

**8. NEW ZEALAND LOCAL AUTHORITY
TRAFFIC INSTITUTE (TRAFINZ) CONFERENCE**

RR 10639

Officer responsible Community Advocate, Beckenham	Writer Oscar Alpers, Chairman
Corporate Plan Output: Agreement Management, 9.5.1	

I was appointed by the Board to attend the TRAFINZ Conference: Christchurch on 9 and 10 August 1999. Due to an oversight on the part of the organisers, most of the Community Board representatives were not contacted or given any information until just prior to the commencement of the Conference.

A total of 17 speeches were delivered or papers presented to the Conference over the two and a half days, plus two workshop sessions, the TRAFINZ AGM, and on the last half day, a tour of various sites of interest to traffic engineers around Christchurch. From a Community Board member's perspective, the speeches and sessions ranged from highly relevant to largely irrelevant and I identified the papers which would be more relevant to my Community Board role and attended those. Unfortunately, I missed one session because of a reorganisation of the programme at short notice, due to the unavailability of a speaker.

There was a good presentation from Christchurch City Council staff on the Safe Routes to School Project in Christchurch, which Board members would be aware of.

The two most interesting papers I attended were those that promoted an integrated multidisciplinary approach by land use planners, transport planners and engineers and psychologists towards creating better communities to live in. Three papers were of particular interest in this respect - those of Gerald Arrington from Portland, Oregon; David Engwicht from Queensland Australia; and Elizabeth Ampt from Adelaide. Elizabeth Ampt's paper was distributed and a copy is attached. If copies of the papers for the first two become available to me I will make them available to Board members.

David Engwicht promoted a three-level approach to reclaiming neighbourhood streets by means other than road humps:

1. The residents should psychologically reclaim their streets and use it the way they would like it to be used, eg holding a street party, erecting play equipment on the berms etc.
2. Then they should negotiate "treaties" with residents in adjoining streets under which the residents of each street agreed to drive appropriately in their own, and neighbouring streets.

3. Residents can then develop a series of strategies for reduction in the use of the private motor vehicle, in much the same way as the approach to waste minimisation has been handled. Experience is showing that encouraging a “green” approach to the private motor vehicle can reduce private vehicle use by 20-30% without local authorities having to do anything.

Elizabeth Ampt has been involved in an intensive programme of promoting “Living Neighbourhoods” in Adelaide. Basically it comes down to persuading people to re-evaluate the way they spend their time and resources, particularly in relation to transport, and encouraging them to plan their lives better so that they spend less time behind the wheel of the private motorcar and have more time and more money for their family life and things they enjoy. It involves the whole community in a very intensive approach and is quite costly, but is producing results of the order of a 25% reduction in private vehicle use. Despite a cost of the programme of around \$150 per household, there are substantial savings compared to the cost of developing roads to cope with unmodified demands.

Board members are encouraged to read Elizabeth Ampt’s paper.

It is clear that what the speakers were all saying is generally accepted as the way of the future.

There is probably some scope for the Board to encourage this type of approach locally, especially given that we do not have traffic problems of the scale experienced in larger cities. We should also urge the Council to adopt this approach to management of the transport demand, as it requires resources far beyond those available to the Community Board.

Recommendation: That the information be received.