NZTPDB Newsletter No6 – February 2005

1. BOARD MEMBERSHIP AND MEETINGS

The Annual Meeting in September brought two new faces to the Board table with Alan Nicholson and Mike Calvert being replaced by Ian Clark of Auckland and Tony Brennand from Wellington. The Board now comprises

ELECTED MEMBERS

Dave Gamble - Consultant Traffic Engineer (Chairman of Board)  
TrafficPlan Ltd  03 467 5285  dgamble@trafficplan.co.nz

Steve Reddish - Consultant Auckland  
Traffic Planning Consultants  09 817 2500  steve@trafficplanning.co.nz

Chris Freke - Manager Transport  
Manukau City  09 262 5799 (E)  cfreke@manukau.govt.nz

John Winter - Traffic Engineering Consultant, Hamilton  
Gables & Ptnrs  07 839 2021 john@gables.co.nz

Steve Spence - Chief Transportation Engineer  
Wellington City Council  04 801 3254  steve.spence@wcc.govt.nz

Ian D. Clark - Manager Transportation Planning Auckland  
Opus International Consirts Ltd 09 353 7343  ian.clark@opus.co.nz

Tony Brennand - Manager Strategic Transport  
Greater Wellington Council  04 802 0302  tony.brennand@gw.govt.nz

APPOINTED MEMBERS.

Transfund Nominee -Bob Alkema  Wellington  
Operations Manager 04 916 4260  bob.alkema@transfund.govt.nz

IPENZ Transportation Group Nominee -Mike Blyleven  ECan  Christchurch  
Transport Policy Planner 03 353 9009  michael.blyleven@ecan.govt.nz

ADMINISTRATION

Administrator  Malcolm Douglass  Christchurch  
Douglass Consulting Ltd  03 332 5504  douglass.m@clear.net.nz

Chief Researcher Don McKenzie  Christchurch  
Traffic Design Group  03 379 2404  don.mckenzie@tdg.co.nz

Contract Researcher  Steve Abley  Christchurch  
Traffic Engineering Consultant 03 960 9300  steve@abley.com

Feel free to contact these board members and technical support people, if you wish the Board to consider matters relevant to your programme or the Boards Annual Plan

The next tele-conference Board meeting will be held on Friday 25 February. Subsequent meetings are scheduled for 20 May, 19 August and 6 September the latter following the NZTPDB - AGM at the Transportation Conference 2005 at Auckland.

As outlined below the Board has determined for this year to:-

1. Grow the membership.
2. Aggressively seek trip and parking information from all consultants and councils within NZ, and
3. Begin serious research on the comparability of equivalent data bases in the UK, Australia, America and Canada.

This year is critical to the expansion and future success of the Database and the Bureau.
2. GROWING MEMBERSHIP.

‘Growing’ the Society is currently the Boards concern. By word of mouth (as well as by email) you can bring the Bureau’s services to the attention of your colleagues and so inform others of the Bureau’s cooperative services and also persuade them, if they are not members, to join. Spreading information about the TPDB is also important and we ask that you circulate this Newsletter No 6 within your own organisation.

Starting with a 2003 role of 14 which included:

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<thead>
<tr>
<th>Auckland City Council</th>
<th>Tauranga City Council</th>
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<td>Dunedin City Council</td>
<td>Wellington City Council</td>
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<td>Hastings City Council</td>
<td>Wellington Regional Council</td>
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<td>Hutt City Council</td>
<td>Western Bay of Plenty City Council</td>
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<td>Manukau City Council</td>
<td>Douglass Consulting Services Ltd</td>
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<td>Nelson City Council</td>
<td>Traffic Design Group Ltd</td>
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<td>Palmerston North City Council</td>
<td>Traffic Plan Ltd (D Gamble)</td>
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The paid membership has increased to 28 including:

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<tr>
<th>Auckland Regional Council</th>
<th>New Plymouth City Council</th>
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<td>Christchurch City Council</td>
<td>Opus International</td>
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<td>Environment Waikato</td>
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<td>Montgomery Watson MWHG.</td>
<td>Bloxham Burnett &amp;Olliver Ltd.</td>
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<td>Porirua City Council</td>
<td>Gabites Porter (Hamilton)</td>
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<tr>
<td>Tim Kelly Consultants Ltd</td>
<td>Steve Abley Consultant</td>
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<tr>
<td>Traffic Planning Consultants Ltd</td>
<td>Napier City Council</td>
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and there are 6 currently committed to joining.

The Board’s target is still to press for 50 members before reviewing its future membership fees and payment for special services. This will include additional small consultancies and the middle group of local authorities. In this way with membership, covering large councils, small councils, large and small consultancies, it will be possible to secure more traffic, trips, parking and travel survey data for the benefit of all members. Most importantly the results of our database and research can be transmitted to the 50 professional offices where practitioners are directly involved in survey, design and planning.

3 COLLECTING SURVEY DATA

Look out! You can run but you cannot hide. We are actively pursuing the collection of more survey data from all of you.

The results may come in the form of raw surveys, reports to Councils and other clients, and reports or evidence presented at hearings and appeals. Get it to us and we will get back to you if it is missing critical parameters.

Please get that survey information coming forward. Members are asked to develop the habit of sending the results as soon as they are available, this should be the automatic procedure before the job files are archived. Please ensure the information is sent on to Don McKenzie don.mckenzie@tdg.co.nz

NZTPDB Support for Surveys

Inspite of adopting an active and positive attitude to assisting councils in collecting data no successful joint project has yet emerged. It will be recalled that subject to a satisfactory benefit in gaining useful information the NZTPDB has as its policy
“4.3 Where an agency or consultant is undertaking surveys and it is known that with some additional resources in terms of surveys and or information collected, it can be economically extended (eg trip rates as well as parking demand) or (visitor trip making by soft modes of travel added to vehicle drivers) then in such specific circumstances the TPDB may
(i)-arrange for additional surveyor support eg colleagues and students,
(ii)- assist in briefing to cover the wider range of the surveys
(iii)- assist in analysis of the results
(iv)- make an appropriate grant (up to a maximum of $1000) to help facilitate the collection of the information”.

There are several projects around the country which could be included under this policy. This programme is under Don McKenzie's portfolio. don.mckenzie@tdg.co.nz

CBD Parking Supply and Demand
Chapters 4.6 and 4.7 of Transfund Report 209 (In particular Table 4.1) sets out a comparison of CBD parking in 11 cities. It is due for amendment and update. We are now seeking global information on CBD parking supply and the status of spaces (ie private/public, street/ off street, long/short term, and paid rates /free). First we must get the supply end sorted according to grouped land uses in the CBD. Then we must all come out 2 or 3 weeks before Xmas and survey or aerial photo the 'demand' on the ground under peak design usage.

This project rests with Malcolm Douglass. Any council or consultants who have undertaken such work in the last year or two are asked to forward any reports or survey summaries for processing and clarification, where necessary, to douglass.m@clear.net.nz

4. ANNUAL PLAN AND INCREASED RESEARCH ACTIVITY

It will be recalled that the Annual Plan assumes a major shift in our budgeting to updating the data base, establishing a web site and undertaking research on international comparability.

Don McKenzie is responsible for the integrity and extension of the data base. It is expected that over 250 new sites will be added from consultant's files shortly. don.mckenzie@tdg.co.nz

Steve Abley, who has joined the TPDB research group is both building contact with TRICS and TRAVL in the UK and also beginning the process of reviewing the variables and information in the data base. This is in preparation of establishing the Website. steve@abley.com

Meantime we have forwarded a full Expression of Interest to LTNZ for the Comparability study. This is outlined in detail below. This project is also under Steve Abley’s management. steve@abley.com

Parking Standards were discussed at the last TMW when Dave Petrie outlined the Revised AS/NZ28900.1. This deals with layout, size and access provisions. It may also be desirable to move to a soundly based engineering standard for parking supply at different land uses and site locations. This is a longer term objective brought about because of some of the arbitrary rules for parking provisions which are creeping into District Plans under the RMA. At present our database is not of a size to establish this frame work as a means of moving to a standard of parking supply associated with future development. The Board will consider this in the future and any member wishing to comment could email Malcolm Douglass. douglass.m@clear.net.nz

5. RESEARCH APPLICATION TO LAND TRANSPORT NZ 2005-06
UK/NZ DATA COMPARABILITY

The Board resolved at its meeting on the 17 December to lodge a major research project Expression of Interest with Land Transport NZ on 19 January. It is anticipated this will be a two year project and preliminary estimates fall in the range of $140,000 to $180,000 depending on the extent of statistically analysis agreed to by LTNZ. What follows are extracts of the Project Proposal for the information of members
<table>
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<th><strong>Title:</strong></th>
<th>Application of Overseas Trip and Parking Rates in New Zealand</th>
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<tr>
<td><strong>Researcher:</strong></td>
<td>Malcolm Douglass (Douglass Consulting Services Ltd) Steve Abley (Consultant Traffic and Transportation Engineer) and Don McKenzie (Traffic Design Group). Contract Researchers to NZ Trips &amp; Parking Database Bureau Incorporated (NZTPDB)</td>
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| **Key topic area objective:** | E - To provide a better understanding of travel behaviour and user preferences by:  
- Providing a better understanding of why people travel  
- Building better transport models  
- Understanding the interaction between land use and transport  
G - To improve the sustainability of the land transport system by:  
- Improving the interaction between land use and transport |

**PROJECT DETAILS**

**Description/Research Objectives:**

The Research Project Objective is... "To provide New Zealand transport practitioners with better quality and quantity of trip and parking prediction information by making overseas experience and data applicable to New Zealand"  

The NZ Trips and Parking Database Bureau Inc (NZTPDB) is a non profit organisation whose objectives include: ‘undertaking analysis and research on travel to and from different land uses including vehicle trips and parking at specific and groups of sites (objective 2); and to receive, administer and expend funds to develop a national trips and parking database (objective 4). These objectives are supplemented with others including the transfer of knowledge amongst its 40 consultant and local government Members and other professional colleagues as well as liaison with NZ and overseas organisations with similar objectives.  

The database that the NZTPDB maintains was instigated with Transfund funding received in 1999 and 2000 and resulted in the production of Transfund Research Reports 209 and 210. This information is used by practitioners when predicting the transport demand for particular developments and then assessing the transport effects of that development against existing network supply and demand. It should be maintained and expanded.

**Need/Problem to be addressed and User Support:**

The current database of about 550 sites needs to be extended to at least 2000. There are also gaps in both the quality and quantity of the information contained in the database including: daily generation profiles, the lack of other generation variables such as distance to major arterials, zones of competition, car ownership, public transport accessibility and parking duration.  

The NZTPDB is a conglomeration of Members and hence the identification for this research and application is well supported by the NZ transport planning profession and includes representation from other industry groups including the IPENZ Transportation Group and Transfund.

**When/How/By Whom output will be used/and Information Transfer Initiatives:**

Outputs from this research are real, immediately useable and long lasting. They also form a strong tool towards achieving NZ’s Transport Strategy by understanding the transport effects a development will have.  

The ability to use overseas quality controlled trip and parking databases to supplement the NZTPDB database is exceptionally useful because:  

a. It supports, although does not eliminate, our need to undertake NZ surveys.  
b. It will supplement the low number of survey sites that the NZTPDB database contains of particular industry types.  
c. It will include a larger number of survey sites whereby the quality of the survey information is guaranteed.  
d. It will include a vast number of sites that NZ would have limited opportunity to obtain i.e. high public transport accessed sites.  
e. It will include other information that the NZTPDB database does not currently contain including daily trip generation, parking profiles and mode splits and public transport usage.  

The NZTPDB has already taken steps to obtain the various overseas databases it requires to undertake this research. In September 2004 Steve Abley visited the UK and obtained a complementary copy of TRICS and made connection with the owners of the TRICS and TRAVL databases. The opportunity to undertake this research and ‘buddy up’ to these overseas organisations provides other benefits such as the opportunity to understand how these other successful groups perform and operate.
The ability to transfer overseas trip and parking generation rates to NZ is very attractive although finding the various variables that make strong linkages between NZ and overseas travel patterns may be difficult.

The methodology is proposed to include:

i. Obtaining the various overseas databases in a format for easy analysis.

ii. Combine the existing NZTPDB research of identifying common variables used in the respective databases into a format for this research. This would include discussion with practitioners and more extensive report writing.

iii. Undertaking the analysis whereby confidence in the correlation between NZ and overseas common trip generation and parking demand variables can be demonstrated.
   a. Initially at a descriptive summary level using the typical Transfund Report 209 variables e.g. gross floor area, beds, seats pumps etc.
   b. Subsequently as a final section of the project a more detailed statistical testing of the wide range of variables that are available from all sources, using a regression based analysis technique. (This statistical work represents about 25% of the Mk1 Project).

iv. Report the results of the research.

The individual researchers have a proven track record of high quality deliverables and with the addition of Steve Abley brings a close connection with our UK counterparts.

We await the outcome of the LTNZ Research Committee’s recommendations on the 18 February

6. NOW IS THE TIME TO HANG IN

We are finding that questions continue to be asked about our purpose and effectiveness.

Typical of the questions being raised one member has written :-

I've been agonising for a while over whether I should continue a subscription. Whilst I feel an obligation to support such initiatives, I sense that the database developmental process doesn't really seem to be going anywhere. This is really a problem of 'critical mass' - NZ can't provide a sufficient volume of information to really develop a database with the sort of statistical reliability required, and this seems to be compounded by a reluctance for consultants to make information available for 'commercial' reasons. My experience has been that results available in the database are useful only in the very broadest sense, and any consent application really needs to be built from the 'ground up', taking into account all of the site-specific factors.

Whilst the UK has an excellent database, this has been financially supported by a large number of local authorities and other organisations, resulting in a database which is now well supported and accepted. Unfortunately, the characteristics of trip making in the UK are too different to NZ to permit translation to the NZ context. What does Australia do? Does such a database exist there? If so, could NZ join forces to produce a wider database?

If NZ is to continue with its own database, I suspect that much more funding is required for specific surveys, and that this needs to come either from Transfund / LTNZ or local authorities (perhaps via LGNZ?).

Are my views similar to those of other members? .... I'd be grateful for your thoughts!

This thoughtful email was considered in detail by the Board which agreed the following:-

'Yes the matters raised have been proffered by others. Generally as a resistance to joining rather than any disagreement that the TPDB function should not continue to be pursued.

In answer to the specific questions:-

'1. We look forward to receiving survey data from all members, and other sources, to add to the national file. We estimate that there are probably up to 2000 sites that have been surveyed and could be made available immediately to make our data base relatively more robust and ultimately comparable with those existing elsewhere. The problem is to ask practitioners to unlock their files and make them available.
2. The existing research Reports 209 and 210 have been well received by the NZTPDB Members and the NZ traffic and transportation industry. However maintaining and extending the quality and quantity of the database is difficult. This tends to stem from a reluctance of Members to provide trip and parking generation information because of the difficulty or inconvenience in physically submitting the information. This reluctance to provide information is sometimes excused on the grounds of the information being considered commercially sensitive. This may apply for a minority of survey sites prior to appeals etc..

3. The NZTPDB suggests that a standard clause should be added to traffic survey contracts such as 'that the client (be they public authorities or private sector clients), agree to release the factual surveyed information for inclusion in the NZTPDB national database once the information has been published or included in reports or used in evidence etc.' Complementing this we are reminding members to supply survey information to NZTPDB. This should be seen as an important end loop in the completion of a job and before the files are archived.

4. We are actively exploring the situation of exchange with Australia, UK and US sources. We already have a one year license for the UK TRICS programme and are currently investigating the best way of making this available including the variables (e.g. modal split and urban density effects etc).

5. Regarding the need to define the comparability we have now put forward an EOI for a proposed research grant from Land Transport NZ for a comparative investigation of the survey results between UK and NZ initially. Later this technique could be extended to assess the US and Australian situations.

6. Regarding the Australian experience and association with our ANZAC colleagues, we have explored this in the past and are in regular discussion with our Australian counterparts. However at present we have no ‘gold mine’ of information there. Since the NSW RTA 1998 ‘Guide to Traffic Generating Developments’ these surveys have not been repeated. So in Australia we will also need to find these TLAs and consultants who are keen to survey, and then get some sort of exchange going.

7. With the extent of data of the ITE/US trips and parking surveys we are satisfied that, given comparable sites, the ITE tables are immediately useful and indicate a valid range of values for equivalent NZ conditions. Selecting sites comparable with the NZ situation requires great care.

8. Finally the Board of NZTPDB believe it is in the public interest and the professional interest of NZ traffic engineers and town planners that we persevere to make our national data-base robust, effective and to have the integrity of definition and interpretation that removes arbitrary application of engineering standards and rules in District Plans. The situation in local government is tending to drift out of the hands of technically qualified professionals back into the areas of administration, debate and compromise. This trend may be because of four effects namely:-
   (i) confused and variable District Plan policies that lead to arbitrary standards or rules.
   (ii) Council officers are not undertaking so much field work in this area, as in the past. This also shows up in lack of monitoring and site confirmation of traffic conditions after project completion.
   (iii) increasingly compromises seem to be made by commissioners, council committees and the courts because of the lack of nationally agreed technical standards.
   (iv) In the absence of a substantial database the range of opinions of different practitioners will widen and the industry will not be able to provide consistent and uniform guidance to Council Officers, Planning Commissioners and Judges in the Environment Court.

All four effects lead to the opportunity for compromises as between competing witnesses and also competing philosophies as to the supply of parking and standards of access applied in our networks.

So we end Newsletter No 6. We expect to produce our next newsletter in May.
In the meantime keep those survey results rolling in and we wish you well for an active 2005.

CD Gamble
Chairman of the NZTPDB Board

Malcolm Douglass (Douglass Consulting Services Ltd.), Don McKenzie (Traffic Design Group Ltd, Christchurch), Steve Abley (Steve Abley Consulting) continue to provide the technical bureau service as contract administrator and senior researchers. So please contact them with any requests for information and the forwarding and exchange of survey information

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Christchurch

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Fax 03 332 5506

douglass.m@clear.net.nz and don.mckenzie@tdg.co.nz and steve@abley.com