

TRANSPORT INTELLIGENCE DIGEST

Issue 9

<p>Date of issue: September 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>
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Introduction

Welcome to the 9th issue of the Transport Intelligence Digest.

There is a wide assortment of contributions in this edition that is sure to interest readers. In this edition,

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.

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Auckland air emissions inventory 2016 – sea transport

M&P Consulting Limited (September 2018)
Contributed by: Shanju Xie, Auckland Council

Keywords: Environment

This report estimates emissions to air in Auckland for 2016 from ocean going vessels (OGVs), harbour vessels, ferries and port cargo handling equipment. The methodologies and emission factors used are mainly based on a 2009 report by ICF International for the United States Environmental Protection Agency (USEPA): Current Methodologies in Preparing Mobile Source Port-Related Inventories. A significant improvement, compared to previous inventories, is the use of Automatic Identification System (AIS) data to accurately model the activity from OGVs, harbour vessels and ferries over a whole year. With AIS data, vessel emissions can be estimated at a high spatial and temporal resolution. AIS also allows us to account for emissions from vessel activity that were previously difficult to quantify, such as vessels that pass through Auckland waters but do not visit its port.

<http://www.knowledgeauckland.org.nz/publication/?mid=2515>

Auckland air emissions inventory 2016 – transport

Emission Impossible Ltd (September 2018)
Contributed by: Shanju Xie, Auckland Council

Keywords: Environment

Air emissions inventories are a critical component of managing air quality. There were many changes in the transport sector over the last decade in Auckland, and while these changes have seen positive results, they are being offset by the rate of growth in the region. Future growth will add more pressure and demand on existing infrastructure, resources, goods and services. This report estimates emissions to air in Auckland for 2016 from motor vehicles, aviation, rail, road dust (sealed and unsealed), off-road vehicles and road laying for the following ambient air pollutants: particulate matter measuring less than 10 micrometres (PM10) and 2.5 micrometres (PM2.5) in diameter, oxides of nitrogen (NOx), carbon monoxide (CO), carbon dioxide (CO2), sulphur dioxide (SO2) and volatile organic compounds (VOCs). This study also reports the trends and projections of emissions, and assesses how the changes have impacted on emissions.

<http://www.knowledgeauckland.org.nz/publication/?mid=2514>

cycle BOOM: Design for Lifelong Health and Wellbeing

Oxford Brookes University (August 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Active modes, International

A substantial shift in attitude towards planning for older mobility is required if cycling is to be embedded in the lives of an increasingly older population, according to this study. Led by researchers from Oxford Brookes University, cycle BOOM was a three-year study to understand how cycling affects independence, health and wellbeing among the older generation. The aim was to advise and inform policy makers and practitioners how the environment and technology could be designed to help people to continue to cycle in older age, or to 'reconnect' with cycling. The study, carried out between October 2013 and September 2016, concludes that the majority of the older population are reluctant to cycle because they regard it as dangerous. The report says cycling often becomes more difficult for people as they get older because of an ageing body, 'unsupportive built environment' and technology that is ill adapted to their needs. Despite this, the study suggests that cycling remains 'desirable' to a small but significant minority of older people who are managing to prolong their cycling under 'specific circumstances of their choosing'. The study also concludes that the rise in availability and popularity of e-bikes offers the potential to encourage a significant number of retired people to cycle.

<https://d1qmdf3vop2l07.cloudfront.net/quaint-manatee.cloudvent.net/compressed/5ab7ab985c867240c4f1883d77e0fbb1.pdf>

Cycle, walk, drive or train? Weighing up the healthiest (and safest) ways to get around the city

La Trobe University, Melbourne, Australia (August 2018)

Contributed by: Jennifer McSaveney, Ministry of Transport

Keywords: Active modes

There are many ways to get around a city. You can drive a car or ride a motorcycle. In many cities you have the option of public transport. And of course if you live close enough to where you are heading you can get around in a more active way by riding a bicycle or walking. Cycling may be dangerous in some ways, but it's healthy too. But do the health benefits outweigh the risks of potential death? And what about public transport or driving? What is the risk of having an accident, and are there any health benefits at all? There are a number of variables to consider, so the answers to these questions may not be as straightforward as you think.

<https://theconversation.com/amp/cycle-walk-drive-or-train-weighing-up-the-healthiest-and-safest-ways-to-get-around-the-city-100238>

Data Organisation in Spreadsheets

The American Statistician, USA (September 2018)
Contributed by: Ralph Samuelson, Ministry of Transport

Keywords: Data & statistics

This article provides some common sense tips for how to lay out spreadsheets in way that makes them easy to work with, easy to maintain, and minimises the potential for errors. The article will help anyone who does transport modelling or analytics using spreadsheets. The article is methodological, and should be valuable to anyone who is doing analytical work on any of the four knowledge themes using spreadsheets.

<https://www.tandfonline.com/doi/full/10.1080/00031305.2017.1375989>

Forecasting Australian Transport: A Review of Past Bureau Forecasts

Bureau of Infrastructure, Transport and Regional Economics (BITRE) (July 2018)
Contributed by: Haobo Wang, Ministry of Transport

Keywords: Modelling and forecasting

A common rationale for the making of transport-related forecasts is the need to anticipate the growth of transport activity and the demand it will place on transport infrastructure. Anticipation of this demand allows for forward planning of needed improvements/additions to key parts of the networks. This is a report that examines how close past Australian BITRE forecasts were to predictions, and to try to draw lessons from the success or otherwise of past forecast efforts. Examined were the accuracy of the assumptions/projections of the determining variables that were input to the BITRE models to derive the forecasts.

https://bitre.gov.au/publications/2018/files/rr_149.pdf

History of road safety, The Highway Code and the driving test

Department for Transport, England (August 2018)
Contributed by: Stephen Evans, Ministry of Transport

Keywords: Data & statistics; Safety

This link to the department for Transport's website in the UK provides an overview of road safety, the Highway Code and the driving test. The link provides a timeline from 1888 (with the first recorded sale of a manufactured motor vehicle) to the present year.

https://www.gov.uk/government/publications/history-of-road-safety-and-the-driving-test?utm_source=7a207795-8b4e-46fa-8831-cd98ae76fd14&utm_medium=email&utm_campaign=govuk-notifications&utm_content=immediate

The Safety of Bike Share Systems

International Transport Forum (ITF) (July 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Active modes, Safety

This paper reviews available research on the safety impacts associated with the growth in bike share use. In the last 20 years the global fleet of dock-based and dockless bike share systems has grown to well over 4 500 000; making bike share one of the fastest growing modes of transport. This rapid increase in popularity has made bike safety a priority for policy makers and calls for a framework where bike share crash data is collected consistently to ensure safety risks can be identified and reduced, in order to encourage more sustainable urban mobility.

https://www.itf-oecd.org/sites/default/files/docs/safety-bike-share-systems_1.pdf

The Safety of E-Bikes in The Netherlands

International Transport Forum (ITF) (July 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Active modes, Safety

This case-control study compares the likelihood and injury severity of crashes between users of e-bikes and classic bikes in The Netherlands. Use of e-bikes with a maximum speed of 25 km/h is rapidly increasing in European countries. Cyclists being hospitalised are compared to those being sent home after the treatment at the emergency department in order to compare the injury consequences between e-bike and classic bike victims. Whilst results suggest that e-bike and classic bike users are equally likely to be involved in a crash and the severity of crashes are also about equal, the overall impact of e-bikes on road safety is complex and requires more research. As with all forms of physical activity, injuries need to be weighed against the health benefits of more cycling.

https://www.itf-oecd.org/sites/default/files/docs/safety-e-bikes-the-netherlands_1.pdf

Strategic Investment Packages

International Transport Forum (ITF) (August 2018)
Contributed by: Stephen Evans, Ministry of Transport

Keywords: Evaluation; Strategy

This report reviews international best practice of transport appraisal and considers how existing policy frameworks can help governments strategically address regional challenges. It explores "Strategic Investment Packages" that deploy integrated policies; combining transport infrastructure investment with other measures. This report is the product of work undertaken by the International Transport Forum (ITF) at the OECD to inform the reform of the National Investment Plan of the Slovak Republic. Among the findings, the report found that while economic disparities among OECD countries have been diminishing, the long-term trend of increasing inequality among regions has continued. Many governments in OECD countries face the growing socio-economic divide between the metropolitan areas and the periphery as one of the greatest political challenges.

<https://www.itf-oecd.org/sites/default/files/docs/strategic-investment-packages.pdf>

Vision Zero Action Plan: Transport for London (TfL)

Transport for London, UK (TfL) (August 2018)
Contributed by: Stephen Evans, Ministry of Transport

Keywords: Strategy

Transport for London (TfL) – in partnership with Sadiq Khan, mayor of London, and the Metropolitan Police – has launched London's 'Vision Zero' action plan. The 'Vision Zero' approach starts from the premise that no death or serious injury on London's roads is acceptable or inevitable. The approach starts from the premise that no death or serious injury on London's roads is acceptable or inevitable. The main goal is the elimination of all deaths and serious injuries from London's streets by 2041. At the heart of TfL's plans is reducing the speed of vehicles on London's roads – including making 20mph the new default speed limit on all TfL roads within the Congestion Charging Zone (CCZ) by 2020.

<http://content.tfl.gov.uk/vision-zero-action-plan.pdf>



Challenges for Accessibility Planning and Research in the Context of Sustainable Mobility

International Transport Forum (August 2018)

Contributed by: Bonita Gestro, Ministry of Transport

Keywords: Accessibility; Strategy

Accessibility has become a fashionable concept both in the research and policy arena. There has been a growing interest and attention on accessibility measures and on the potential of accessibility-based planning as means to invert the growing unsustainability of urban settlement and mobility patterns. Regardless of the potential advantages, current practice has revealed a number of challenges facing accessibility planning and research. This paper reflects on the lack of implementation and conceptual ambiguity of accessibility measures in planning practice. There has been a growing interest and attention on accessibility measures and on the potential of accessibility based planning as means to invert the growing unsustainability of urban settlement and mobility patterns. Regardless of the potential advantages, current practice has revealed a number of challenges facing accessibility planning and research.

<https://www.itf-oecd.org/sites/default/files/docs/accessibility-planning-sustainable-mobility.pdf>

How the Inaccessibility Index Can Improve Transport Planning and Investment

International Transport Forum (September 2018)

Contributed by: Bonita Gestro, Ministry of Transport

Keywords: Accessibility; Strategy

This paper provides an overview on the rationale of using the needs-based approach for transport planning assessment relative to the equity in transport frameworks. The paper firstly explores the needs-based approach using the inaccessibility index. It then demonstrates the interpretation of the index using Barcelona as a case study with a focus on how the inaccessibility index allows us to capture relevant information on the satisfied mobility needs of different population groups (particularly for vulnerable groups of the population) through different transport modes. Finally, its potential incorporation into transport planning/assessment frameworks is reviewed. This section discusses the ways in which the index could be implemented in two different contexts: ex-ante infrastructure evaluation and assessment of a deprived geographic area for transport strategic planning.

https://www.itf-oecd.org/sites/default/files/docs/inaccessibility-index-transport-planning-investment_0.pdf

London's Accessibility Indicators: Strengths, Weaknesses, Challenges

International Transport Forum (September 2018)
Contributed by: Bonita Gestro, Ministry of Transport

Keywords: Accessibility; Strategy

This paper provides an introduction to the need and context of London's accessibility indicators. It provides an overview of existing indicators developed and used by Transport for London, including: PTAL, ATOS (Access to Services) and catchment-based measures, and introduces TfL's online web portal for connectivity assessment: WebCAT. There is a review of calculation principles, a summary of user cases and an analysis of the strengths and weaknesses of each method. A second section describes indicators (e.g. PTAL incorporating cycling, and walking catchment analysis) currently under development as part of TfL's commitment to prioritise healthy streets and sustainable modes of transport. The final section focuses on challenges and opportunities identified during the development of these indicators.

<https://www.itf-oecd.org/sites/default/files/docs/london-accessibility-indicators.pdf>

Transport Planning With Accessibility Indices in the Netherlands

International Transport Forum (September 2018)
Contributed by: Bonita Gestro, Ministry of Transport

Keywords: Accessibility; Strategy

This paper overviews the different perspectives and approaches to measuring accessibility, reviews the strengths and weaknesses of different accessibility indicators and describes the use of accessibility indicators in the Dutch policy and planning practice. In choosing accessibility measures, there is clearly a trade-off between theoretical and practical strengths/weaknesses. Dutch transport planners have focused on infrastructure-based accessibility metrics. Only in recent years, increasing attention has been paid to integrated transport, spatial planning and more advanced accessibility measurements. A growing stream of studies explores the concept of accessibility in order to examine equity and distributive justice of transport policies.

<https://www.itf-oecd.org/sites/default/files/docs/transport-planning-accessibility-indices-netherlands.pdf>

Using Crowdsourcing to Prioritize Bicycle Route Network Improvements

Georgia Institute of Technology, United States (July 2018)
Contributed by: Sandy Fong, Ministry of Transport

Keywords: Accessibility; Active modes; Infrastructure

This report uses data collected using the Strava, CycleDixie and CycleAtlanta crowdsourced cycling smartphone applications to determine factors that influence route choice. These factors are studied through:

- modeling cycling facility prioritization preferences
- modeling cycling route segment and path choices
- developing route suitability score and preference models

The report found that demographics, roadway characteristics and surrounding land-use had a significant impact on whether a particular street segment would be used.

https://stride.ce.ufl.edu/wp-content/uploads/2017/03/STRIDE_Report_2013-083s_FINAL.pdf



Essential evidence: mobile phone use while driving

Travelwest,, United Kingdom (July 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Human behaviour; Safety

Using a hands-free mobile phone at the wheel is no safer than using a hand-held device – a key finding of this short summary of a study into mobile phone use while driving.

<https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2018/07/Essential-Evidence-No-169-Mobile-phone-use-while-driving.pdf>

Light Protection of Cycle Lanes: Best Practices

International Transport Forum (ITF) (July 2018)

Contributed by: Tim Herbert, Ministry of Transport

Keywords: Active modes; Safety

This report reviews the effectiveness of light protection as an alternative to permanent infrastructure to separate cycle lanes from road traffic. With more cyclists on the roads than ever, it is important to consider infrastructure options that safeguard cyclists and other road users whilst being cost effective and easily adaptable to cities that are constantly changing.

https://www.itf-oecd.org/sites/default/files/docs/light-protection-cycle-lanes_1.pdf



Future data requirements for automated vehicles

Austrroads, Australia (September 2018)

Contributed by: Sandy Fong, Ministry of Transport

Keywords: Data & statistics; Vehicle technologies & standards

This report sets out the strategic context for the supply of road operator data for use by Connected and Automated Vehicles (CAVs) in Australia and includes recommended next steps.

CAVs are anticipated to rely heavily on data from their sensors for vehicle control actions such as acceleration and braking. External data complements this by assisting dispatch, route and path planning as well as providing a horizon of expected conditions. Road operator data that may be of interest to CAVs includes data from traffic signals and Managed Motorways systems, data on roadworks, incidents and special events and data on traffic restrictions such as speed limits.

The report includes as appendices the results of the contributing development activities: background research, engagement with road operators and industry as well as summaries of relevant Open Data policies.

<https://austrroads.com.au/publications/connected-and-automated-vehicles/ap-r581-18>

The Future of Autonomous Vehicles: Lessons from the Literature on Technology Adoption

University of California, Berkeley, United States (June 2018)

Contributed by: Haobo Wang, Ministry of Transport

Keywords: Modelling and forecasting; Vehicle technologies & standards

The California Department of Transportation has released a report that addresses the implications for how automated vehicles (AVs) may affect the automobile industry and the transportation sector. Specifically, this report makes predictions about the future of AVs based on economic models. Introduction and adoption of AVs will likely reshape the transportation system and many economic activities.

http://www.dot.ca.gov/hq/research/researchreports/reports/2018/CA17-2796-3_FinalReport.pdf

Around the world: research and statistical releases

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United States of America

Industry Snapshots: Uses of Transportation 2017 – United States

US Department of Transportation (August 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Economics; Data & statistics

Industry Snapshots 2017, developed by the Bureau of Transportation Statistics, shows that transportation activities made up almost 4 percent of the U.S. economy in 2016, a total of \$734.7 billion. Transportation also contributed indirectly to the economy by enabling the production of goods and services as non-transportation industries required \$951 billion of transportation services to produce output. The report also shows the sector's contribution to gross domestic product (GDP) – nationally, by State and by transportation mode in 2016.

<https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/industry-snapshots/221791/industry-snapshots2017.pdf>

Europe

Average speed, delay and reliability of travel times (CGN), United Kingdom

Department for Transport, England (September 2018)

Contributed by: Stephen Evans, Ministry of Transport

These statistics used to monitor road congestion and journey time reliability are compiled from journey time data from in-vehicle global positioning systems (GPS) and flows estimated using automatic traffic counters and the department's manual traffic count data. The latest data is for the year ending June 2018 and covers data on the average speed, delay and reliability of travel times on the Strategic Road Network (SRN) and local 'A' roads. Recent data suggests that congestion is getting very slightly worse across the three measures.

https://www.gov.uk/government/statistical-data-sets/average-speed-delay-and-reliability-of-travel-times-cgn?utm_source=e7d447fe-8644-4ca6-8709-22bc4f07833d&utm_medium=email&utm_campaign=govuk-notifications&utm_content=immediate#average-speed-delay-and-reliability-of-travel-times-on-srn-cgn04

British social attitudes survey

Department for Transport, England (August 2018)

Contributed by: Stephen Evans, Ministry of Transport

This is a series data and a pdf report on the results of several transport questions asked in the British social attitudes survey for 2017, produced by Department for Transport. This statistical release is part of a series of surveys measuring people's attitudes towards transport since 1996. The surveys include issues such as willingness to change current travel behaviours, attitudes to the environment and transport, congestion, and views on road safety. This report covers changes in long-term trends up to 2017. For 2017, some of the key results included:

- agreement that "speed cameras save lives" rose from 42% in 2005 to 60%
- concern with exhaust fumes from traffic in towns and cities is back at the same levels seen in 2005
- the proportion of people saying they never travel by train has reduced
- infrequent travel (less than once per week) has increased

<https://www.gov.uk/government/statistics/british-social-attitudes-survey-2017>

National Travel Survey: 2017

Department for Transport, England (August 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Travel & mobility

An array of National Travel Survey results for England is now available. The National Travel Survey is a household survey of personal travel by residents of England travelling within Great Britain, from data collected via interviews and a one week travel diary. Following a trend of steady decreases in trip rates and miles travelled since the late-1990s' there was an increase in the average number of trips and the average miles travelled per person in the two years from 2015 to 2017.

In 2017 showed:

- people in England made 975 trips on average, about 19 trips per week.
- this was a 2% increase on the level in 2016.
- trip rates for most modes of transport remained similar compared to 2016
- there was an increase in the number of short walks recorded
- on average, people spent about an hour a day travelling, including 36 minutes by car on average, and 12 minutes walking.

https://www.gov.uk/government/statistics/national-travel-survey-2017?utm_source=e8efdb90-1fb5-4545-a94d-86932690488f&utm_medium=email&utm_campaign=govuk-notifications&utm_content=immediate

Port freight statistics: 2017 final figures

Department for Transport, England (August 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: International; Freight & trade

This publication provides the final figures on freight handled by UK ports for 2017. Total tonnage levels for all UK ports remained level in 2017 compared to 2016 at 481.8 million tonnes handled. The UK continues to import more than it exports. A total of 248.3 million tonnes entered UK ports (both major and minor) from international sources, compared to 138.5 million tonnes exported.

Tables:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/735357/port-freight-statistics-2017.zip

Pdf file:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/735356/port-freight-statistics-2017.pdf

Road freight statistics: 2017

Department for Transport, England (July 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: International; Freight & trade

Statistics on road freight transported by Great Britain and UK registered Heavy Goods Vehicles (HGVs) in the United Kingdom and internationally in 2017. Domestic freight activity by GB-registered HGVs operating in the UK decreased in 2017. There were decreases compared to 2016 of:

- 3% in the amount of goods lifted, to 1.40 billion tonnes
- 1% in the amount of goods moved, to 147 billion tonne kilometres

International road freight by UK-registered HGVs transporting freight internationally increased in 2017. There were increases compared to 2016 of:

- 1% in the amount of goods lifted, to 7.8 million tonnes
- 5% in the amount of goods moved, to 5.4 billion tonne kilometres

Tables:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/735384/road-freight-statistics-2017.zip

Pdf files:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728937/domestic-road-freight-2017.pdf

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728976/international-road-freight-2017.pdf

Road Safety Performance Index 2018

European Transport Safety Council (ETSC) (August 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: International; Data & statistics; Safety

The 12th Road Safety Performance Index Report, produced by the European Transport Safety Council (ETSC), compares statistics from 32 European countries – including the 28 EU member states. ETSC is a Brussels-based independent non-profit organisation dedicated to reducing the numbers of deaths and injuries in transport in Europe. Founded in 1993, ETSC provides an impartial source of expert advice on transport safety matters to the European Commission, the European Parliament and Member States. A total of 25,250 people lost their lives on European Union roads in 2017 - a 2% reduction on 2016. This number has fallen by only 3% in the last four years. Out of the 32 countries, 22 reported a reduction in road deaths for 2017. The best results were achieved by Estonia with a 32% decrease, Luxembourg with 22%, Norway with 21% and Slovenia with 20%.

https://etsc.eu/wp-content/uploads/PIN_ANNUAL_REPORT_2018_final.pdf

Road traffic estimates in Great Britain: 2017

Department for Transport, England (August 2018)

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Data & statistics; Safety

in Great Britain for the year 2017 motor vehicle traffic on Great Britain roads increased by 1.3% between 2016 and 2017 to 327.1 billion vehicle miles (bvm). When compared with the year 2016:

- car traffic increased by 1.1% to reach a new all-time high
- van traffic grew by 2.7%, more quickly than any other vehicle
- lorry traffic increased by 1.2%
- the Strategic Road Network increased by 2.1%
- motorways carried 68.7 billion vehicle miles of traffic, an increase of 1.4%
- 'A' roads saw a 1.1% rise in traffic
- minor road traffic increased by 1.4%

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/722302/road-traffic-estimates-in-great-britain-2017.pdf

Reported road casualties in Great Britain, final estimates involving illegal alcohol levels: 2016

Department for Transport, England (August 2018)
Contributed by: Stephen Evans, Ministry of Transport

Keywords: Data & statistics; Safety

Final estimates of casualties in accidents involving at least one driver or rider over the drink-drive limit in Great Britain for 2016 show that:

- between 220 and 250 people were killed in drink-drive accidents, with a central estimate of 230 fatalities
- the increase in drink-drive fatalities since 2015 is not statistically significant, continuing a period of stability recorded since 2010
- an estimated 9,040 people were killed or injured in drink-drive accidents, a rise of 7% since 2015
- the total number of drink-drive accidents rose by 6% to 6,070 in 2016

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/732650/drink-drive-final-estimates-2016.pdf

Australia

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Hospitalised Injury

Bureau of Infrastructure, Transport and Regional Economics (BITRE) (August 2018)
Contributed by: Stephen Evans, Ministry of Transport

Keywords: Data & statistics; Safety

This Excel sheet provides summary traffic hospitalised injury series for Australia for both calendar years (since 2001) and financial years (since 2000/01) until 2015. The trend is an upwards one (about 25% to 2015) - even allowing for a change of reporting in 2012 (whereas New Zealand has fluctuated since 2001). The data has road-user group, age group and gender breakdowns. These series are produced by the National Injury Surveillance Unit at Flinders University under an agreement with the Australian Institute of Health and Welfare (in New Zealand, the Ministry of Health provides hospitalisations data).

https://bitre.gov.au/publications/ongoing/files/Hospitalised_Injury_Publication_August_2018.xlsm

International Road Safety Comparisons—Annual

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

Contributed by: Stephen Evans, Ministry of Transport

Keywords: Data & statistics; International; Safety

This report presents tabulations of road deaths and road death rates (for 2016) for Organisation for Economic Co-operation and Development (OECD) nations and Australian states and territories. The rates allow for a comparison of Australia's road safety performance with that of other OECD nations by accounting for the differing levels of populations, motorisation and distances travelled. Whilst very much Australian based – New Zealand is included in tables and graphs (in the bottom half of most tables, as expected). Based on road deaths per 100 million vehicle kilometres travelled, per 100,000 population and per 10,000 vehicles, Norway is the 'safest' country – narrowly ahead of Switzerland.

https://bitre.gov.au/publications/ongoing/files/International_2016_III.pdf

Road Trauma Australia—Annual Summaries

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

Contributed by: Stephen Evans, Ministry of Transport

Keywords: International; Data & statistics; Safety

Tables and a report covering annual road crash statistics for Australia to 2017 is available. The data provides annual counts of fatalities, fatal crashes and injuries and standardised rates. The focus is on the last ten years where the trend in the national data showed a reduction of 2.0 per cent per year. This is despite increases in vehicle registrations (22.8%), population (15.8%) and vehicle kilometres travelled (14%).

Tables: https://bitre.gov.au/publications/ongoing/files/Road_Trauma_Australia_2017_TablesOnly.xlsx

PDF: https://bitre.gov.au/publications/ongoing/files/Road_Trauma_Australia_2017.pdf

HubKnowledge

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

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

- The Data Hub held an event in July "Open data as a catalyst for better public-private sector collaboration" that covered four topics (presentation links are given in the topic title):
 - [Open data enabling collaboration and value generation](#), by Paul Stone, Statistics NZ
 - [The value of open, authoritative, trusted transport data and information](#), presented by Keitha Booth, Independent Consultant
 - [Save One More Life - a hack for good](#), presented by Fiona Millar, NZTA
 - [Unlocking privately collected travel patterns data](#), presented by Drew Broadley, Data Ventures
 - 3 Uses of Open Data in Turn by Turn Navigation, presented by Christophe Baudry, TomTom
- A number of interesting Emissions-related presentations given in July at a gathering in Auckland (presentation links are given in the topic title):
 - [Transport Knowledge Hub Emissions Group](#) by Sharon Atkins & Greg Haldene, NZTA
 - [Real world testing of NZ vehicles – fuel use and exhaust emissions](#) by Jayne Metcalfe, Emission Impossible
 - [Auckland Council Air Quality and Transport overview](#) by Nick Talbot, Auckland Council
- Lucy Saunders, a Consultant in Public Health, London, United Kingdom was in the country during August and presented to a group of policy practitioners on "[Healthy Streets Approach and transport in New Zealand](#)", an approach to improve urban design to enable better health outcomes.

This year's [Transport Knowledge Conference](#) will be held on Thursday 15 November at the Rydges in Wellington. Please ensure you note this date in your calendar now! A 'call for papers' was made in August

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>

Vacancies

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Please watch the Ministry's careers page for information about current vacancies:

<https://mot.careercentre.net.nz/Job>

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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
MoT Social Impact Assessment (SIA) framework <i>Grant Thornton, level 13, Wellington</i> 2pm to 3.30pm, Thursday 27 September 2018	TBC	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 25 October 2018	TBC	knowledgehub@transport.govt.nz An invitation will be sent out when details are finalised.

Hack-a-thon 2018 - All Access

The NZ Transport Agency held a hack-a-thon in Auckland on Friday 21st September to Sunday 23rd September. There are people and parts of New Zealand that experience barriers when accessing transport. As it stands, their transport needs are not yet met - whether that's through geography, affordability, literacy, physical accessibility, or other factors. How can we use technology to bridge that gap and create a more accessible and inclusive transport system? This is what All Access is all about. Details and resources for the Hackathon are available at <https://nzta.govt.nz/hackathon/resources/?category=1886&type=&source>

Conferences

Event	Registration costs & contact details	Key Dates	
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
Trafinz conference 2018 <i>Shed 6, 4 Queens Wharf, Wellington</i> Monday 12 November to Wednesday 14 November	Registration (ranges from \$747 to \$1,325 incl GST) Email: lizzie@hardingconsultants.co.nz Webpage: https://www.trafinzconference.co.nz/	Call for registrations Standard registrations due	August 2018 Sunday 11 November
Government Economics Network (GEN) Conference 2018 <i>Te Papa Museum, Wellington</i> Friday 9 November	Registration (\$350 incl GST - earlybird) Email: info@on-cue.co.nz Webpage: https://www.gen.org.nz/tiki-index.php?page=Conference	Earlybird registrations due	Friday 5 October
Transport Knowledge Conference 2018 <i>Rydges Hotel, Wellington</i> Thursday 15 November	Registration (\$75 incl GST) Email: knowledgehub@transport.govt.nz Webpage: https://www.transport.govt.nz/resources/conferences/2018-transport-knowledge-conference/	Call for registrations Standard registrations due	Late September Monday 12 November
Engineering NZ Transportation Group conference 2019 <i>Te Papa Museum, Wellington</i> Sunday 3 to Wednesday 6 March 2019	Registration (TBC) Email: rachel@hardingconsultants.co.nz Webpage: https://www.tgconference.co.nz/	Call for registrations	Friday 7 September 2018

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