trauma Registry. Separate tables are presented for on-road transport, off-road transport, unknown transport and non-transport cases. In the latest six month period (1 January to 30 June 2018) there were at least 1622 cases of on-road severe injury—more than two cases for every road fatality. On-road severe injury cases represent 7 to 8 per cent of on-road hospitalised injury cases.

<https://bitre.gov.au/publications/ongoing/severe-injury.aspx>

Road Trauma Involving Heavy Vehicles—Annual Summaries

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

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Data & statistics; Safety

This report presents counts and rates of fatal crashes, fatalities and hospitalised injuries from road traffic crashes in which one or more heavy vehicles were involved. million hours.

Over the decade, deaths from crashes involving any heavy truck decreased by 2.4 per cent per year. While deaths from crashes involving an articulated truck showed a decreasing trend, crashes involving a heavy rigid truck showed an increasing trend. Approximately 490 heavy truck occupants are hospitalised from crashes each year (most are truck drivers) and 30 per cent of cases are categorised with High-threat-to-life injuries. 30 people were killed in crashes involving buses in 2017. There was no clear trend over the decade, although an increase is apparent during the last five years.

<https://bitre.gov.au/publications/ongoing/road-trauma-involving-heavy-vehicles.aspx>

HubKnowledge

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

The big news is that a date and venue for the 6th Transport Knowledge Conference has been confirmed as **Thursday 5th of December 2019** at the **James Cook Hotel** in **Wellington**. The date has been selected to secure an overseas keynote speaker.

There's been a small number of Hub events from January through to mid-March:

- In February, The NZTA and Transport Knowledge Hub hosted a presentation on "A pilot study to determine the relative value of non-market transport impacts of investment" by Tim Denne and Geoff Kerr, Lincoln University, The presentation can be found here: <https://www.transport.govt.nz/assets/Uploads/Research/Documents/25bfb6508d/NZTA-Non-Market-Impacts-Study-Presentation-1-Feb-2019.pdf>
- In early March, **Dr Rodney Tolley**, the Conference Director for Walk21; Founder and Director, Rodney Tolley Walks Ltd and Honorary Research Fellow, Staffordshire University presented on the topic "Walkable cities: A practitioner's workshop for making our urban and suburban areas better by foot".

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>

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

Email: knowledgehub@transport.govt.nz

Recent and upcoming events

A fuller events calendar can be found [here](#)

Conferences

Event	Registration & details	Key Dates
T-Tech19 <i>Town Hall, Christchurch</i> 6 to 7 May 2019	Registration: Open Webpage: https://www.itsnz.org/t-tech	Registration deadline – 8 March 2019
24th International Clean Air and Environment conference (CASANZ19) <i>Queenstown</i> 16 to 18 September 2019	Registration: from 3 April 2019 Webpage: https://www.casanz2019.com/	Abstracts close - 31 March 2019 Full papers or 2 page extended abstract and posters due - 19 May, 2019
Trafinz Conference 2019 <i>Claudelands, Hamilton</i> 10 to 13 November 2019	Registration: TBA Webpage: https://www.trafinzconference.co.nz/	
Transport Knowledge Conference 2019 James Cook Hotel 5 December 2019	Registration: TBA Webpage: https://www.transport.govt.nz/mot-resources/conferences/2019-transport-knowledge-conference/	
Government Economics Network (GEN) Conference 2019 <i>Te Papa, Wellington</i> 6 December 2019	Registration: TBA Webpage: https://gen.org.nz/gen-2019-annual-conference/	

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