

Roundabout

The Newsletter of the IPENZ Transportation Group

www.ipenz.org/ipenztg



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Cover Image: from The Lorax, by Dr Seuss



*"Dear Editor: How are you? I am fine. Having a wonderful time.
Wish you were here. Love, Sally."*





Chairman's chat

It's just amazing how fast the year is passing by. With each passing week the need for traction with the rebuild of Christchurch grows ever more necessary. It is encouraging to see some go-forward planning starting to get well underway. And on the subject of change, I would venture to suggest the "nay-sayers" got it wrong again, under-estimating the intellect and capability of Kiwi's to understand and apply the new left turn road rules with minimal difficulty.

The conference for 2012 was successfully delivered by the Waikato / Bay of Plenty branch, in what were arguably the most challenging of circumstances. A round of applause is certainly warranted. The national committee has also reviewed the previous Strategic Plan and will be consulting on it in the coming months. Two further submissions have been made on behalf of the Group and the Transportation Group has a new Fellow.

Conference 2012: Some genuine experience and learning outcomes have come from the conference this year. While a challenge, the organising committee has captured key observations and learning, documented this and passed it on to the incoming committee. You should read about the successes, including our new 3M Traffic Engineer of the Year, Dennis Davis. All the conference award winners are listed here:

<http://www.ipenz.org.nz/ipenztg/events/index.htm> Many thanks and appreciation needs to go to our valued sponsors and those who have supported and taken a display option at the conference, we have some excellent feedback from that sector also. You can read about the conference highlights in this Roundabout and the papers are now available on the conference website: http://hardingconsultants.co.nz/ipenz2012/programme_theme.html

Conference 2013: The national committee has been working with the local Central Otago committee to confirm dates and a venue. Conference 2013 has now been confirmed for the Dunedin Stadium. You've seen it on TV, it's hosted the Rugby World Cup, now see it for yourself. Details are included further on in Roundabout.

Strategic Plan: The Group Rules require the national committee to develop and implement the Strategic Plan. A review has been completed, progress recorded, a forward draft Plan developed and adopted. The full Draft Plan can be viewed on the Transportation Group website and a summary of it is included in Roundabout.

Submissions: National committee submissions coordinator has led the review of two documents and made submissions on behalf of the Group. These are the:





High Risk Intersections Guide; and

Traffic Control Devices (TCD) Manual: Part 9 Level Crossings

Both of these documents are loaded onto the website for viewing and consideration.

Website: You will have noticed the increasing reference to the Transportation Group website. A staged and planned upgrade is now under way. I encourage you to become engaged with the website and make it a regular feature of your monthly knowledge round. <http://www.ipenz.org.nz/ipenztg/index.htm>

Fellow Appointment: The Transportation Group supported the successful nomination of Grant Smith (Gabites Porter) for appointment to Fellow of the Institution of Professional Engineers NZ. Congratulations Grant.

Life Members: Three new Life Members were recognised at Conference 2012, congratulations go to Bill Frith, Terry Brown and Wayne McDonald.

As you can see, it's been a busy few months for the committee. While this report is a bit of a looking back summary, looking forward we will be progressing consultations on the Strategic Plan, on updated Group Rules, and planning for the AGM in early December. Of course we have the mini-Roundabout updates coming out regularly to keep you up to date with the latest goings on. I would encourage you all to start thinking about a possible Remit (yes, there coming back by popular demand), poster, technical note, or conference paper for next year's conference in Dunedin.

Mark Apeldoorn

June 2012





Editorial

Bridget Burdett, Roundabout Editor

Our group conference suffered from very low attendance this year. There doesn't seem to be a single reason for this; just a combination of times being tight, and lots of conferences around for people to choose among. The post-conference survey was filled in by over 200 of you, most of whom didn't attend this year. One theme seemed to pop out of the discussion. We as IPENZ TG need to decide what we're about, and stick to doing that as best we can.

So, what are we about? Are we everything transport, to everyone, or are we a purely technical engineering organisation? Or are we something in between?

These questions are fundamental to our purpose, and what we offer. The conference doesn't have to directly reflect all of the views of our membership, but it ought to reflect our essence. What that essence is, exactly, may well change over the years; is it time to revisit that?

Our membership continues to grow in numbers and diversity. Our Australian equivalent is in no way affiliated with an engineering organisation, yet we are completely wrapped up in IPENZ and all that those ties imply. There are advantages to sticking with our legacy. We were born out of IPENZ for good reason. Our reputation and standing in the community is inextricably linked with that of IPENZ as a whole. We are supported by an organisation that understands our wider industry and how people within that industry learn and develop.

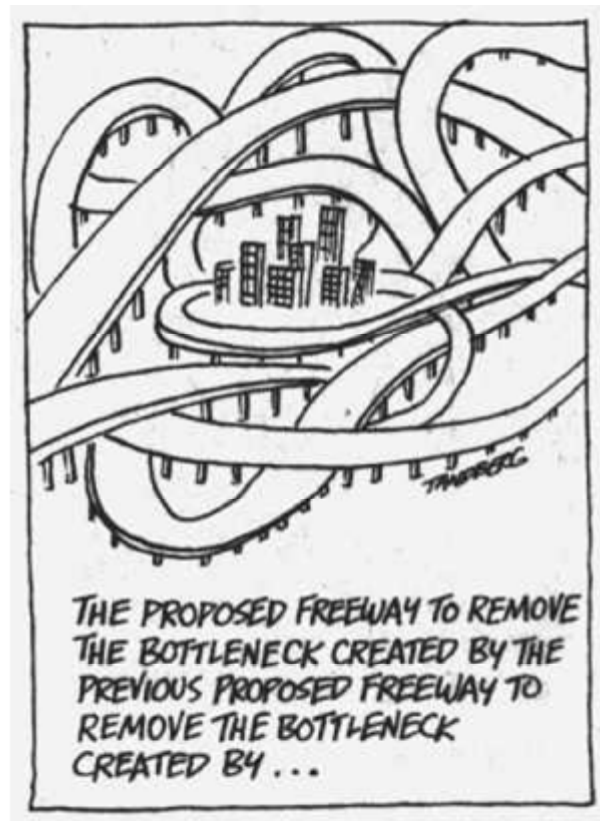
There are also advantages to looking outside of our history and toward the future, to what is possible and achievable, away from the path that we've always followed. Transportation is a hugely diverse and complex industry. It affects, and is affected by all manner of influences outside of the understanding of traffic and transportation *engineering* as a science and art. Are we limiting our understanding and influence then, by looking inward, and looking back, to our engineering roots as the sole pointer of direction for our Group's future?

Ultimately, the Group will evolve to survive and prosper. It may be that these questions don't need to be explicitly addressed. In any case, your representatives on branch and national committees often find that feedback from the wider membership is less than forthcoming. So we'll go on doing what we think is in the Group's best interests – with your combined assumed blessing.





Roundabout is the newsletter of the IPENZ Transportation Group, published quarterly. It features topical articles and other relevant tid-bits from the traffic engineering and transport planning world, as well as details on the latest happenings in the NZ transportation scene. All contributions, including articles, letters to the editor, amusing traffic-related images and anecdotes are welcome.



Many thanks are due to Opus International Consultants (see their advertisement on p38), who sponsor the printing of *Roundabout* for those members who prefer to receive a hard copy.

Correspondence welcome, to bridget.burdett@beca.com

Or c/o Beca, PO Box 448, Hamilton 3240

Issue contribution deadlines and publication dates for coming issues are:

September 2012: Contributions due 5th September for publication by 15th September

December 2012: Contributions due 5th December for publication by 15th December

March 2013: Contributions due 5th June for publication by 15th June.

To join the IPENZ Transportation Group, fill in an application form, available from the Group website:

<http://ipenz.org.nz/ipenztg/files/TG-App.pdf>



www.twitter.com/ipenztg



www.facebook.com/ipenztg



Letters

CC. Editor, Roundabout Magazine

Mark Apeldoorn, National Chair / Treasurer, IPENZ Transportation Group

Dear Mark,

IPENZ TG Auckland / Northland Branch Committee – Conference Feedback

1. Introduction

At our May committee meeting, the Auckland / Northland Branch of the IPENZ Transportation Group (TG) had a robust discussion about the annual TG Conference, in response to a recent request for feedback from the National Committee. This covered a number of wide ranging but related areas, which were broadly summarised into the following:

- Content and conference themes;
- Format and length of Conference;
- Value for money for delegates;
- Recent conference financial losses;
- Conference sponsorship;
- How IPENZ subgroups / other conferences fit in; and as a result
- Is the IPENZ TG conference worth going to?

This letter is to outline our discussion and opinions on this issue for feedback to the National Committee, under these section headings. We have deliberately not tried to reach consensus and therefore many of the opinions differ, even within the same topic, however we feel that they are all relevant to the on-going discussion on this issue and are hopefully helpful to the National Committee and future Conference Organising Committees. The discussion represents some views of the branch committee and is not suggested to necessarily represent the views of the wider membership, who have had a separate opportunity to provide feedback via the recent online survey.

2. Content and Conference Themes

- 2.1. There is a general concern about the lack of a clear IPENZ TG (and Conference) identity, in terms of who it is for and what it represents: Who are we trying to cater for? What is our target market? With other specialist conferences such as NZMUGS, TRAFINZ and the Walking and Cycling Conference etc. being very focussed and niche, the market space for TG Conference is eroding with no focus;
- 2.2. Some of the branch committee felt that some of the Conference presenters have been poor in recent years, even though it was





acknowledged that recent Conferences had tried to vet presentations, and it can be difficult to predict the quality of a presentation from the quality of the submitted paper;

- 2.3. Social events at the TG Conferences have been very well organised and well attended;
- 2.4. It was felt that technical content at the Conferences had reduced in recent years. There were concerns that NZMUGS, SNUG and other specialist conferences were drawing specialist people / presentations away from the TG Conference. NZMUGS representatives commented that they considered many of the NZMUGS topics would be too specialised to warrant a place in the current TG Conference format. It was suggested however that if the separate conferences were combined with parallel sessions for specialist areas this concern could be mitigated somewhat, and may help to reduce overhead costs over multiple conferences;
- 2.5. Also it was considered that technical presentations are often (or are often perceived to be) not accepted for the TG Conference. This is thought to be linked to the broad and non-specific conference themes from recent years. Conference themes from recent years have been tended to be related to higher level planning and policy, which has not lent itself to the inclusion of technical presentations. It was felt that it was often very hard to link technical presentations to these kinds of conference themes, which deterred potential submitters. It was generally agreed that a stronger theme is required to provide a focus for the conference content, although ironically a strong theme might be contrary to the desire for more technical presentations;

3. Format & Length of Conference

- 3.1. As noted above, there was a strong preference for the idea of using parallel sessions or 'streams' for the conference. This would assist with the diversity of presentations and topic choices for attendees, and may also be perceived as better value for money by attendees (and more importantly, their employers). Also there was support for the TG Conference to be for two days (plus a Sunday afternoon) instead of three, which should also help to reduce attendance costs;
- 3.2. It was felt that parallel sessions could also enable themed sessions, which could be used for more specialised practice areas, or even the incorporation of NZMUGS / SNUG or other specialised groups if this was desired. However, if NZMUGS / SNUG / Other Conferences joined in, the additional material may justify retention of the current three day format;
- 3.3. There was no support for joining two conferences together into a five day event (e.g. three days for TG, two days for NZMUGS etc.). It was considered that five days would be expensive and hard for potential attendees to get released from work for that length of time, which would likely result in attendance for only a few of those days anyway;
- 3.4. One other option proposed would be to hold the conference every two years (alternative years to the two yearly Walking and Cycling



Conference). This might result in more interesting papers and attendance, as these two conferences currently inhabit an overlapping 'space' in the conference market;

4. Value for Money for Delegates

- 4.1. Currently it is generally considered that the TG Conference is 'okay' in its value for money, though the attendance fee does not encourage sending more than one or two from each organisation. Perhaps a bulk discount could address this;
- 4.2. Social events have been generally well supported and considered good value;
- 4.3. Consultant / Client mix: It would be good to see more clients presenting and attending – and in particular it would be interesting to hear from more clients regarding the direction they are taking with projects / schemes / research, etc. This may encourage consultants to send more staff. It was recognised that there is an element of location bias involved here, for example Auckland Council and Auckland Transport are much more likely to attend an Auckland event (and did), so expectations of New Zealand wide local authority attendance in minor centres should be tempered;

5. Recent Conference Financial Losses

- 5.1. It was felt that recent conference financial losses were the result of the issues outlined above, which may have discouraged attendance;
- 5.2. There was a general view that with such a large surplus in the IPENZ TG bank account, TG Conference losses are not a cause for concern, given that one of the main functions of the IPENZ TG is to hold and support a conference, and therefore if our cash reserves are enabling this to continue this is fulfilling its purpose;
- 5.3. It was pointed out that a recent comment within Roundabout that the NZMUGS conference was losing money (and so should be subsumed by TG Conference partly for financial reasons) was incorrect and that the NZMUGS Conference makes money each year (as a result of being a voluntary organisation and due to sponsorship). Were the two conferences to be combined, it would instead be the NZMUGS conference that would likely have to accept losses from TG Conference, although it is acknowledged there may be efficiencies in some elements of conference organisation;

6. Conference Sponsorship

- 6.1. It was recognised that the 'fracturing' of the TG Conference into subgroups (such as NZMUGS, SNUG and other conferences) was eroding the value of sponsors for the Conference, as it is natural for sponsors to want the most value and exposure for their dollar;
- 6.2. However, it was also felt that sponsors of specialist conferences tend to specialise in that industry so they are not likely to be cannibalising sponsorship from the TG Conference;





7. How IPENZ Subgroups / Other Conferences fit in

- 7.1. There was significant discussion around whether or not NZMUGS, SNUG, Walking and Cycling and other conferences should be subsumed into the TG Conference. This was mainly about boosting attendance and interest in the TG Conference, and also making it more financially viable;
- 7.2. There was some scepticism that there were sufficient overlapping areas of interest to bring some specialist areas together, especially due to the very technical elements of some subgroups. This resulted in more support for parallel sessions to ensure that attendees could more easily choose to attend presentations of relevance to them;
- 7.3. It was felt that the NZMUGS Conference is successful and is key to the identity of NZMUGS, so should not be changed without very good reasons. I suggested that NZMUGS representatives formally communicate their views on the conference issue to TG National Committee;
- 7.4. We note that the recent 'Survey results for IPENZ Transportation Group Conference 2012' reflected a neutral to positive position (63% approval) on the possible inclusion of NZMUGS / SNUG as parallel sessions. However a reasonable minority supported these as '...focus areas and are worthy of their own conference';

8. Is the IPENZ TG Conference Worth Going To?

- 8.1. There was general support (although not overwhelming) for the continuation of the TG Conference, though it clearly comes down to personal or employer objectives of what that delegate requires from the Conference. It is also clear from the comments summarised in this letter that the TG Conference value for attendees is eroding and that some significant change is needed to freshen up the Conference, and ensure its on-going viability.

I hope that this feedback is useful to the National Committee and future Conference Organising Committees. I am happy to answer questions on any issue we have raised. I reiterate that these are the mixed views of the branch committee and do not necessarily represent members' views.

Kind regards,

Daniel Newcombe

IPENZ TG Auckland / Northland Branch Chair, On behalf of IPENZ TG Auckland / Northland Committee





CC. Editor, Roundabout Magazine

Mark Apeldoorn, National Chair / Treasurer, IPENZ Transportation Group

Dear Mark,

IPENZ TG 2012 Conference Survey

The recently published 'Survey results for IPENZ Transportation Group Conference 2012' reflected a neutral to positive position (63% approval) on the possible inclusion of NZMUGS / SNUG as parallel sessions. It is unclear from the question whether 'negative' respondents preferred the NZMUGS to have their own conference, or whether they did not support NZMUGS inclusion in parallel sessions (preferring one single session with NZMUGS incorporated?). However we note that a not insignificant 37% did not support the proposal, with comments:

- *Modellers tend to get carried away with detail!;*
- *SNUGS and MUGS are not applicable to my line of work;*
- *These are focus areas and are worthy of their own conference; and*
- *These are better left as less formal small user group workshops.*

The NZMUGS Committee has discussed the proposed amalgamation of the NZMUGS and IPENZ TG Conferences, and considering the points in this letter, held a confidential vote on the proposal. The Committee does not support the proposed Conference amalgamation¹.

We believe that the NZMUGS Conference is very successful and is key to the identity of NZMUGS, so should not be changed without very good reasons. The general opinion of the Committee is that the disadvantages of amalgamating the Conferences outweigh the advantages for NZMUGS members.

If the Conferences were forced to amalgamate, then there was a strong preference was for the idea of using parallel sessions or 'streams' for the conference. Therefore it follows that there was also support for the combined Conferences to be for a total of three days (plus a Sunday afternoon) rather than joining two conferences together into a five day event (e.g. three days for TG, two days for NZMUGS).

I hope that this feedback is useful to the National Committee and future Conference Organising Committees. I am happy to answer questions on any issue we have raised. I reiterate that these are the mixed views of the NZMUGS Committee and do not necessarily represent members' views.

Kind regards,

Ian Clark, NZMUGS Chair, On behalf of the NZMUGS Committee

¹ This position reflects a strong majority, but was not unanimous.





Dear Bridget

IPENZ TG Auckland / Northland Branch Committee – Financial Strategy Comments

This letter is in response to the Treasurer's report ('the report') by Mark Apeldoorn (Chairperson of the National Committee of the IPENZ Transportation Group) in Issue 131 of Roundabout of 13 March 2012. This letter has been developed, discussed and agreed by the Auckland / Northland Branch Committee of the IPENZ Transportation Group ('the committee').

Please find below a summary of our response to the general comments within the report.

- ∅ The committee supports using the Group's funds for the list of activities as described in the Treasurer's report.
- ∅ We are concerned about the high level of the Group's account balance. We do not believe there is a valid reason to maintain this level of funding, especially since historically the Group's annual expenditure has not been high.

The high balance may be required in the short term until a decision is made regarding the administrative support role identified in the Group's Strategic Plan. It is suggested that this be given the highest priority in terms of the position description, including roles and responsibility, hours to be worked, salary, etc. and then the appointment of the appropriate person.

- ∅ We do not support the position that the account balance should be increased annually (i.e. an annual surplus) as there does not seem to be any supporting rationale for this. An appropriate lower balance, sufficient to cover reasonably foreseeable outgoings and consistent with the aims and objectives of the Group's Strategic Plan, should be identified.
- ∅ It is suggested that the development of a financial model/strategy should be of the utmost importance and be developed as a priority. This would assist in determining a sustainable level of available funding/balance. Options to achieve this could include, but are not limited to, the following: reduce conference fees (i.e. subsidising the fees from the general account), undertake a one-off advertising campaign to encourage more students to take up engineering, create/develop more scholarships for post-graduate study in transportation, funding an overseas transport expert for a speaking tour of NZ, etc.
- ∅ Any financial strategy must be consistent with the Strategic Plan and if the Strategic Plan does not fully address such financial issues, then the Strategic Plan should be amended. The National Committee could consider how to increase revenue (refer below) and ensure that annual expenses are consistent.





- Ø The committee has doubts about the appropriateness of the Group selling bank ball meters. Options of appointing an agent should be considered.
- Ø If sales of items is seen as an important function to achieve income (in addition to annual subscriptions), the Group could consider becoming the main conduit for selling relevant transport publications (such as design standards and other useful transport documents). This could be one of the responsibilities of the administrative support role. As a service to its members, the Group could arrange bulk discounts relating to such sales.
- Ø As discussed in the committee's separate letter to the editor regarding the Group conference, it is considered that for financial and content reasons there may be merit in considering the aggregating of related conferences with the Group conference. This could ensure that annual income meets costs and more importantly ensures the available sponsorship market gets maximum exposure and benefit. It is suggested that this would give the Group more certainty for future planning. It is nevertheless noted that there are a number of technical and administrative issues to be addressed before this aggregation could be adequately resolved. The respective technical groups and conferences have specific needs and requirements to be considered.
- Ø It is unclear why the various accounts (conference and regional) are maintained or even reported with regard to current net positions. It is considered that the National Committee may want to oblige each branch to develop and submit a financial plan to identify annual expenditure. Depending on the type and number of planned events, branch annual expenditure is likely to vary and, if the expenditure can be justified, branches should be given these funds. There should, however, be a base amount that is guaranteed annually and a range imposed within which branches can vary their annual expenditure.
- Ø It would be useful for the National Committee to develop guidelines/criteria to guide and encourage branch committees on the type of events that funds would be approved for.

I hope that this feedback is useful to the National Committee and the wider Group. I am happy to answer questions on any issue we have raised.

Kind regards,

Daniel Newcombe

IPENZ TG Auckland / Northland Branch Chair, On behalf of IPENZ TG Auckland / Northland Committee





Member Information: Proposed Rule Change

The following changes are intended to remove contradictions in our rules and in some cases to improve clarity. In summary the rule changes:

- (i) remove the requirement that two thirds of the National Committee are competence graded members;
- (ii) clarify the terms of tenure for Chairperson and Vice Chairperson;
- (iii) allow the national committee to hold AGM's via video-conference or other equivalent technology;
- (iv) require technical sub-groups to apply transparent rules to election of Chairperson and Vice Chairperson

Rule 4.2 – proposed to avoid problems if Branch Chairperson's are not competence graded.

The Chairperson and Vice-Chairperson ~~and at least two thirds of the total Committee members (including co-opted members)~~ must hold a competence-graded Membership class of the Institution. The immediate Past Chairperson of the National Committee shall be a ~~corresponding, non-voting~~ member of the National Committee.

Rule 4.3 – proposed to accommodate the election of Chairperson and Vice chairperson via an internet of e-mail based election.

The terms of tenure of the positions of Chairperson and Vice Chairperson ~~National Committee member~~ are ~~two years~~ from the Annual General Meeting *or vote* at which they are elected to the second Annual General Meeting after their election *or until an election prior to this called by the National Committee*.

Rule 5.2 – proposed to ensure the national committee is able to conduct the AGM in a way they see the most efficient and effective means

The Annual General Meeting of the Group *may be conducted via electronic or other means and* shall be held within three months of the end of each Financial Year at a time set by the National Committee.

Rule 6.1 – proposed to reflect the committee's composition of branch chairs plus elected chairperson and vice chairperson and co-opted members.

The election of the Chairperson *and* Vice Chairperson ~~and National Committee~~ shall occur at the Annual General Meeting, or failing that by postal and/or electronic ballot of all members as soon as possible thereafter.

Rule 6.6 – proposed to reflect that only chairperson and vice chairperson are elected.

Candidates for election *as Chairperson or Vice Chairperson* ~~to the National Committee~~ are to have served at least one term on a Branch Committee, be fully





financial at time of election, and be a competence graded member of the Institution.

Rule 6.10 - proposed to reflect that only chairperson and vice chairperson are elected.

Members of the Group or nominees of organisations that are members of the Group may be co-opted onto the National Committee of the Group by a two-thirds majority vote of the elected members of the National Committee.

Rule 11.3 – proposed to encourage open and transparent election of sub-group committees

The affairs of the Technical Sub-group shall be managed by a Chairperson elected by members of that Sub-group. *Sub-group committees shall follow the process defined in the Transportation Group Rules for election as set out in Section 6 or propose an alternative process for the approval of the National Committee.*





Membership Statistics

Membership of the IPENZ Transportation Group as at 31 March 2012:

Class	Transportation Group
Student	53
Affiliate Member	421
Member	616
Retired Member	9
Life member	10
Newsletter-only	9
Total	1133

Dave Wanty, Membership Secretary, IPENZ Transportation Group

IPENZ Transportation Group Draft Strategic Plan

The national committee has prepared, and is now seeking feedback from members on the Group's Draft Strategic Plan 2013-2016: http://www.ipenz.org.nz/ipenztg/Members_Area/2013-Strategic-Plan.pdf

The key forward plan actions are summarised below. The full plan includes commentary on progress made on the current Plan actions. Comments can be made by e-mail addressed to:

mark.apeldoorn@tdg.co.nz with "IPENZ Transportation Group – Strategic Plan 2013-2016 Submission" in the subject line. Submissions are requested on or before 13 July 2012 please.

Actions for 2013/14:

- Prepare a futures financial strategy that provides for a sustainable and developing forward role for the group and recognising the desire communicated by the Group for minimal increased operating costs.
- Establish a targeted range of representative technical sub-committees, including the 2012 research sub-committee, with reporting mechanisms to the National committee, to advance the interests and views of the Group within key industry sectors. These will have clear and well established objectives, deliverables and reporting obligations.
- Establish stronger communicative and accountability links between the Special Interest Sub-groups (MUGS, SNUG and TDB) and the national committee to form a more coherent and integrated Group
- Survey the membership on some key areas, in particular those involving format and timing of conference, financial plan, workshops and national



presentation opportunities, and establish a clearer picture representative picture of what members want.

Actions for 2014/15:

- Investigate and develop a policy position on advocacy for standards ownership and development, in particular in those areas where either new knowledge is emerging or where existing systems are inadequately served. Investigate partnership approaches with other professional Groups
- Investigate and develop a policy position on the role of the Group in development of standards, developing existing standards or identified gaps and facilitating production of new guidance and standards

Actions for 2015/16:

1. Develop key policy direction and views on transport topics, some of which are already advanced or developed in partnership with IPENZ. Partner with IPENZ and others to centralise this guidance on the website
2. Position the Group alongside NZ organisations who have national / international roles and functions on transport standards development and contribute to sound industry advice in these areas.
3. Develop a forward plan to position the Group as one of the principal advisory Groups, and an independent advisor to be consulted on matters of Government transport policy and direction.

Thank you, we look forward to receiving all suggestions. The national committee will consider all feedback before finalising the Plan and adopting it as the pathway for the next 3 years.

IPENZ Transportation Group National Committee





IPENZ Transportation Group Conference 2012

This year's conference themed 'Stand & Deliver' was held at the Energy Events Centre in Rotorua, a new and impressive venue. The proceedings began with the usual Sunday night welcoming dinner in the not so usual surroundings of a redwood forest, with Greg Ellis, MC for the conference showing off his toggle with his boy scout's uniform. Greg continued over the next 3 days to keep things moving along with some humour and light relief between the more serious business of the 40 or so papers which were presented.

After a welcome from the Kevin Winters, Mayor of Rotorua, a presentation followed from Malcolm Short of Ngati Whakaue on the iwi's work on developments in Rotorua. Day 1 continued to feature sessions on Christchurch, Transport Planning and Smart Cities, interspersed with a poster session. The Christchurch papers gave an enlightening insight into how our local members reacted to deal with the devastating and often changing effects of the earthquakes on the transport network. This was mixed with some sobering personal experiences, particularly well delivered by Laura Bates whose presentation was the delegates' choice for the best of Day 1.

Some very well composed posters attracted plenty of attention and questions of the authors with Mairi Joyce's poster on her study tour to review shared space designs in Europe proving the most popular.

Monday was rounded off with an informal session to discuss the future direction of the Group and the conference format. The feedback has been taken on board by the National Committee in reviewing the Strategic Plan.

Dr Susan Krumdieck kicked off Day 2 with a well-practiced and challenging paper on how we should all be preparing ourselves for declining oil production which appears to have already peaked. Her theories and predictions certainly don't feature in many long terms plans and conventional transport economics at present. This led into a session of papers on sustainability. The weather cleared after morning tea to allow us to either visit a 4-laning project under construction or to jump on some hired mountain bikes to ride a few kilometres of what will eventually be a trail running through to Taupo.

In the afternoon were sessions on Innovation and Safety, the latter one preceded by Dr Sam Charlton's take on the issue of 'What are safer speeds?' highlighting how important the psychological aspects of design and driver behaviour are to safety.





People's choice for presentation of the day for Day 2 went to Daniel Newcombe for his presentation about Opportunities to improve cyclist safety in bus lanes.

A wonderful array of fancy dress in a Las Vegas theme complemented the outstanding character of the Blue Baths for the Conference dinner on Tuesday night. Grateful acceptance speeches from Bill Frith, Terry Brown and Wayne McDonald for being awarded life memberships preceded some lively musical entertainment.

Keynote speeches from Amanda Douglas on expert witnessing and from Matt Barnes on the transport logistics of the Rugby World Cup bookended Day 3's papers which even included a musical accompaniment to her paper by Bridget Burdett. Marisha Jaglal's presentation on left turn treatments at signalised intersections proved to be the most popular on Day 3 and took out the overall 'best presentation' award for achieving the highest percentage of the day's votes over the 3 days.

The prestigious 3M award went to Dennis Davis (GHD Limited) for his work in developing a low cost solution to minimising the consequences of cars impacting culvert ends, a true example of some ingenuity in using readily available materials to make a very affordable improvement to safety.

Ian Appleton, Fergus Tate and Roger Dunn kindly judged this year's papers and the winners of technical prizes were:

NZAA Award for Best Transportation Paper: Peter Rose, Matthew Rodwell, Steve Abley
(Abley Transportation Consultants)

Presentation: *Optimising Bridge Asset Management*

Highly Commended Paper: Steve Abley and Laura Bates
(Abley Transportation Consultants)

Presentation: *Creating a Better Public Transport System Even When the 'C' Is Taken Out Of 'CBD'*

Highly Commended Paper: Daniel Newcombe
(Auckland Transport)

Presentation: *Opportunities to improve cyclist safety in bus lanes*

Best Technical Note: Mairi Joyce
(Flow Transportation Specialists Limited)

Presentation: *Shared Space Research Tour*

Best Technical Note: James Park
(Canterbury/West Coast Branch Committee)

Presentation: *Facilitating a Branch Submission on Complex Transport Matters*

Best Young Author Prize: Janice Asuncion with Stacy Rendall, Rua Murray, Susan Krumdieck
(University of Canterbury)

Presentation: *New Zealand Intermodal Freight Network and the Potential for MODE SHIFTING Motorway Crash Analysis Using GIS*



Highly Commended Young Author: Andrew Martindale, Cherie Mason
(Opus International Consultants)

Presentation: *Effectiveness of Transverse Road Markings on Reducing Vehicle Speeds*

Attendance was around 160, well down on the figure of around 250 delegates for each of the last two years. Possibly this a sign of the challenging economic times and dwindling training budgets. The costs of staff being away from work and the notable decline in local authority delegates have both been taken on board by the organising committee for next year's conference.

As one of the reviewers I can attest to the very high standard of all the submitted papers and it was a pity that not all were able to be presented. However hopefully some of these can be published in *Roundabout* to spread the benefit of the authors' work that went into them.

Norm Robins, on behalf of IPENZ Transportation Group conference 2012 Organising Committee





Life Membership Citations

Terence John Brown

This Citation records the award of Life Membership of the IPENZ Transportation Group to our colleague Terry Brown in March 2012. It recognises his significant contribution and continuing service to the development and growth of the Group, the wider transport profession, and to society.

Having graduated with a Bachelor of Engineering (Civil) at the University of Canterbury in 1963, Terry's professional career began with NZ Railways in Christchurch from which he then worked in Wairoa and Stratford, and in 1980 was then appointed as County Engineer in New Zealand's largest county district encompassing a very wide range of local and regional conditions across all of Southland. His particular skills and abilities amongst the extremes of weather and major floods that were encountered across Southland during his tenure are legendary.

In 1988, Terry accepted a position with Louis Berger International where he worked as Project Engineer for the Bangladesh Road Rehabilitation and Pavement Maintenance, a World Bank funded project in the north-western sector of the country.

In 1990, Terry returned to New Zealand and was appointed by Transit NZ as Regional State Highway Manager in Auckland from which he then became Director of Strategy and Traffic, Auckland. During this period, Terry led the first stage of the 27-kilometre Albany to Puhoi motorway through from initial planning to final construction. This was the first major infrastructural project to be undertaken in New Zealand within the RMA framework. As another first, and starting from 1994, it was Terry's personal drive, foresight and persuasiveness that delivered Auckland's advanced traffic management system bringing the motorways and all of the major arterial network within the overview of a single fully integrated traffic control centre shared with all of the Councils. The commissioned system has served as a significant benchmark enabling considerable advances in the coordinated active management of Auckland's wider travel needs.

During the course of his career, Terry was instrumental in establishing the Local Government Engineers of NZ now known as Ingenium, and is an Honorary Member. Terry also represented New Zealand and Australia on the World Road Association (PIARC) Risk Management for Roads Committee.

In 2005, Terry took up a position as an Executive Director at Resolve Group based in Auckland. There he has undertaken a wide range of projects, including traffic management and ITS elements associated with the Tauranga Harbour Bridge duplication, preparation of an ITS plan for Wellington, and working to develop a Regional Arterial Road Plan for Auckland.





Terry was made a Fellow of IPENZ in 1998. He served as a member of the National Transportation Group Committee from 2006 to 2011, and was a Judge of the Technical papers at Conferences during all of this period. Terry is also a Hearings Commissioner. It is in recognition of Terry's sustained commitment to the IPENZ Transportation Group, the engineering profession and society that we, his colleagues, make this award.

William James Frith

This Citation records the award of Life Membership of the IPENZ Transportation Group to Bill Frith in March 2012, in recognition of the significant contribution in road safety that he has made to the Group, to the wider engineering profession, and to the community at large.

Bill's notable academic achievements include a Master of Science degree in Mathematics awarded with honours in 1968 by the University of Auckland, and a Master of Science degree in Transport Engineering awarded in 1975 by the University of Newcastle-upon-Tyne. His studies continued through his working career, with a Bachelor of Arts degree in Mathematical Statistics from Wellington's Victoria University in 1980 and a Certificate in Critical Thinking from Massey University in 1985.

Bill has brought a special dimension in his work across a wide front of road safety, research and policy development as key areas enabling the safe and efficient movement of people, services and goods on which our economy and community relies. His working professional career began with the Ministry of Transport in 1973 rising to become Manager of Traffic Research and Statistics in the late 1980s, a role he took with him to the NZ Land Transport Safety Authority in 2004, and finally then back to the Ministry of Transport from which he retired in 2007. Since 2007, Bill has been Road Safety Leader with Opus International Consultants Central Laboratories in Lower Hutt...



His specialist knowledge and experience in statistics and all aspects of road safety have made a very substantial contribution to the understanding of the behaviours and mechanisms in achieving safer roads. His expertise has added significant value to the research and management of a wide range of projects underpinning the policies, programs and funding needed in achieving practical gains and a notable real national improvement in road safety. Bill has published and spoken widely in this area.

The numerous professional affiliations he holds are further testament to his commitment to road safety, and include being a Fellow of the Chartered Institute of Logistics and Transport, an Associate Fellow of the Australasian College of Road Safety, and a member of the International Council on Alcohol, Drugs and Traffic Safety. Bill was awarded Austroads Achievement Awards for both his management of the Austroads Road Safety Program and for his considerable contribution to the Austroads Road Safety Guides.



By this Life Membership Award, we mark and salute the notable achievements of Bill Frith throughout his long and illustrious professional career and in particular his enduring and important contribution to the understanding and delivery of better road safety.

Wayne Robert McDonald

This Citation records the award of Life Membership of the IPENZ Transportation Group to Wayne Robert McDonald in March 2012. It recognises his significant contribution and continuing service to the development and growth of the IPENZ Transportation Group.

Following graduation with a BE(Civil) degree with first class honours from University of Canterbury in 1964, Wayne began his traffic engineering career at Christchurch City Council. In 1965, he joined Rankine & Hill in Sydney and completed a MEngSc degree in Traffic & Transportation at the University of New South Wales. From there, Wayne returned to Wellington and joined Brickell Moss Rankine & Hill working as one of the first specialist traffic engineering consultants in NZ. His work included the early transportation projects in Timaru and the first Hamilton Transportation Study.

In 1970, Wayne joined the Auckland Regional Authority initially as Design Engineer Roads, and then becoming Chief Engineer Roads. In 1979, Wayne was appointed as Manager Auckland International Airport from which he then became General Manager, Transport. In 1990, Wayne was appointed as Executive Manager Strategic Planning. In all of these roles, Wayne filled a key formative role in progressing the forward structure and transportation planning required in New Zealand's largest city.

In 1992, Wayne returned to consulting as a Director of Traffic Design Group being NZ's largest specialist traffic consultancy where he led a wide range of private and commercial development projects including strategic and operational public transport studies in all of the major NZ cities. Wayne had a significant role in the iconic Sky City and Britomart developments, and led the operational traffic planning for the APEC Leaders Meeting held in Auckland in 1999.

In 2000, Wayne was appointed Auckland Regional Manager for Transit NZ, and in 2004 became



General Manager Transport Planning Manager based at Head Office in Wellington. With formation of the NZ Transport Agency in 2008, Wayne became the Auckland and Northland Regional Director responsible for a significant area encompassing a major proportion of the national transportation budget. With his retirement in December 2011 Wayne has returned to consulting, and provides his considerable abilities and experience as a Hearing Commissioner for

the Ministry for the Environment.



Wayne has played a very active role in the IPENZ Transportation Group from its early beginnings, including with the Traffic Management Workshops and the Auckland Transport Discussion Group. He was a member of the first Group National Management Committee formed at the first formal Annual Meeting in Hamilton in 1973. He served again as Deputy Chairman of the Group from 1979 to 1982.

Wayne was made a Justice of the Peace in 1981. Wayne is a Fellow of IPENZ, a Chartered Professional Engineer, a Fellow of the Chartered Institute of Logistics and Transport, and a Fellow of New Zealand Institute of Management.

By this Life Membership Award, we mark and applaud Wayne's considerable achievements through all of his long and illustrious professional career, and in particular his enduring and important contributions to the many aspects of transportation and service to the community.



Blue Baths, Rotorua



Alternate Modes: Invited article from a transport-related industry



This feature presents an invited article from a professional working in a field other than transportation, though with themes of interest to our Group.

Professor of Economics **Tim Hazledine** joined the Business School of the University of Auckland in 1992 after two decades living in England and Canada. He was educated at Otago and Canterbury before enrolling at Warwick in 1972 to study industrial organisation. Professor Hazledine also has experience in government and consulting.

Time to De-congest? A Case Study of the Waterview Connection

Suppose we awake to the news of serious overcrowding in our prisons. A first response might be: we'd better build some more prisons! But a more considered question to ask would be: *Surely the real problem here is that too many crimes are being committed. Shouldn't we be trying to do something about that?*

In the case of urban road transport, the "crime" actually is overcrowding: specifically, overcrowding of the road network, which results in congestion, being the situation where road users get in each others' way, such that each driver entering the network slows down other drivers already there. And the standard response to the crime is to build more roads – most recently, the decision to "close the loop" of the Auckland urban motorway system by tunnelling the Waterview Connection – the equivalent of building more prisons

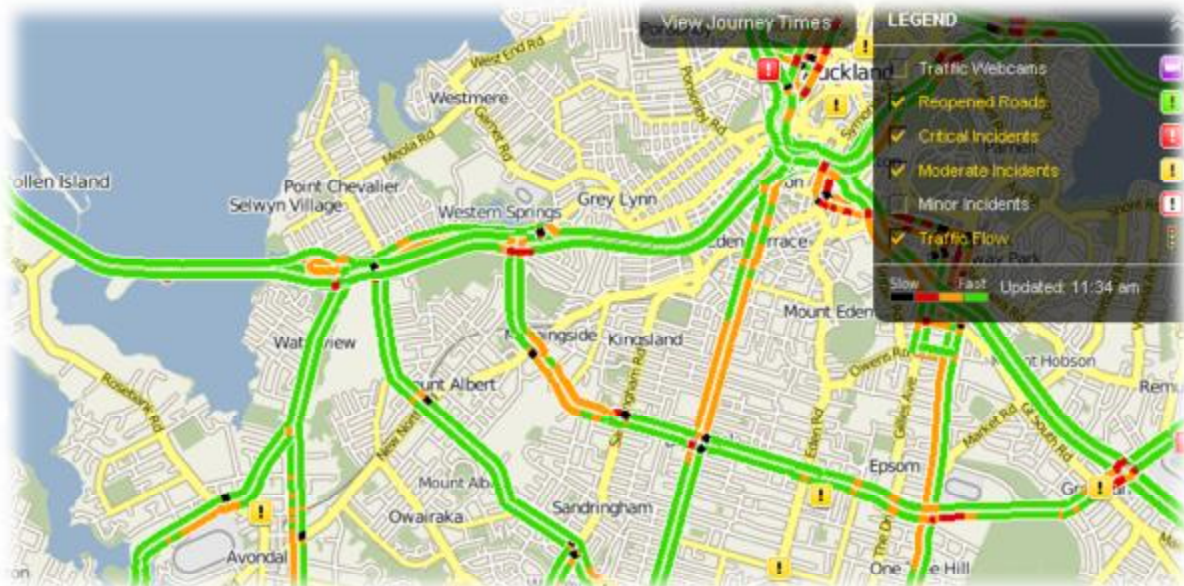
Actually, it's worse than building more prisons. The latter presumably doesn't actually encourage people to commit more crimes, just so they can enjoy the new penal facilities. But building more and better roads does, as we know, have a strong encouraging effect on road usage, which thereby dilutes any relieving impact on congestion.

Transport investment proposals in New Zealand are required to be assessed by a Cost-Benefit Analysis (CBA), carried out according to guidelines and procedures set out in the NZTA's *Economic Evaluation Manual* (EEM). The goal is to convert forecasts of costs accruing and benefits resulting taking place in varying amounts at varying future times into just two comparable numbers: the Net Present Value (NPV) of all costs, and the NPV of all benefits. These two numbers



are then reduced to one: the Benefit/Cost Ratio (BCR). If the BCR exceeds one, this means that the project is predicted to be worth more than it will cost.

Many large transport infrastructure projects are -- rightly or wrongly -- estimated to have BCRs much larger than one -- ratios of 2 or 3 are quite common -- and on the basis of this are usually approved to proceed. A project with a BCR below one would, I hope, be summarily rejected. But what about a proposal for which the benefit ratio hovers just above one: the Treasury/MoT estimate for the Waterview Connection is 1.15? The reason for this, of course, is that the project with its tunnels etc is hugely expensive -- at \$2billion for 2.5kms, it is six times more per land kilometre than other recent Auckland motorway expansions. Any significant cost overruns would easily put the BCR below the threshold of 1. Given that nearly all the forecast benefits from the project are generated by faster (less congested) commuting trips, surely, at the least, the authorities should have seriously considered possible alternative means of achieving such time savings. But they did not.



From <http://maps.aa.co.nz/traffic/roadwatch>

It turns out on investigation -- and this is something well known to economists who have examined the matter -- that much traffic congestion is a regrettable mistake, in the sense that there are alternative patterns of use of the existing road network which would deliver lower travel times and which would be generally preferred by commuters and other travellers. This is because congestion is a striking example of the force of unpriced "externalities" -- costs imposed by one person's actions on others, which the perpetrator does not have to pay for and which he would choose not to impose if he did have to pay for.





In resolving most externality situations there will be a winner and a loser. So, if I grow a shade tree which blocks my neighbour's view, then I am gaining and my neighbour is losing – a situation which may be reversed if the my neighbour's legal property rights include the right to an unimpeded view, in which case I may have to cut down my tree and the neighbour will be the winner. Whichever way the property rights lie it is efficient that the matter be resolved in the direction of which of us feels most strongly about (values most) the benefits of views and shade – this is the famous "Coase Theorem" -- and the disposition of rights does determine who bears the costs.

But road congestion is intriguingly -- even, excitingly – different. Here, the costs are being born by everyone and imposed by everyone: my entering the road network slows down other users, just as their presence slows me down. Yet our valuations of the results (longer journey times) will differ. Mixed into the rush-hour motorway crawl will be road users with a relatively low value of their time and a relatively high ability to make do with an alternative – cancel their trip, make it at a different (off-peak) time, or use public transit instead of a private vehicle. And there will be others to whom time spent stuck in traffic would be highly valuable in some other use (eg at work), and/or who for whatever reason are very keen to travel in their own car.

This means that there are potential gains from trade, as economists put it. The high time-value commuters would be better off if they could pay the low-value road users to get off the road, and the low-value users would be better off taking the money and rearranging their travel plans.

So why can't road users get their act together in this sensible way? The problem is the lack of a feasible market to bring buyers and sellers of road space together – time spent on the motorway is a transitory, perishable commodity for which it is hardly possible even in theory to imagine a functioning real-time auction or other exchange mechanism.

This "missing market" problem means that there is, potentially, a useful role for government intervention. Quite simply, the responsible public authority could impose a (time-variable) fee on motorists entering the congested road system. This "congestion charge" would encourage some current low-value users to change their travel plans, thereby easing congestion, such that the travel times for those users who willingly pay the fee are reduced.

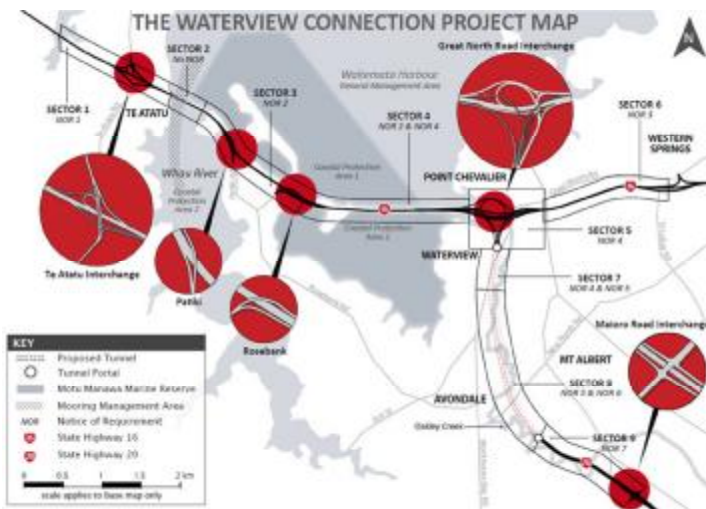
Note that congestion charges are quite different from road "tolls". The latter are to pay for building or maintaining the hardware – the road itself. Congestion charging is about paying for the use of the space on top of the road. Congestion





charges per trip go up with increased traffic density; tolls go down, with more people to share the costs.

Using data and evidence presented by traffic modellers in the recent Waterview Hearings (which quickly approved the project, and spent most of their time considering how the tunnels' exhaust stacks should be placed), and plugging these into an economic spreadsheet model, I found that a surprisingly low congestion charge (well, it surprised me) would achieve the same reductions in travel time as are forecast to result from the Waterview scheme, *without incurring the huge construction costs of the latter*. How low? Just a dollar or less per peak time trip.



This would achieve the 40 seconds forecast to be pruned from the average 22 minute duration of the 800,000 daily trips modelled as affected by closing the loop. But why stop there? I found that a higher charge would deliver an even better outcome, in terms of approximating the potential gains from trade achievable by having those who really like to save time in effect purchase it

from those with lower valuations. That is, considerable efficiency gains could be achieved by reducing congestion further than is envisaged to result from the Waterview Connection project, again, without the need to build any new hardware.

To put congestion in perspective, I calculated that each additional commuter choosing to enter the roading system, in the (correct) expectation of their trip taking about 22 minutes, actually imposes additional delays on all the traffic behind them adding up to something in the range 12 to 36 minutes – just a few seconds for each affected traveller, of course, but there are a lot of these.

So that's why there is potential for major "gains from trade", if some commuters could somehow in effect pay others to delay their trip or use public transit. In my simulations (which are of course subject to error) the optimal number of daily trips came out as 560,000 (down from 800,000), with average trip time reduced by more than two minutes, to 19.6 minutes. I calculated that – valuing time at \$30/hour – a charge of \$3.25 per one-way trip would do the





trick. Overall the value of the efficiency savings would be around \$260million/year, on top of the value of being able to divert that \$2billion construction cost to some other good use.

The size of the congestion charge that will deliver efficient road use and congestion levels will, in the long run, depend a lot on the attractiveness of alternatives to private vehicle use, which cannot be taken as a given. Starting from the current very low usage of public transit in Auckland (by international standards), an increase in demand for transit is likely to enable improvements in service offerings which will make transit more attractive (ie will *shift* the demand curve). If so, then the reduced demand for private vehicle road use would be larger than is implied by my current spreadsheet model, meaning that the congestion-efficient diversion of traffic from cars to transit would be achieved with a lower congestion charge.

How congestion charging is implemented

Obviously, there are important practical matters to be sorted out about the technical feasibility of congestion charging, if this is to be considered as an alternative to building more roads. I do not claim expertise in this, but will “flag” some key issues that would arise.

First, I note that it is implicit in the proposal made above that the congestion charge be levied on all peak-period users of the central road network, not just motorway users. That is, it would be charged on vehicles entering a cordon drawn around the CBD and inner suburbs, as with the London system.

The London system is monitored, I believe, by cameras photographing licence plates. However a more efficient technology would probably rely on vehicle mounted devices allowing movement across the cordon to be recorded electronically. The fitting and testing of such devices could be added to the requirements for the yearly or six-monthly Warrant of Fitness vehicle test.²

Vehicle owners would be billed for their use of space on the road system just as for other utilities –ie as we are currently billed for our use of water, electricity, gas and telecommunications. Perhaps, in the interests of lower transaction costs, everyone could get their first ten (say) trips each year free, to avoid having to track down tourists and other occasional users. In any case, metering and billing would have their costs, as they do for other utilities.

² An advantage of New Zealand's location as an isolated set of islands is that nearly all vehicles on our roads are registered and warranted in NZ (not the case in London, of course).





Giving the money back

Last but not least is the issue of disposing of the possibly hundreds of millions of dollars collected each year from congestion charging (net of the billing etc costs). Politically, this may even be seen as the most important issue. It is sometimes suggested that congestion charging revenues be used to subsidize public transit, but this may be just replacing one market distortion -- unpriced congestion -- with another. Basically, I am not sure that there is a sound justification for subsidising movement at all.

It may be helpful to go back to the original "missing market" source of the congestion problem and ask: if private motorists who are keen to use their vehicles and are willing to pay for faster journeys *could* directly pay others to keep off the roads, who would they pay? The obvious first response to this might be: they should pay those other current private vehicle road users who would be willing to change their travel plans. However, this would clearly quickly unravel -- the set of road users is not fixed, and soon everyone would be putting their hand up and claiming payment.

But, actually, it is fair that everyone do so. The majority of Auckland residents who currently do not drive in the peak periods thereby contribute to keeping congestion down, just as much as any current user who agrees to make a mode switch. If so, then a reasonably fair and feasible scheme for giving back the congestion charge revenues would be something like a lump sum annual payment to each household at each address recorded on the residential rates roll. Of course, the City Council could instead just keep the money and promise to reduce the rates by the same amount, but this just might not seem so attractive to the voting public.

Economists don't always agree, but one issue on which we speak nearly as one is the desirability -- at least in theory -- of pricing spillover effects on crowded commuter roads. Why does no-one listen to us? Perhaps because of the political difficulties which we may sometimes wilfully "assume away". Perhaps because the technology to effect congestion charging reliably, fairly and economically has not hitherto been available. If the latter, then the right time for congestion charging cannot be far in the future.

A larger document and the spreadsheet are available on request from t.hazledine@auckland.ac.nz





Ask Mr Clarkson

A new tongue-in-cheek by column from an overseas expert in transport matters (via an anonymous TG member...)

Dear Mr Clarkson

I've just designed a grade separated interchange that allows vehicles from all directions to make high speed turns with minimal delay. The local council says it isn't appropriate for my small residential cul-de-sac and has no provision for pedestrians, so they won't build it. What can I do to address this injustice?

Regards,

Retired engineer from Tauranga

Dear Mr Tauranga

It's a symptom of society's decay that efficient engineering solutions such as yours are maliciously overlooked. I cannot understand by the council has not adopted your design and encouraged the pedestrians (if indeed there are any) to come up with their own high speed grade separated solution - perhaps with trampolines and fireman poles. My only suggestion is that the best way to justify your design is to slightly increase the traffic on your road, so you could put up a new road sign saying "State Highway 1 this way" then ask the council to do some traffic counts before everyone figures out the truth.

~Mr Clarkson

Dear Mr Clarkson

I work in a NZ government department dealing with transport matters. I happened to mention to a colleague that I catch a bus to work and thought it might be good if more people had the option to do that too. Since then, my phone has been cut off, my desk removed and all of my projects cancelled. I'm beginning to wonder if public transport might not have full support within certain parts of the government. What do you think?

Faithfully,

Eugene Jones, Kelburn

Dear Fringe Lunatic

I'm glad your communist subterfuge has been uncovered. There is no more noble art than that of a government official guessing his Minister's views on a matter and taking outlandish actions within his department to ingratiate himself to that Minister. The sooner you wake up to the realities of the world and get on board, not a bus obviously, the better. Buses are full of dull, smelly people of dubious upbringing and heaven knows why you would want to spend every morning and night sitting next to them – especially since you spend all day sitting next to exactly that kind of person at the office.

~Mr Clarkson



Branch Updates

Central Branch

Chairman - Roger Burra

The Central Branch has been fairly busy with activities since the last edition of roundabout. In March, the Manawatu Gorge field trip went ahead as planned and was an excellent insight into the remedial works happening at the time. We are glad to hear the slip has been cleared up now and partially opened since 31st of May. Thanks to Glen Prince from MWH and the NZTA team in Palmerston North for hosting us and organising the trip.

In April, Matt Barnes from NZTA gave a great talk about the transport planning during the Rugby World Cup and the key learnings we could use for other major events. Tim Hughes, also from NZTA was next up in May with a presentation summarising the high risk intersection guide.

More recently, a special thanks to Tom Small for presenting on diverted traffic flows associated with the Terrace Tunnel Closure in Wellington. The closures had an impact on most Wellingtonians, with the Terrace tunnel serving as a key link between the northern suburbs and city, airport and hospital. It was great insight into the project.

The committee are currently working on other events for July and will be in touch with details. Meanwhile, coming up:

15 August, 12:00pm, Wellington City Council Chamber – Gerry Dance (NZTA), who will be talking on Model Communities.

The Westchester Drive site visit was unfortunately cancelled due to bad weather, but we are hoping to schedule another date in due course. A notification will be sent out to members.

Waikato/Bay of Plenty Branch

Deputy Chair – Adam Francis

The committee meeting held in May discussed how as a branch we can “advance technical knowledge of the members of the group and to support specialist areas”. The general discussion on this was healthy and productive with the outcome being to looking at how the group can expand the knowledge base, communication, and development within the industry. A number of events potentially being planned for the near future include a visit to the Tauranga Eastern Link for an update on progress, and also presentations on the updates to the District Plans of a number of territorial authorities. Further information on these events will be issued when the details are closer to being finalised.



**Canterbury/West Coast Branch**

Chairman – James Park

The Committee met 7 March 2012, 18 April 2012, and 6 June 2012. The Branch Committee continues to be very active and has continued the follow-up opportunities as they arise.

In March we were fortunate to have Dr Mark Tully of Queen's University in Belfast, Northern Ireland. His presentation explored whether local neighbourhoods influence how healthy and active residents are. He discussed his experiences evaluating the impact of a new urban greenway (www.communitygreenway.co.uk) for health.

Also in March NZTA representatives spoke on their investigations and perceived effects of the Give Way Rule change and the intervening methodologies that have been implemented on the State Highway network. It was good for Members to see a proactive approach promoted by the NZTA.

In April, Tim Hughes from NZTA gave some background and insight into the new High Risk Intersection Guide. The Guide along with the companion High Risk Rural Roads Guide provides methods for identifying and treating locations based on crash history and evidence based risk analysis. Including risk analysis encourages us to be pro-active, rather than the reactive approach that "we don't fix hazards unless there has been a fatality".

We were privileged to hear from Professor Sue McNeil from University of Canterbury (visiting from University of Delaware) in May. Her analysis of data from before and after hurricane Irene hit Delaware demonstrated the potential for using traffic data to better understand evacuation behaviour and assist in evacuation planning and response.

Also in May, Warren Ladbrook (Technical Infrastructure Manager at Canterbury Earthquake Recovery Authority) presented to the large group meeting. His topic on CERA's role in the technical challenges facing transport following the devastating Canterbury earthquakes drew a good audience.

A joint CILT/IPENZ TG event was held on 29 May including seminars and a panel discussion on Commuter Rail for Christchurch, and Beyond. The opportunities for new rail links remain contentious in the earthquake rebuild of Christchurch City.

To cap off a busy month of events in May some of the local Branch Members that presented at the 2012 IPENZ TG Conference presented to the Branch. We heard from Shane Turner (Beca) on What Shoppers Want – Design for Economic Vitality; Jeanette Ward (Abley) spoke on the process for upgrading the main shopping street of Kaiapoi; and Stacey Rendall (Abley) presented The Path to Delivering Energy Resilience: Measuring Transport Choice. It was good for the



local Members unable to attend the conference to hear these informative presentations.

Next Committee Meeting for the Canterbury/West Coast branch is planned for late July 2012.

Auckland/Northland Branch

Chairman Daniel Newcombe

On the 22nd May the branch hosted a site visit to the first new rail line in Auckland for 82 years. In April, Auckland's newest rail line, the Manukau Rail Link and the new Manukau station officially opened. Next year, construction on a new Manukau Institute of Technology (MIT) tertiary campus will be complete, sitting right above the station turning the station into one of the busiest on the Auckland network. For this event, we looked around the station precinct, followed by presentations about the station and the MIT development.

In June the branch is running two events. The first is a presentation by an overseas expert in transit-orientated design, GB Arrington, who will be discussing his experiences and learnings for Auckland. Later in the month will be a presentation by Auckland Council on the launch of the final City Centre Masterplan. Future events include the panel debate and an overseas speaker on pavement design.

Signals New Zealand User Group

The Signals NZ User Group (SNUG) is currently planning to hold their workshop in November this year within Auckland. SNUG is a subgroup of the IPENZ Transportation Group with the object being the advancement of the fundamental knowledge of the art, science and practice of design, operation and maintenance of traffic signals. The Rugby World Cup and the demands of transitioning into the Auckland "Super-City" contributed to the workshop not being held last year. However the committee is keen to see the same enthusiastic presentations and social collaborations from previous workshops being maintained. Further information on the confirmation of the workshop dates and the request for remits will be released in the near future. In the meantime anyone seeking further information can contact:

Adam Francis adam.francis@beca.com

Matthew Hoyle matthew.hoyle@nzta.govt.nz

Ken Lee Jones ken.lee-jones@aucklandtransport.govt.nz





Transportation Engineering Postgraduate Courses - 2nd Semester 2012



Dept of Civil & Natural Resources Engineering, University of Canterbury

The courses below are available for full-time or part-time students studying for the following postgraduate transportation qualifications at Canterbury:

- Certificate of Proficiency (COP) ~ for individual one-off courses (*great for CPD!*)
- Postgraduate Certificate in Engineering (PGCertEng) ~ typically 4-5 courses
- Master of Engineering Studies (MEngSt) ~ typically 8-10 courses
- Master of Engineering in Transportation (MET) ~ up to six courses plus research project/thesis

All courses run in "block mode" to enable part-time and distance students to easily take part.

All candidates with a Bachelor of Engineering OR other relevant degrees (e.g. planning, geography, psychology, maths) OR non-degree with suitable transportation work experience will be considered for entry.

2012 domestic fees are **\$703 incl. GST** per course, plus Student Services levy (up to \$635/year; some rebates available).

*Note: Block course dates are given below. All prospective students must Apply To Enrol in courses no later than **one week prior** to the course starting (new students should apply earlier) – otherwise late fees may apply.*

COURSE	DESCRIPTION (<i>more detailed Flyers available on website</i>)
ENTR401: Fundamentals of Transport Engineering <i>(Self-study course; a tutorial day on campus may be arranged)</i>	A self-study programme in: Transportation planning; Road link theory and design; Intersection analysis and design; Traffic studies; Accident reduction; Sustainable transport planning and design; Pavement design; Road asset management. <i>{bridging course for non-transportation students}</i>
ENTR603: Advanced Pavement Design <i>(Self-study course; a tutorial/lab day on campus may be arranged)</i>	A self-study programme in: Stresses, strains and deflections in flexible and rigid pavements; Pavement materials characterisation; Mechanistic and mechanistic-empirical design methods; Pavement performance and evaluation.
ENTR614: Planning & Design of Sustainable Transport <i>(Block dates: 9-11 Jul, 3-5 Sep)</i>	Pedestrian planning and design; Planning and design for cycling; Audits/reviews of walking and cycling; Public transport operations, scheduling and network design; Travel behaviour change and travel plans.
ENTR615: Transport Network Modelling <i>(Block dates: 23-25 Jul, 17-19 Sep)</i>	Principles of transport modelling; Road network modelling (SATURN); Macro-simulation and micro-simulation (Paramics); Traffic intersection modelling (SIDRA); Transport network analysis and reliability.

Other relevant courses at Canterbury (e.g. Construction Management block courses) may also be suitable for credit. Papers can also be cross-credited between Auckland and Canterbury university programmes.

Special Topics and small research projects may also be available to some students – contact the Department.

Likely courses to be offered in **2013** (*still to be confirmed; check with our website for more details.*):

- ENTR611: Planning and Managing for Transport
- ENTR616: Advanced Trp't Planning & Modelling
- ENTR604: Road Asset Management
- ENTR617: Traffic Engineering & Design
- ENTR613: Highway Geometric Design
- ENTR618: Transport & Freight Logistics

For more details contact:

Professor Alan Nicholson, Director of Transportation Engineering

Phone: (03) 364-2233

Email: Alan.Nicholson@canterbury.ac.nz

Or visit the website:

www.met.canterbury.ac.nz



Transportation Engineering Postgraduate Courses 2012

Department of Civil & Environmental Engineering
University of Auckland



For Master of Engineering Studies (MEngSt) and Graduate
Diploma (GradDipEng),

with / without Transportation specialisation, or for one-off Certificate of Proficiency (COP).

Semester 2 (Jul-Oct '12)	
CIVIL661 - Highway & Pavement Engineering (extended mode, integrated with Civil 759, a BE course).	A range of selected topics in highway engineering and pavement materials which will provide a basis for extension into further studies. (<i>Diploma course which is a pre-requisite for several other 700 series courses</i>).
CIVIL761 – Planning and Design of Transport Facilities (block mode)	Selected topics from: traffic signal practice/safety audits, two way highways planning, arterial traffic management, modelling and simulation and traffic flow.
CIVIL765 – Infrastructure Asset Management (block mode)	The integration of planning and infrastructure asset management, resource management, institutional issues and legal requirements. The process of undertaking asset management plans and specific asset management techniques across all infrastructural assets.
CIVIL 771 – Planning & Managing Transport (Mondays – semi-block mode)	Integrated planning of transport and land use, Outline of transport planning modelling, District Plans, Requirements of the NZTS, LTMA and RMA, Travel, trips and parking. Integrated transport assessments with multi-modal transport, Travel demand management, Intro to Intelligent transport systems.

Other relevant courses at Auckland or Canterbury or elsewhere may also be suitable for credit.

For more details on the courses, please contact the Course Coordinator: Civil 660 + Civil 760 + Civil 761 + Civil 762, (Dr Prakash Ranjitkar), Civil 661 + Civil 765 + Civil 767 (Dr Theuns Henning), Civil 766 (Dr Seosamh Costello), Civil 764 + Civil 768 + Civil 769 (Dr Doug Wilson), Civil 770 (Mr Bevan Clement), Civil 763 + Civil 772 (Prof. Avi Ceder), Civil 771 + Civil 773 (Assoc. Prof. Roger Dunn).

For Admission / Enrolment inquiries contact: **Assoc. Prof. Roger Dunn**, Director of Transportation Engineering

Phone: (09) 373-7599 x87714 or (09) 923 7714 DDI

Email:

rcm.dunn@auckland.ac.nz

Details of all courses can be found at:

<http://www.cee.auckland.ac.nz/uoahome/about/ourprogrammesandcourses/courses-details>



The University of Auckland
NEW ZEALAND



NZ TRANSPORT AGENCY
WAKA KOTAHI

Postgraduate Courses 2013 - proposed

Semester 1 (Mar-Jun '13)

CIVIL660 - Traffic Engineering & Planning (mixed mode integrated with Civil 758, a BE course).

CIVIL764 - Highway Safety & Operations (block mode)

CIVIL766 – Road Asset Management (block mode)

CIVIL770 - Transport Systems Economics (block mode)

Semester 2 (Jul-Oct '13)

CIVIL661 - Highway & Pavement Engineering (mixed mode, integrated with Civil 759, a BE course).

CIVIL763 – Transportation Network Analysis (block mode)

CIVIL772 – Public Transport – Planning & Operation (block mode)

CIVIL765 – Infrastructure Asset Management (block mode)

CIVIL771 – Planning & Managing Transport (block mode)



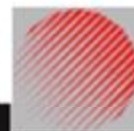


OPUS

Opus International Consultants is a leading infrastructure design consultancy serving local government authorities throughout New Zealand. With 36 offices and testing/research laboratories we are able to provide a local service backed by an international capability.

Opus provides services in:

- Road and highway design
- Road and highway asset management
- Building design and construction
- Water and wastewater infrastructure
- Asset management of buildings and other infrastructure
- Environmental planning.



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OPUS



Flow Transportation Specialists are looking for a Principal Transport Planner/Engineer to join our vibrant and dynamic Ponsonby office. The role includes direct client relationships and management of staff to continue to grow our successful business.

To be successful in this role you will:

- w Have a relevant tertiary qualification, proven management skills and excellent English verbal and written communications skills
- w Have at least seven years' work experience within a consultancy environment or an understanding of the role of consultants in the industry, including client relationships and mentoring of staff
- w Have proven experience in managing projects involving complex transportation planning and engineering analysis and design
- w Be enthusiastic, confident and highly motivated



If you have these qualities, let us know if you want to join our team by [emailing Bronwyn Coomer-Smit on bronwyn@flownz.com](mailto:Bronwyn.Coomer-Smit@flownz.com) with your CV and application letter. All enquires will be treated in strict confidence. Further information about Flow can be found on our website www.flownz.com



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Professor Kim Jenkins - *Stellenbosch University, South Africa*

Tony Porter - *Opus International Consultants, New Zealand*

Dr John Donbavand - *NZ Transport Agency (NZTA), New Zealand*

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Enquiries: Contact Petteena McOnie phone 09 923 9695 email mairepav7@auckland.ac.nz



THE SEVENTH INTERNATIONAL CONFERENCE ON MAINTENANCE AND REHABILITATION OF PAVEMENTS AND TECHNOLOGICAL CONTROL

research — innovation — application





NZMUGS

New Zealand Modelling User Group

Auckland 2012

10th-11th September CONFERENCE

First Announcement and Call for Presentations

The 5th annual NZMUGS Conference will provide significant opportunity for customers, researchers, engineers, modellers and other practitioners in the transportation modelling fraternity to discuss current developments across a wide range of modelling applications.

To cover what NZMUGS perceive as a growing area of traffic engineering and practice in New Zealand and Australia, we invite modelling presentations to be presented at the conference in the following areas:

- New approaches to modelling
- How customers interpret or use modelling output
- How well do modellers do
- Demonstrations and displays from modelling software suppliers

If interested please submit an abstract of what you would like to present by the 11th June 2012. Please email all enquiries to Gavin Smith at Gavin.Smith@opus.co.nz with the subject line: '2012 NZMUGS Conference'.

We also invite interest in sponsorship, please contact Gavin directly for further information.

Key Dates

Please submit your expressions of interest to present at this conference by 11th June 2012.

Registration forms will be available from 2nd July 2012 and will close on the 24th August 2012. If you wish to pre-book please contact Gavin Smith.





Collaboration 
Transporting us through

IPENZ Transportation Group 2013 Conference

Forsyth Barr Stadium,
Dunedin, 14-16 April 2013

The IPENZ Transportation Group's annual conference is New Zealand's premier forum for the traffic engineering, road safety and transportation planning community. It is intended to stimulate debate and collaboration amongst peers. Around 200 professionals attend the annual event, which has been running for more than 40 years.

Transportation professionals are increasingly called upon to resolve complex and conflicting demands, with safety, capacity, sustainability, accessibility and land-use frequently against political and budgetary constraints. The best solutions to these issues often come from interaction and collaboration, where ideas are shared and learning and improvement takes place. This conference is an ideal forum to facilitate such interaction and to share and discuss issues together.

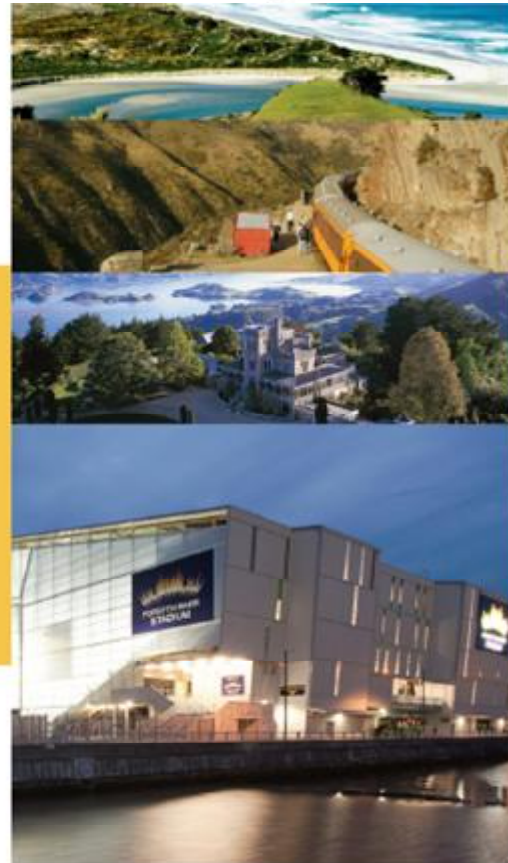
Along with the conference presentations, which this year includes a number of different formats, there will be the opportunity to showcase new products and services that are helping to deliver the solutions to today's transport needs. This will be an ideal opportunity to network and share ideas across a diverse discipline.

Collaboration - Transporting us through

As transportation professionals, we are increasingly called upon to deliver better outcomes for society with limited resources. International uncertainty is constraining growth in New Zealand and thereby the investment available for transportation. Collaboration is

increasingly seen as delivering those better outcomes with value for money taking the place of lowest price. Even the re-build of Christchurch has tight budgetary and timing constraints where parties working together have been chosen above competition.

In delivering schemes involving transportation, we have an opportunity to make a real difference by moving from the drawing board into the daily lives of the population. We must always be cognisant of the funding available and ensure the investment provides the best whole-of-life return. Mostly investment in transportation is for the long-term, typically 30 years. Collectively, we must develop well considered views of the highest calibre and have the courage to stand by those professional views. In doing so we will enable change to benefit society for generations to come. This year's conference focuses on these principles and is an opportunity to show leadership and engender collaboration to see us through tough times of financial constraint. Let us embrace **Collaboration** and see this approach **Transporting us through**.



Venue

The Forsyth Barr Stadium is a fully roofed, natural turf, multipurpose stadium that is a dramatic leap forward for the region. Right on the waterfront, it is in one of the finest stadium locations. A quadrant that flows from the city centre Octagon, down to the University of Otago, across to the Stadium, back along the harbour to the Railway Station and the new Chinese Garden, the Stadium is within easy walking distance.

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