

Roundabout

Newsletter of the IPENZ Transportation Group

Issue 136 June 2013



ENERGY AND TRANSPORT

*Our profession's obligations
for the future of the planet*

**Also: 2013 Conference review / Opinion: Time to change lanes?
CAS User Licence changes / 10 years of cycle planning training**

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Roundabout is the newsletter of the IPENZ Transportation Group, published quarterly. It features topical articles and other relevant tidbits 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. Opinions expressed in Roundabout are not necessarily the opinion of the IPENZ Transportation Group or the editor, except the editorial of course.

Many thanks are due to **Opus International Consultants**, who sponsor the printing of Roundabout for those members

who prefer to receive a hard copy.

Correspondence welcome, to Daniel Newcombe: daniel.newcombe@aucklandtransport.govt.nz or c/o Auckland Transport, Private Bag 92250, Auckland 1142

Roundabout is published around the 15th of March, June, September and December each year. Contributions are due by the 5th of each publication month.

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

<http://ipenz.org.nz/ipenztg/files/TGApp.pdf>

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Fitzgerald Glade on State Highway 5



I was driving to Rotorua over Easter and saw a road sign at Fitzgerald Glade on State Highway 5, a fairly well known and

picturesque spot where the road enters a dense green oasis. The accompanying road sign noted “ROAD NARROWS CARE REQUIRED”.

Leaving aside the lack of punctuation, I wondered whether it was appropriate for drivers to only ‘take care’ for this short section of what can be a winding and challenging route. Shouldn’t drivers always take care? Don’t we rely on their attention and concentration when we design roads?

Perhaps their concentration spans aren’t long enough to cover complete journeys, so these types of road signs are necessary in order to remind drivers of the dangers around them.

But maybe there are more subtle signals we can use in the design of our roads so that drivers can intuitively ‘know’ how to drive more safely, rather than just being told to ‘take care’.

Someone who is further researching this critical element of road safety is Bridget Burdett, who has now stepped down from the role of Roundabout Editor in order to undertake a PhD (in what I call ‘thinking about driving’).

**"Road narrows,
take care".
Shouldn't
drivers always
take care?"**

Quite understandably, Bridget has worked out that the demands of editing the magazine and undertaking a PhD are a bit too much, even for an over-achiever like her. So, having been her faithful assistant for the last couple of years, I was volunteered into the role.

I believe Roundabout has improved tremendously under Bridget’s watch and I only hope I can keep up her good work.

On the topic of good work, the recent IPENZ Transportation Group conference in Dunedin contained papers, posters and presentations on a wide range of transportation topics – a reminder once again that our profession spans such diverse matters as economics, pavement composition, laws, human senses, intelligent technology and sustainability.

There is a duty on all of us to try to keep up with the latest thinking, to do the best for all transport system users – either through attending the conference or local branch events, or reading Roundabout. I intend to present a range of topics and viewpoints to inform and challenge you as a reader.

To this end, this edition includes a somewhat provocative opinion piece from Bevan Woodward, challenging us as a profession to rethink what we do and how we do it. I’d love to hear what you think of his opinions, or of my first crack at Roundabout. Let me know.

**Daniel Newcombe
Roundabout Editor**

Chair's Chat



I started this column on the way back from a successful Dunedin conference, enthused for the next 12 months before our Wellington conference.

In the past two months I've followed up with Andrew Jackson, Deputy CEO of the MoT who, with Ernst Zohnler NZTA Group Manager Strategy and Performance, addressed us at the final conference session. I hope to meet up with both gentlemen this month to discuss a variety of matters.

On the Strategic Plan front, the National Committee have clarified our understanding of what is meant by standards ownership and development and we will be working progressively towards this area. Our Financial Strategy is progressing and all but one of our branches have submitted their own financial plans to Pravin Dayaram our Treasurer (and Vice Chair).

Thanks to our past chair, Mark Apeldoorn, we are now in a position to

proceed with engaging an Executive Officer to assist in running our affairs, in a similar manner to most IPENZ Interest Groups.

You should by now be aware that the theme for our special 2014 Conference in Wellington is "Transport Ingenuity – Celebrating 100 years" (see the website address and logo below), consistent with the IPENZ 2014 centenary theme "Prosperity through Ingenuity".

For the 2014 conference I will be inviting our older members to provide an update on papers they wrote in the 1970s and 1980s, to see whether their ingenious ideas are now in place

There will soon be a call for abstracts, including for sessions to be held by our sub-groups and partner bodies. I will soon be sending an email to our Australian and overseas members inviting them to consider a trip back to NZ to coincide with our conference.

I also hope to send an email to our Life Members and some older members inviting them to provide an update on

papers they wrote in the 1970s and 1980s, to see whether their new ingenious methods or products of that time are now in place.

I have been in contact with IPENZ trying to get a CD-ROM of our past papers rather than have to search and download them one by one from the RMIT database on the members' area of IPENZ – watch this space.

At the same time, I had hoped that the older Roundabout hard copies would have now been scanned but that is now awaiting a rainy Saturday for me to do at the office – any volunteers of assistance would be gratefully received.

Current Transport Planning Issues

The end of May saw submissions close for the Auckland Unitary Plan and I hope that many of you made a submission. The matter of high density residential housing has been contentious in Wellington and my local residents' association has taken an appeal on the matter to the Environment Court. I note that there have been some recent studies on the correlation between land use densities and accessibility, particularly important for those vulnerable to fuel price rises.

In Auckland a research project by Auckland University health researchers on a comprehensive cycling network, costing about half a billion dollars, revealed a very favourable benefit cost ratio – Glen Koorey (who undertook a technical peer review) was briefly interviewed on TV One (Sunday 28 April) on this. This was the same day



**transport
ingenuity**
celebrating 100 years

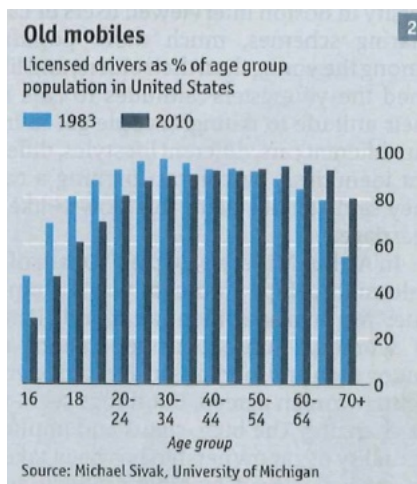
www.ipenztg2014.co.nz

that Rodney Hyde raised in the NZ Herald his article on the Auckland City Rail Link project "Trains over buses - it doesn't add up".

Irrespective of the arguments, it does seem desirable that a more transparent process be found for ascertaining the key assumptions, checking and reviewing of various economic analyses, particularly since all too often the appendices to key documents are often not easily available, and it's easy to inadvertently introduce referencing errors or input wrong figures into spreadsheets.

The important of transport planning was included in messages given by Todd Litman, Victoria Transport Policy Institute (www.vtpi.org; litman@vtpi.org) in a series of speaking engagements during May, supported by our Group. One aspect he emphasised in Wellington was our need to better explain the benefits of walking and cycling and public transport initiatives, particularly to politicians, and by comparison the low economic returns of many of the Roads of National Significance.

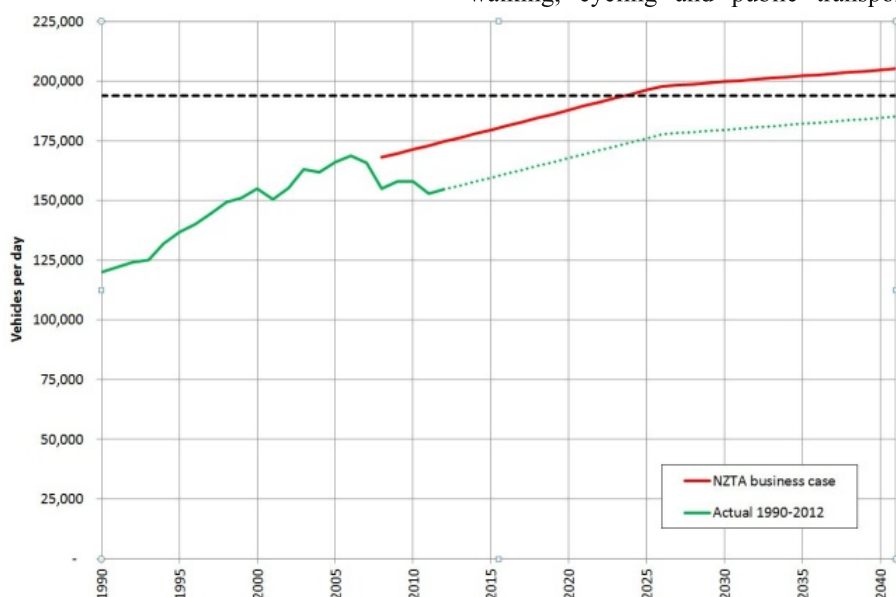
One of Todd's other slides, which took my attention, is shown below (from The Economist September 22nd 2013, kindly forwarded to me by KCDC's Planning Manager).



Actually I've just been looking at NZTA's website on the RoNS projects and information on their BCRs is patchy, so in the interest of our members I will raise with National Committee the notion to request for information from the NZTA on the costs and benefits, plus

predicted motorised and non-motorised traffic volumes (including on existing parallel route). So in the future we can look back and see how good our predictions were (or were not, as often is the case).

Personally, I have also been interested in traffic flows on the Auckland Harbour Bridge since a NZ Herald article in July 2008 on the second harbour crossing revealed the Road Controlling Authorities arguing over whether there was any traffic growth occurring. This has been a hot topic and from the Auckland Transport Blog I found this interesting graph.



Auckland Harbour Bridge traffic flows and prediction

As many of you would have discovered for many projects, the difference between the predicted AADT for Time Zero, based on applying linear regression to historical AADTs for at least 10 years, is substantially higher than the current AADTs.

This is shown in the above graph that, to my mind, recalibrates the future flow to the lower base and shows that the critical capacity (dashed line) is no longer reached by 2045 (and clearly would not be reached based on growth for just the past few years).

Another way of saying this is that, in broad terms, if you can live begrudgingly with the traffic congestion now, then maybe it is not an issue that is

worthwhile spending a lot of money to fix? Of course the situation is not as simple as this, which leads me to another issue.

A New National Traffic Database?

Isn't it about time that we updated the only National Traffic Database (of classified traffic flows on all public roads) we ever created way back in 1993/94?

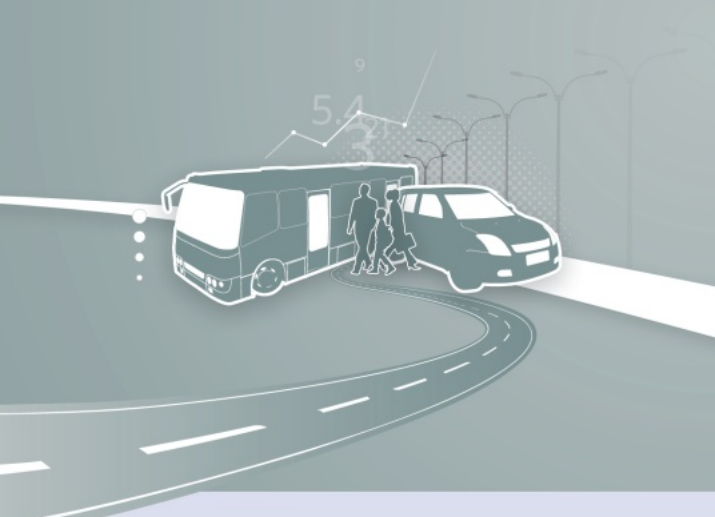
NZTA just monitors state highways and councils just local roads, when we should be looking at the bigger picture, in terms of person movements, including walking, cycling and public transport

trips. Of course, in our technologically-advanced age, any new database should also include an integrated approach to monitoring travel times, and the effects of traffic incidences of all sorts, compared to regularly recurring congestion.

It should also be easily updatable on both an annual and Census year basis, with links to Statistics NZ demographic and other information. Recording of start and finish of roading projects in a single database would also be useful. Whether you agree or disagree with me, please do let me know your view and thoughts.

Dave Wanty
National Committee Chairman

Interesting fact: Mahmoud Ahmadinejad was the sixth and current President of the Islamic Republic of Iran. In 1997 received his PhD in traffic and transportation planning. The IPENZ Transportation Group has so far not received his membership application.



NZMUGS

New Zealand Modelling User Group

Wellington 2013
9th - 10th September CONFERENCE

Registration Invitation

The New Zealand Modelling User Group (NZMUGS) would like to invite registrations for the 2013 NZMUGS Conference, to be held at the Intercontinental Hotel in Wellington on the 9th - 10th September.

This is the 6th annual conference to be held by NZMUGS which formed in 2008 as a sub-group of the IPENZ Transportation Group. NZMUGS is dedicated to promoting the interests of modelling in the New Zealand transportation industry. The group aims to give a unified voice for modelling issues with consultants and clients working together to improve standards, highlight innovations and debate topical issues.

The 2013 conference presentations will include clients, councils, NZTA and consultants with a number joining us from overseas.

Registration for the 2013 NZMUGS conference will cost \$400 incl. GST.

This includes:

- Conference attendance for both days (9th and 10th September)
- Lunch, morning tea and afternoon tea
- Conference Dinner on Monday 9th September including pre-dinner drinks

To register please send the attached registration form and payment to **Kerstin Rupp** KRupp@globalskm.com (Please have NZMUGS2013 in the subject line)

The 2013 NZMUGS conference is proudly sponsored by our Diamond sponsors: **Aimsun, Opus International Consultants, Sinclair Knight Merz, and Traffic Engineering and Management Ltd**

With supporting sponsors: **Flow Transportation Specialists, Greater Wellington Regional Council, Quality Transport Planning and TDG**

Diamond Sponsors:



Gold Sponsors:





NZMUGS

New Zealand Modelling User Group

Wellington 2013
9th - 10th September CONFERENCE

Intercontinental Hotel, Wellington 2013 Conference Registration

1st Delegate

| |
|------------------------------------------------|
| Name: |
| Position: |
| Email: |
| Special dietary requirements: |
| Name for name badge (if different from above): |

2nd Delegate

| |
|------------------------------------------------|
| Name: |
| Position: |
| Email: |
| Special dietary requirements: |
| Name for name badge (if different from above): |

Company Information

| | |
|-----------------|---------|
| Contact Name: | |
| Name: | |
| City: | |
| Phone no: | Fax no: |
| Postal address: | |

Please forward registration forms to:

Kerstin Rupp
Sinclair Knight Merz
PO Box 21011
Edgware Christchurch 8143
New Zealand
KRupp@globalskm.com

(Please have NZMUGS2013 in the subject line)

Payment

Number of delegates: @ NZD\$400.00 (incl. GST) each = \$

Late registrations: @ NZD\$450.00 (incl. GST) each = \$

**Late registrations
(received after 16th August)**

Cheque enclosed (Cheques to be made payable to "IPENZ")

Card Number: / / /

or please charge my Visa Mastercard
 Amex Diners Club

Expiry Date: _____

Name on Card: _____

Signature: _____ Date: _____

Registration form to be received no later than 16th August 2012.

Cancellations / Late Registration:

Should you be unable to attend, a substitute delegate is welcome. Cancellation notices received prior to the 16th of August will incur an admin fee of \$75 (incl. GST). Any cancellations after 16th of August will be charged the full conference fee. **Registration forms received after 16th August 2012 will be charged at \$450 (incl. GST) per person.**

GST number- 10-385-946. This becomes a tax invoice / GST receipt when paid.



Time to change lanes?



Opinion piece by Bevan Woodward (Better World NZ, a sustainable transport solutions company)

I have appreciated the improved variety of transport news and views brought to Roundabout over the

last couple of years by outgoing editor, Bridget Burdett. However, I'm writing this piece in response to the general theme of the March editorial, which refers to significant advances and improvements in the transportation profession.

Unfortunately I feel the opposite is happening... we've spent billions on new roads but congestion is worse than ever, we now have one of the highest rates of car dependency in the world, we're vulnerable to oil price fluctuations, our lifestyles are becoming more sedentary because few are willing to walk or cycle our dangerous roads, our road toll per capita is twice as high at the United Kingdom, and transport is NZ's fastest growing source of CO₂ emissions.

It is claimed that our new motorways will deliver economic growth, but the evidence shows that this is not necessarily the case. Instead, a simple redistribution of economic activity occurs as the cities get bigger at the expense of smaller centres (see: SACTRA, Transport and Economic Development).

This is Freight & Logistics 101: as transport costs come down, the number of factories and warehouses can be reduced to take advantage of the transport savings. More motorways create more traffic and

fewer local jobs.

A current example is the Government's plan to produce food for all of New Zealand's hospitals from just two factories. This delivers an economic gain to Government but has many associated costs, both tangible and intangible.

In the transport industry, we use Benefit/Cost Ratio (BCR) calculations that are biased in favour of new roads. For example we claim that a travel time saving of five minutes from a new road can be valued at many millions of dollars in economic benefits over the next 20 years. But given that the vast majority of this travel time saving is for peak hour commuters, what does that travel time saving really equate to for the typical commuter... another 5 minutes in bed? Are we fooling ourselves that an actual economic benefit is generated?

We have to challenge the 'business as usual' approach foisted upon us

BCR calculations also fail to recognise the well-known (but seldom mentioned) issue of induced traffic, which can not only negate the predicted travel time savings but then place even more strain on the overall road network.

Hence the BCR focuses on local benefits - which typically don't eventuate - yet ignores the very real wider network effects, e.g. if we build a motorway from Puhoi to Warkworth, will we create greater delays for more people on the Auckland Harbour Bridge?

While we choose to ignore the wider transport network effects of the consequences of new roading, ironically we are increasingly searching for more indirect benefits (such as the new trend of Wider Economic Benefits) such as house prices going up in Warkworth to justify the new motorway.

As a result, our communities are being severed by ever larger roads. If a motorway project has a poor BCR, it's simply called a "Road of National Significance" and the project is fast tracked by the Government appointed "independent" Environmental Protection Agency.

Meanwhile the share of national funding for public transport, walking and cycling is in decline. Railway lines are being shut down, there is no strategy to coordinate investment in our ports, and private motorists are subsidising the use of our road network by growing number of heavy freight trucks.

We've spent billions on new roads but congestion is worse than ever

Basically we're chasing our tails, as every three years the Government proudly announces record funding for more roads in response to ever worsening traffic congestion. If we're all getting rich in the process, should we give a damn?

I certainly do and ask that you do too. If we as the Transportation Group are really serious about being an authoritative professional organisation, then we must pause to question the situation we find ourselves in today.

We have to challenge the 'business as usual' approach foisted upon us by successive

Governments and reacquaint ourselves with most fundamental and important tool of transport planning: The Hierarchy of Treatments.

This hierarchy encourages us to consider the demand management side of transport planning before supplying more roading capacity, which itself is regarded as the option of last resort. The flow chart (shown on page 34) is a summary that former Auckland Regional Council developed (not long before it was lost in the Super City amalgamation).

In my view, good transport planning isn't difficult

In my view, good transport planning isn't difficult but it does mean a very different approach to that of the last 50 years. It's time to make public transport, walking and cycling the priority. We must change our perception of congestion being caused by "insufficient roading" to realising it is caused by "too many cars".

I encourage you to be inspired by the Hierarchy of Treatments; it will open your eyes to new ways of solving traffic problems that will also help address many of the social, economic and environmental issues that we face today.

For more information on the Hierarchy of Treatments for Transport Planners, contact Bevan by email: bevan@betterworldnz.com

What's your response to Bevan's opinion piece? Have your say. Email the editor at: daniel.newcombe@aucklandtransport.govt.nz



2103 Conference Review



It is a truth universally acknowledged that a traffic engineer in possession of a good costume must be an attendee at the IPENZ Transportation Group conference.

The sense of occasion created by Harding Consultants for our annual spectacle never fails to impress. You are more likely to

feel out of place in 'smart casual' than in a bear suit. Future attendees, you have been warned.

The Monday night dinner at this year's conference in Dunedin was a triumph which perhaps epitomised the atmosphere of the conference as a whole - 'much warmer than you might have expected'. Midway through the evening, and moments before the main course was to be served, an unexplained fire alarm found all 180ish attendees marching merrily from the dining hall into the dark Dunedin night. It could have signalled disaster.

Many a conference organiser was seen scampering about with widened pupils and nervously knocking knees, but in the end, it only served to bring us all closer. That's what happens when you spend time with 'industry friends' after hours. They become regular friends.

And that's the benefit of actually attending a conference. Any one of you could look up technical papers online; could contact the authors to ask questions, could generate ideas and email them up and down the country - but you cannot replicate the benefit of having stood under the stars with that author and philosophised about how beautiful the Dunedin night appears on a surprisingly warm April evening.

In addition to a predictably classy social offering, the conference technical programme offered variety and quality to delegates. The two-day program, condensed from a three-day

schedule typical of the last decade at least, meant a lot of choice for attendees. Clearly this brought benefits and costs. It was hard to choose between some sessions; presenters necessarily missed out on some sessions, and there was some disruption as portions of the audience switched rooms after each talk. However, it seems that it is the programme as a whole that attracts delegates.

Two days was short enough for energy levels to remain productive. The relatively large programme also provided for diverse presentation styles, such as posters and round-table discussions. In terms of content of technical sessions, it is difficult to summarise the diverse range of papers presented. Congratulations must go to all of those who take the time, often in their own evenings and weekends, to prepare technical papers and to construct truly engaging oral presentations.



Listening to a well crafted fifteen minute talk is like drinking a hot, smooth flat white. You don't get the same kick by reading about a flat white, or by looking at a picture of it, or even by emailing the barista. You've gotta drink it.

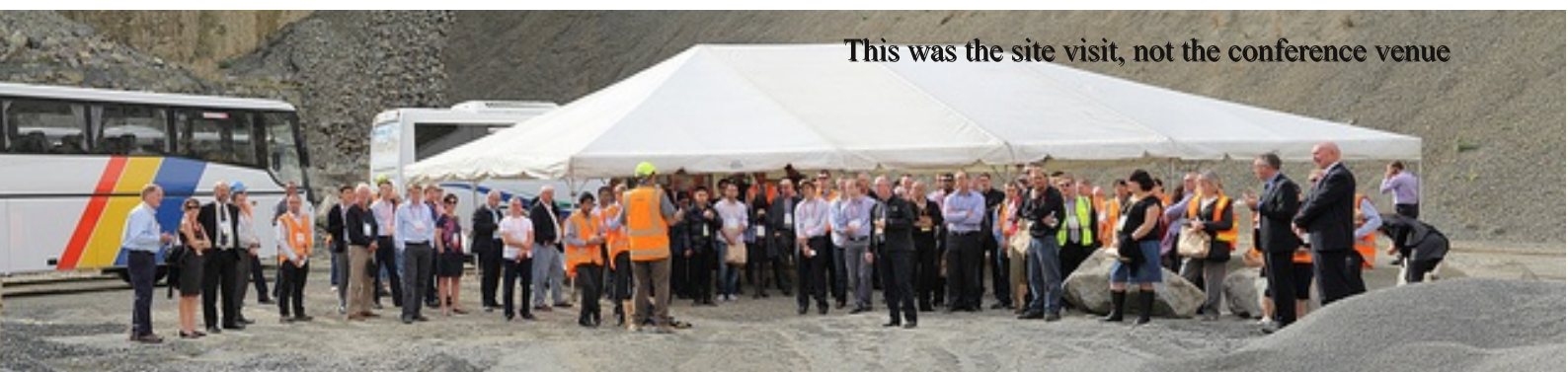
Special mention goes to the winners of the peoples' choice awards for best presentations. Jeanette Ward impressed on Monday with a clever application of her Masters thesis project to a real-city issue: how to objectively assess the benefits of one-way vs two-way streets (though the answer, like so many in our field, seems to be 'it depends').

Daniel Newcombe had the audience talking about infringing cyclists for days afterward with his tale of covert before-breakfast surveys of behaviour at Queen Street's most contentious intersections. Eddie Cook won the 'best poster' prize for his work investigating pedestrian provision at traffic signals, and Claire Pascoe was voted the best of the round table presenters with her discussion about car pooling.

You can view the conference papers and presentations at: <http://conf.hardingconsultants.co.nz/ipenztg2013>

If any topics from the conference interest you, do feel free to email the authors and ask them about their work. There is no possible way that such a communication could go badly; authors adore feedback. And you never know; it might be your first step toward making a new real-world friend.

Bridget Burdett, TDG



This was the site visit, not the conference venue



Conference dinner photos from Larnach Castle

For more photos go to: <http://conf.hardingconsultants.co.nz/ipenztg2013>



Three Musketeers from Auckland Transport

The hard-working Phil Dowsett rocks a kilt



Several locals gate-crashed the party

2013 Conference Award Winners

AA Best Technical Paper

Richard Young (NZTA), Chris Vallyon (Beca) "Money well spent? The challenge of finding primary data to demonstrate sound infrastructure investment"

Chairman's Prize

Stacey Rendal, Peter Cockrem (Abley Transportation Consultants) "How much choice is enough? Comparing the value of choice for different activities"

Best Technical Note

Andy Hooper (Auckland Motorway Alliance), Ranjan Pant (NZTA) "Auckland network performance monitoring & reporting: Evolution through collaboration"

Best Young Author

Dhimantha Ranatunga, Dave Wanty (MWH NZ Ltd) "The effect of opposing flow on the critical gap"

Highly Commended Technical Note

Robyn Gardener (Christchurch City Council), Angus Bargh (SCIRT) "Painting The Town Orange – Temporary Traffic Management After Christchurch's Earthquake"

Highly Commended Technical Papers

Renata Smit, Mark Laing, Grant Daniel (Auckland Transport) "Pakuranga to Botany busway – Collaboration in the super city"

Bryan Pidwerbesky (Fulton Hogan) "Pavement Specifications fit for Purpose"

A tender moment
caught on camera



Welcome Function at Otago Museum



People's Choice - Oral Presentation - Monday; Best Overall Oral Presentation

Jeanette Ward (Abley Transportation Consultants)
"One way or the other"

People's Choice - Oral Presentation - Tuesday
Daniel Newcombe (Auckland Transport) "Why do cyclists run red lights? Improving road user behaviour at traffic signals"

People's Choice - Poster Presentation
Eddie Cook (Invercargill City Council) "A study of pedestrian characteristics at traffic signals"

People's Choice - Roundtable Presentation
Claire Pascoe (Greater Wellington Regional Council), Nichola Davies (Auckland Transport)
"Lets Carpool: Weaving a national weave of commuter carpoolers"



2013 3M Award



2013 Winner

Brian Ward, Eddie Cook, Teresa Matassa
(Timaru District Council, Invercargill City
Council, Dunedin City Council)
“Active traffic warning signs”

Finalists

Mario Vulinovich, Sigrid McLisky, Vlad Tashakov
(Lightknight International Ltd) “Increasing safety at
night and at poor visibility conditions in highway work
zones”

**Neil Garnett, Michael Darnell, Henry Pretorius,
Malcome Flattery, Zachary Lawrence, Murray
Russell** (Opus International Consultants) “Milford and
Knobs Flat VMS in Fiordland National Park”

**Mark Lilley, Hamish Mackie, Richard Bean, Colin
Brodie, Kathy Mackenzie, Ken Holst** (NZTA) “Rural
school variable speed limits trial”

For more photos and details of awards go to: <http://conf.hardingconsultants.co.nz/ipenztg2013>

The National Committee* decided not to get dressed up this year, so came in their usual attire.



*Just to be clear, this
is not the National
Committee

Branch updates

Waikato/Bay of Plenty Branch

I have just got back from the UK, where I have been involved in the assessment and delivery of some local transport projects within Hertfordshire, so you will have to excuse the lack of lucidity in my writing.

One thing I did note was the increase in rural traffic calming and lower speed limits (see photos below), which is something that may be of relevance to those engineers involved in the Safe System approach. Without any detailed before and after data, my initial reaction

At our last branch meeting, we invited Sue Philbin along to join the committee and add her ideas and enthusiasm to the group, to add some extra life into our events. We are aiming to forge closer ties with the main IPENZ branch and NZPI within the coming months.

Please help us by supporting local events, even if it is just to drink free beer. If you have any thoughts, ideas or comments on the branch locally, especially if you would like to suggest an event, please contact Alistair Black, me or any other committee member.



Alan's photos of traffic calming from Hertfordshire

is that it works and the majority of road users appear compliant with the lower limits.

Well, we are halfway through the year already, and whilst we have had some good technical and social events we are falling behind programme.

It is worth noting that next year is the IPENZ centenary and a number of special events will be planned. We will be working with other groups to make these as unique as possible, so if anyone has any really good ideas, contacts or suggestions, please let us know.

Alan Gregory
Branch Chair

Canterbury/West Coast Branch

The Branch Committee met on 27 March and 10 April 2013, to get some events going for the start of the year.

Locally we hosted Andreas Köglmaier from Citilabs in Christchurch to talk about the functionalities of CUBE Traffic Modelling Software and recent changes. There was also lots of discussion around the options using the new Cloud operating environment.

A key event this quarter has been supporting Todd Litman visiting Christchurch on 13 May. This involved a day-long symposium covering the economic and social benefits of transportation options, in particular active modes of transport. There was a field trip organised to discuss the concepts raised in the morning session and how these could be included in improvements to the built environment.

Todd gave a summary of his morning discussion at the CAT forum over lunch. The Branch acted as a joint sponsor for the lunch event, to facilitate access for members to hear Todd. The day was highly successful and we hope all who attended found it informative.

Paul Burden (CCC) and Ryan Cooney (NZTA) spoke to Branch Members on 6 June about the activities of the recently formed Christchurch Transport Operations Centre (CTOC), bringing together highway and Council road operations. CTOC has been formed to place greater focus on safety and efficiency, improve traffic flows, and to inform road users of works on the Christchurch road network, to enable better choice of route and mode of transport.

We are also planning to hold a presentation night for local members to hear papers from the recent 2013 Transport Group Conference from our local presenters. We hope to get more information out on the date and venue soon. As always, ideas for events or other branch activities from members are welcomed, to the Chairman - James Park james.park@opus.co.nz or Administrator - Jared White jared@abley.com.

James Park
Branch Chair

Branch updates continued

Auckland/Northland Branch

Wrap-Up of Recent Events

Since March, the Auckland/Northland branch has had an action packed agenda, drawing large and enthusiastic audiences. Feedback from members has particularly emphasised the high quality and international reputation of speakers.

First, in late March we had Jarrett Walker, Principal of Jarrett Walker & Associates in North America, who also serves as Principal Consultant with MRCagney in Australia and New Zealand. Jarrett discussed how key elements of his book "Human Transit" might apply in an Auckland context.

He has been fundamental in the development of Auckland's 2012 Regional Public Transport Plan and emphasised the importance of keeping a high altitude when considering such significant network changes rather than getting bogged down in the specific details. To hear what Jarrett had to say check out <http://bit.ly/11Bb0Ce>

In April we hosted a joint presentation with IPENZ Auckland Branch on the Unitary Plan. Roger Blakeley, Chief Planning Officer from Auckland Council, provided us with an overview of the key changes proposed and some specific information on intensification and transportation issues. This topic continues to gain media attention and public debate in Auckland and it was

interesting to hear why Auckland Council has taken the approach it has. To hear what Roger had to say check out <http://bit.ly/13DKLy9>

At the beginning of May we hosted Todd Litman from the Victoria Transport Policy Institute. Held at the NZTA offices, our first (in living memory) breakfast meeting was well attended.

Focussing on transport equity and affordability Todd presented a range of interesting facts on some of the issues with our current transport modelling assumptions, the need to consider transport costs as part of housing affordability and whether road tolls and fuel taxes could actually work to help fund Auckland's transport network. We hope to offer more breakfast presentations in the future.

Upcoming Events

As winter kicks in the branch is engaging in more social and networking events. First up on 19 June we are co-hosting a Pub Quiz with the NZPI Young Professionals. This quiz will pit engineers against planners and no doubt will be a fun night. If you are interested in attending the details are:
Aurecon (139 Carlton Gore Rd, Newmarket)
5.30pm for 6pm start
Food and drinks provided
Prizes for winning teams!
RSVP through Pubquiz RSVP or email lennart@flownz.com

with IPENZ Auckland Branch, made a submission to Auckland Council on the first draft of the Auckland Unitary Plan.

Contributions were made on a variety of issues, resulting in a very comprehensive but focussed submission. Thank you to those that made a contribution, in particular Max Robitzsch for his valuable contribution to the transportation section of the submission.

We invite all members to keep an active interest in the development of the Unitary Plan as one of key documents that will shape the face of Auckland for generations to come.

We also urge you to familiarise yourselves with the pivotal aspects of the Plan and incite pragmatic, rather than emotive, debate around key infrastructure issues.

A copy of the submission is available on the IPENZ Transportation Group website <http://www.ipenz.org.nz/ipenztg/submissions/index.htm>

We are also keen to hear from members on any issues they feel the branch committee could improve on, respond to, or simply ideas for future presentations.

Matthew Hinton, Branch Chair
Pippa Mitchell, Deputy Chair

Central Branch

Upcoming Event:

Quiz Night – 16 July 2013. Jo Draper, Eliza Sutton and Laura Skilton have organised a quiz night open to Central Branch members (and colleagues) at the Green Man Pub.

A fee of \$10pp or \$50 for a team will be charged at the door. Profits will be used (along with a \$600 donation from Higgins) to sponsor a member's attendance at a technical conference.

An invitation with details will be issued to branch members in due course.

Southern Branch

The Southern branch committee are still recovering from the highly successful Dunedin conference. Look out for their update in the next issue.



The latest Auckland transport solution - coal miner cages

At the end of July we will host the annual Mid-Year Debate. This gives us a chance to take a light-hearted look at a key transport issue.

In previous years we have considered whether we 'Are we making drivers dummies?' or if 'Cyclists & pedestrians should obey the road rules'. We will be confirming the topic in the next few weeks – keep an eye out for details.

Submissions – Unitary Plan

On Friday 31 May the branch, in conjunction



SNUG

Signals New Zealand User Group

Advance Notice for the Signals New Zealand User Group (SNUG) Workshop 2013

SNUG is a subgroup of the IPENZ Transportation Group with the objective of bringing about the advancement of the fundamental knowledge of the art, science and practice of design, operation and maintenance of traffic signals.

Following the successful 2012 workshop, SNUG will hold it's workshop on 7 and 8 November in Napier. This will be the first time that the SNUG workshop is held in Napier.

The committee is keen to see the same level of enthusiastic presentations and social collaborations as seen at last year's workshop being maintained. The field of Traffic Signals and Traffic System Control is moving forward rapidly and the SNUG workshop is an opportunity for Traffic Signal Engineers, Clients, Traffic Systems Specialists, Contractors, Consultants and other practitioners to discuss current developments in Traffic Signal and Traffic System Control.

Early thoughts for the workshop programme are:

- RCA/area updates on how Signals, Traffic Systems and SCATS are being used
- Update on revision to the National Traffic Signals Specification
- SCATS update
- Asset management systems and practices
- NZ Innovation



The workshop programme is being developed right now and anyone interested in submitting remits or presentations should contact Haydn Wardley at Haydn.Wardley@tauranga.govt.nz.

The conference organiser is Andrew Prosser: Andrew.Prosser@tdg.co.nz

**Book the date -
SNUG Workshop 2013 - 7 & 8 November**

**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.

2013 domestic fees are \$731 incl. GST per course, plus Student Services levy (up to \$350/semester; 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> |
| ENTR613: Highway Geometric Design <i>(Block dates: 15-17 Jul, 23-25 Sep)</i> | Human and vehicle factors; sight distance; horizontal and vertical alignment; cross-section design; design plans; land use access; signs, marking, delineation; intersection design; major design project. |
| ENTR617: Traffic Engineering and Design <i>(Block dates: 29-31 Jul, 9-11 Sep)</i> | Traffic flow & queuing theory; traffic study design and analysis; local area traffic management; traffic signals; intersection safety; parking planning and design; traffic detection; intelligent transport systems. |
| ENTR618: Transport and Freight Logistics <i>(Block dates: 5-7 Aug, 16-18 Sep)</i> | Urban goods movement; transport/freight logistics; supply chain management; planning/design for other transport modes (rail, air, sea); major research project. |

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 **2014** (still to be confirmed; check with our website for more details.):

- ENTR611: Planning and Managing for Transport
- ENTR612: Transport Policy & Demand Management
- ENTR602: Accident Reduction and Prevention
- ENTR614: Planning & Design of Sustainable Trp
- ENTR603: Advanced Pavement Design
- ENTR615: Transport Network Modelling

For more details contact:

Dr Glen Koorey, Postgraduate Transportation Programme Coordinator
Phone: (03) 364-2951 Email: Glen.Koorey@canterbury.ac.nz

Energy and Transport



This paper by Ross Rutherford, which focuses on energy and transport, is intended to

assist in identifying some of the actions which ESR considers New Zealanders, communities, cities, businesses and New Zealand as a nation should be implementing as a matter of high priority. Some actions refer specifically to Auckland, but that does not mean that they may not have relevance to other centres.

ESR considers that the risks to humanity's future well-being from climate change are increasingly apparent and of major concern. Unless effective action is taken widespread environmental, social and economic disruption - including threats to food supplies for tens of millions of people, and a significant rise in sea level making highly-populated low-lying areas uninhabitable - appears likely.

All nations, including New Zealand, must contribute to dealing effectively with the causes and effects of climate change and must start taking effective action now. New Zealand should take strong leadership in responding to

climate change and not use the inactions of others as an excuse for doing very little. Effective change can be initiated by small nations such as New Zealand as the nuclear debate has shown.

We are convinced that the evidence is now clear that mankind has initiated changes to the world's climate whose consequences for future generations are potentially catastrophic. We see it essential that all individuals, communities, cities and nations recognise and face up to the challenges and to the changes required to reduce the potential future effects of climate change. This requires actions to reduce our greenhouse gas emissions or 'carbon



Engineers for Social Responsibility Inc. (ESR) is an independent group of engineers who consider that being knowledgeable in the field of technology means that they also have a special obligation to the public at large. This includes raising awareness of the engineering profession to the consequences of its activities and explaining to and discussing with the public the ramifications of developments in engineering and engineering works. For more information or to join, go to: www.esr.org.nz

footprint', and to enable us to adapt to the potential effects of climate change.

Our government has brought in the Emissions Trading Scheme as a step towards putting a price on the environmental cost of releasing carbon dioxide into the atmosphere and thereby giving users of fossil fuels a financial incentive to reduce emissions. The scheme involves the trading of New Zealand Units (NZUs) which give the right to emit one tonne of carbon dioxide or an equivalent amount of other greenhouse gases. This move has so far been completely ineffective for two reasons.

First, NZUs have recently been available from the government for \$12.50 and from other sources for as little as \$5. This is almost certainly many times less than the true cost to the environment of the greenhouse gas emissions involved. Second, pastoral agriculture, which accounts for around 43% of New Zealand's emissions, is exempted from the scheme (transport accounts for 23% of carbon dioxide emissions).

ESR is also concerned at the risks New Zealand runs by being heavily reliant on imported crude oil. In our view the geopolitical and economic risks of this reliance are either significantly underestimated or are ignored due to the lack of alternatives. These risks arise primarily from our excessive reliance on fossil fuels for our transport system and the lack of effective action to reduce that reliance.

In our view New Zealand's current response, which is primarily to encourage more drilling for oil including deep sea drilling, is short sighted and inappropriate. ESR considers that we should be giving high priority to reducing our dependence on crude oil for transport purposes. A vital part of achieving that objective is to develop and/or make available alternatives which reduce our greenhouse gas emissions and which are produced in New Zealand.

National Energy Policies

ESR considers that it is critical that the following policies be adopted promptly and implemented. It notes that there are other good reasons for implementing many of these policies and actions other than climate change or energy security risks.



These include making more efficient use of the existing transport networks, achieving more efficient urban form, improving health and fitness and improving the liveability of major urban areas.

1. Set Targets

Set firm and ambitious (but achievable targets) for the reduction on New Zealand's carbon dioxide emissions that ensure that New Zealand is at least doing its part internationally in taking steps to avoid unacceptable levels of climate change.

Set firm and ambitious but achievable 5, 10 and 20 year targets for increasing the generation of renewable energy in New Zealand. Among other things, aim for 100% of NZ's electrical energy supply to be from renewable sources within 30 years (currently approximately 73%). Sources include wind, solar PV, geothermal, tidal and bio-gas.

These targets need to be regularly monitored and the necessary steps taken to keep progress on track. They should

be included in the New Zealand Energy Strategy (NZES) and the accompanying Energy Efficiency and Conservation Strategy (NZECS) as appropriate. The NZES should revert to having a long term (30-40 year) horizon and should once again aim for a "low carbon future".

The NZES aim to reduce greenhouse gas emissions by 10-20% below 1990 levels by 2020 is made meaningless by the inclusion of the words "if there is a comprehensive global agreement and certain conditions are met". This should be replaced with a firm 10 year 20% reduction target and actions to achieve it. The NZECS should look well beyond

the next 5 years with ambitious aims and clearly defined targets.

2. Appropriately Price Carbon

Ensure that New Zealand has in place a workable way of putting a realistic price on emissions of carbon dioxide and thereby using economic signals as a key way of driving down emissions. This may be possible under a revised and more comprehensive Emissions Trading Scheme with a much higher charge for NZUs, but it may also require moving to a simpler carbon tax levied on all fossil fuels when recovered from the ground or when entering the country.

3. Reduce NZ's Reliance on Imported Oil

Currently about 70% of New Zealand's fuels are refined at Marsden Point from



imported crude oil, of which about half comes from the Middle East. Place high priority on reducing NZ's high reliance on imported crude oil. Alternatives to imported fossil fuels should be sought, for example by developing indigenous sources of biodiesel, and by the electrification of the main rail freight lines. In the short term consider greater use of Liquid Natural Gas for transport purposes.

Remove all barriers and impediments so that it is both simple and straightforward for any producer of electricity from

renewable sources to feed power into the grid, regardless of its size. Give the use of this power in the grid precedence over power produced from non-renewable sources. In Germany electricity grid owners are obliged to access energy suppliers producing energy exclusively by water, wind, solar, geothermal, natural gas, marsh gas or biomass and to purchase the electricity generated in such plants at certain minimum rates as provided for in the Renewable Energy Act 2000.

Set targets to increase the proportion of New Zealand's electricity generated from renewable resources to say 95% by 2020. In order to achieve this, set feed-in tariffs for all small or new producers using renewable sources that increase the payment for power they supply to

somewhat above market rates, with supporting revenue coming from power users; or alternatively introduce other appropriate financial measures so as to provide an incentive to ensure that the targets can realistically be met.

Actively investigate and support use of forestry waste products/ wood chips and other organic residue such as water weed from lakes and algae from sewage ponds to produce biodiesel and/or aviation fuel using the Fischer Tropsch process or an appropriate alternative.

Take leadership in supporting the deployment of electric cars and commercial vehicles. These could include the provision of fast charge stations and/or facilities for quickly replacing batteries.

Either produce significant quantities of drop-in biodiesel (non-fossil diesel able to be used directly without further processing) within New Zealand, or encourage the availability and use of flex-fuel vehicles through providing a network of E85 refuelling stations using ethanol produced in New Zealand. Flex-fuel vehicles are able to use petrol or a mixture of petrol and up to 85% ethanol.

3. Only Use Coal to Produce Fuels if CCS Included

Do not embark on schemes to produce liquid or gas fuels from coal or lignite unless they include reliable and proven provision for the safe sequestering and permanent storage of the carbon dioxide produced during this process (CCS). In the near future the costs of CCS are likely to be prohibitive.

4. Increase On-Shore Strategic Fuel Reserve

Reduce the NZ economy's exposure to a major disruption in the supply of crude oil to the Marsden Point Refinery or to a major disruption to the refining process, for example due to a tsunami or fire at the refinery itself, by substantially increasing the onshore strategic reserve of diesel and aviation fuel.

Land Use & Transport Integration

1. Better Integrate Transport and Urban Form

Encourage and support the integration of transport and urban form to reduce travel distances and better support effective public transport systems, walking and cycling. This includes higher density,

walkable development in selected centres with high quality public transport service and the discouragement of low density residential development on the urban fringes.

The Auckland Plan and draft Auckland Unitary Plan are good steps in this direction. Recent experience in the United States has demonstrated that property values in well designed, mixed use high density developments with excellent public transport access can be higher than elsewhere in the urban area and are more resilient to increases in fuel costs.

2. Use Scenario Planning to Inform Long-Term Plans

Use scenario planning to inform the long term planning measures for Auckland and other cities to better enable land use and transport planning to mitigate and anticipate potential future effects of climate change, and to facilitate specifically incorporating climate change risks in land use and transport planning.

Transport Policies and Actions

1. Transport Funding

The Government Policy Statement (GPS) on Land Transport Funding sets out the government priorities for expenditure from the National Land Transport Fund over the next 10 years. In our view the GPS 2012/13-2021/22 places excessive emphasis on state highway projects, one consequence of which is reduced funding for urban public transport, walking and cycling projects.

The GPS 2012/13-2021/22 has resulted in an increased emphasis on economic efficiency as measured through project benefit cost ratios in allocating national funding to projects. This tends to favour road rather than public transport

investment due to the generally greater ability of major road construction projects to reduce peak period traffic congestion in the short to medium term. Funding should instead be directed towards achieving agreed long term strategic outcomes with more discretion given to the major urban areas to use the available funding for this purpose.

Auckland-Specific

Having given Auckland the land use and transport planning tools to determine its own future, it follows that Auckland Transport should be given the ability to fully implement its Integrated Transport Programme 2012-2041 (ITP) which supports the Auckland Plan. Auckland must be able to compete internationally with other cities as a place to live and do business, and central government should support Auckland's land use and transport plans to achieve this. Current funding limitations leave a substantial shortfall in funding the 30-year transport programme outlined in the ITP.



This does not imply that ESR wholly supports the current ITP. In our view there the current programme is not sufficient to achieve its objectives.

The following policies and actions refer

specifically to Auckland, but could also be adapted to other cities.

1. Use Pricing to Improve Transport System Efficiency and Generate Revenues

Use pricing to improve the efficiency of use of Auckland's existing transport system through an appropriate mix of the following measures – congestion pricing, parking charges, pay-as-you-drive insurance, transport fuel pricing, and, potentially, a carbon tax. Use the additional net revenues generated to help reduce reliance on travel by car and to fund and develop alternatives to the use of crude oil as a transport fuel.

Congestion pricing is a powerful tool for making more efficient use of the existing road network. The net revenues can be invested in alternatives to travel by car during the congested peak periods, and to otherwise assist those who may be unable to afford the toll but still need to travel. We see it essential that Auckland includes congestion pricing as a core element of its transport strategy.

2. Make Limitation of Total Vehicle Travel Distance a Priority Target

Set the limitation of total vehicle travel distance (VKT) in the Auckland region as a priority target in the Auckland Integrated Transport Programme. For example, aim to limit VKT to no more than the current level by 2040, then progressively reduce VKT travelled using firm but achievable stretch targets. Set complementary targets for private vehicle occupancy levels and public transport mode share. Regularly monitor and report on progress and where necessary take action to achieve the targets.

To put the above in perspective, the recently released Integrated Transport Programme 2012-2041, which assumes

that Auckland's population increases by 67% from 1.5 million to 2.5 million by 2041, shows a projected increase of approximately 68% in the person kilometres travelled by private transport. In other words the planned programme of expenditure does nothing to reduce even the annual car travel per person

access to the North Shore, either by bus or rail (electrification of buses using the North Shore Busway would make a bus tunnel option to or within the city centre more feasible and could avoid or substantially delay the need for a separate heavy rail line to the North Shore).



over the next 30 years, let alone the region's total car travel dependence.

A focus on total vehicle travel distance encourages development of a more compact urban form more suited to public transport, and measures which improve the effectiveness of the transport system in moving people rather than vehicles. Currently reducing congestion is the unstated de facto target. Prioritising reducing congestion almost inevitably leads to an overemphasis on road construction, and underinvestment in public transport, walking and cycling.

3. Build the City Rail Link

Construct the City Rail Link in the Auckland city centre to improve the efficiency and effectiveness of the passenger rail network and the accessibility of the city centre. In conjunction, improve public transport

New Zealand-Wide

1. Include Climate Change Risks in Infrastructure Planning

Specifically include potential future climate change risks such as flooding due to increased rainfall intensities and storm surges, and potential sea level rise scenarios in transport infrastructure decision making.

Identify and take action to protect existing highway infrastructure vulnerable to coastal erosion and more intense and frequent storm events. This includes bridge and culvert retrofits.

2. Focus Transport Policy on Moving People and Freight not Cars

Make it absolutely clear that the primary transport policy objective is to efficiently and effectively move people and freight,

not vehicles. This inevitably means that in some transport corridors or arterial routes, low priority will be given to facilitating movement by single occupant private vehicles.

3. Prioritise Public Transport on Selected Arterial Roads

Give more priority to buses on those arterials which are major bus routes. Make it clear that on those arterials whose primary function is to move people on public transport, the emphasis is on reducing delay to buses not private transport during the congested peak periods.

4. Encourage Higher Vehicle Occupancy

Encourage higher vehicle occupancies through incentive measures such as more transit priority lanes (T2/T3 lanes), pricing, and parking privileges; through "real-time" ridesharing using smart phone apps to match drivers and potential passengers; and through encouraging car share clubs.

5. Move Freight More Efficiently and with Reduced Emissions

Where appropriate give priority to moving freight, particularly outside the weekday peak periods. Identify where and when this applies and how it will be implemented.

Facilitate longer distance freight movement by rail noting that electrification of the main rail lines combined with a true pricing of carbon dioxide emissions would encourage more use of rail for moving freight. In addition, actively support inter-urban passenger services (such as a Hamilton to Auckland service).

6. Encourage Businesses to Reduce Greenhouse Gas Emissions

Encourage the collaboration of businesses in identifying and implementing measures to reduce greenhouse gas emissions and vehicle kilometres travelled (VKT) and hence reduce business operating transport costs, and to support a reduction in VKT per employee for the trip to work.

7. Reduce Urban Bus Transport Reliance on Imported Diesel

Reduce urban bus system's reliance on imported diesel. This could include using ethanol, biogas, electricity or LNG noting that natural gas is now much more widely available. LNG can be sourced from "friendly" countries or more stable regions, and has lower greenhouse gas emissions making it a potential interim solution. Electric buses charged at bus stops using wireless technology (inductive charging) are currently being trialled in Mannheim, Germany and may be a promising future urban transport option. Auckland University has been leading in the development of this technology, and is working with Qualcomm. A trial of Qualcomm's wireless

electric vehicle charging technology is currently underway in London with a fleet of 50 vehicles. The system charges the electric vehicles while parked by transferring energy from a ground-based pad to a pad located under the car.

9. Make Appropriate, Fact-Based Technology Decisions

In determining the most appropriate public transport technology for a corridor or area first identify the objectives, constraints and costs, then select the most appropriate technology. Avoid the tendency to first identify a technology, then to seek to apply it to a specific location or problem. Be willing to look at innovative transport technologies now coming available for commercial operation such as elevated electric 'pod' systems operating on relatively narrow guideways.

10. Encourage Walking or Cycling as an Alternative to Driving

Place high priority on identifying and implementing measures to encourage walking and cycling as alternatives to driving. These include providing more



and safer pedestrian crossing opportunities at high pedestrian activity locations; reducing vehicle speeds in residential areas and town centres; and providing more quality, attractive pedestrian routes. They also include linking existing cycle lanes and cycleways to provide continuous cycle routes; cycle hire schemes; electrically-

assisted bicycles; and improved end of trip cycle facilities.

11. Improve Operation of Transport System to Reduce Greenhouse Gas Emissions

Identify and implement measures to improve the operation of the transport system to reduce greenhouse gas emissions. Examples are linking traffic signals to provide better progression along key routes and hence reduce emissions, and limiting vehicle idling through measures such as reducing delays and switching engines off when idling for more than 10 seconds (supported by a countdown to the end of the red phase at traffic signal controlled intersections or prior to raising of the barriers at level crossings).

12. Encourage Location of Solar Panels along Highways

Locate solar panels along highways, e.g. attached to noise barriers, to provide power for roadside lighting, signs etc. and potentially feed into the national electric grid to produce revenue. In addition progressively convert all roadside lighting to energy efficient LEDs.

Ross Rutherford, May 2013, with thanks to the following people in particular for their valuable contributions – Peter Whitmore, Don Houghton, John Blakeley, Ian Montanjees, Lawrence Carter and John La Roche.



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Appeal for a wise political response to our deteriorating world

A group of 100 celebrated and widely respected New Zealanders recently launched an appeal to all political parties to design robust cross-party strategies and policies to avert the following risks and give future generations the best chance of security, peace social justice and opportunity for all. The leader of this appeal, Sir Alan Mark, Professor Emeritus Department of Botany University of Otago and celebrated for his involvement in many organisations and issues, will be in Auckland during June for a series of talks to promote the five objectives of the appeal.

- 1 Economic Security: the risk of a sudden, deepening or prolonged financial crisis.
- 2 Energy and Climate security: the risk of continuing our heavy dependence on fossil fuels.
- 3 Business Continuity: the risk exposure of all New Zealand business, including farming, to a lower carbon economy.
- 4 Ecological Security
- 5 Genuine well-being: the risk of persisting with a subsidised, debt-based economy, preoccupied with maximising consumption and GDP.

Professor Sir Alan Mark is an Emeritus Professor at the University of Otago; a professional plant ecologist who has spent most of his lifetime researching the ecology and sustainable management requirements of a wide range of indigenous ecosystems, most notably the South Island high country tussock lands and the Fiordland lakes Manapouri and Te Anau. He has published some 200 scientific papers and a book on NZ Alpine Plants (recently revised as "Above the Treeline: A nature guide to alpine New Zealand").

Thursday 20th June 7.30pm

Room 3.407 School of Engineering, University of Auckland, 20 Symonds Street, Auckland
 Cost: Nil
 Website: <http://www.esr.org.nz>
 Contact: johnlarochex@xtra.co.nz

Connect Auckland- Where Engineering can take you: from Auckland to Samoa via Ethiopia and India

Connect (a professional network for women in engineering and construction) and the University of Auckland (School of Engineering) Women in Engineering Network present a lunchtime presentation on the opportunities for Engineers to work in developing countries.

Engineers have the skills to work around the world in development and relief. The speakers will share their experiences in a diverse range of countries, their career paths and what enabled them to get where they never knew they wanted to go.

The three speakers all graduated from the University of Auckland over 10 years ago and all chose to work overseas in development and relief as part of their career development. They are now pursuing three quite different paths.

- Greer Lees BE, CPEng, MIPENZ: Consultant- Water and Sanitation engineer in Ethiopia - PhD student.
- Bernice Chiam BE, CPEng, MIPENZ: Consultant-Project Engineer NZ -Water and Sanitation engineer in the Maldives, Liberia, India- Project Engineer NZ.
- Victoria Fray BE, CPEng, MIPENZ: Consultant - Water and Sanitation engineer in the pacific and North Korea- programme manager for international development projects.

Monday 8th July 12-1.00pm (you are welcome to bring your lunch)

Location: Room: 1.439, Faculty of Engineering, 20 Symonds St, University of Auckland

Cost: \$5.00 cash on the door. Proceeds will be split between The Red Cross and Connect.

Registration: Please register via the link below.

<https://www.ipenz.org.nz/ipenz/nzecal/event-registration.cfm?eventID=6721>

All welcome to attend- please circulate to your networks.

Please contact Rachel McKeag if you have any questions rmckeag@ipenz.org.nz (04 474 8984)

To advertise an event here, contact the editor at: daniel.newcombe@aucklandtransport.govt.nz



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IPENZ
TRANSPORTATION GROUP



Photo Competition

This edition's theme:

Best 'Community- Amended' Sign

Seen a better one? Send it to:
daniel.newcombe@aucklandtransport.govt.nz
and win the adulation and begrudging respect of your peers.

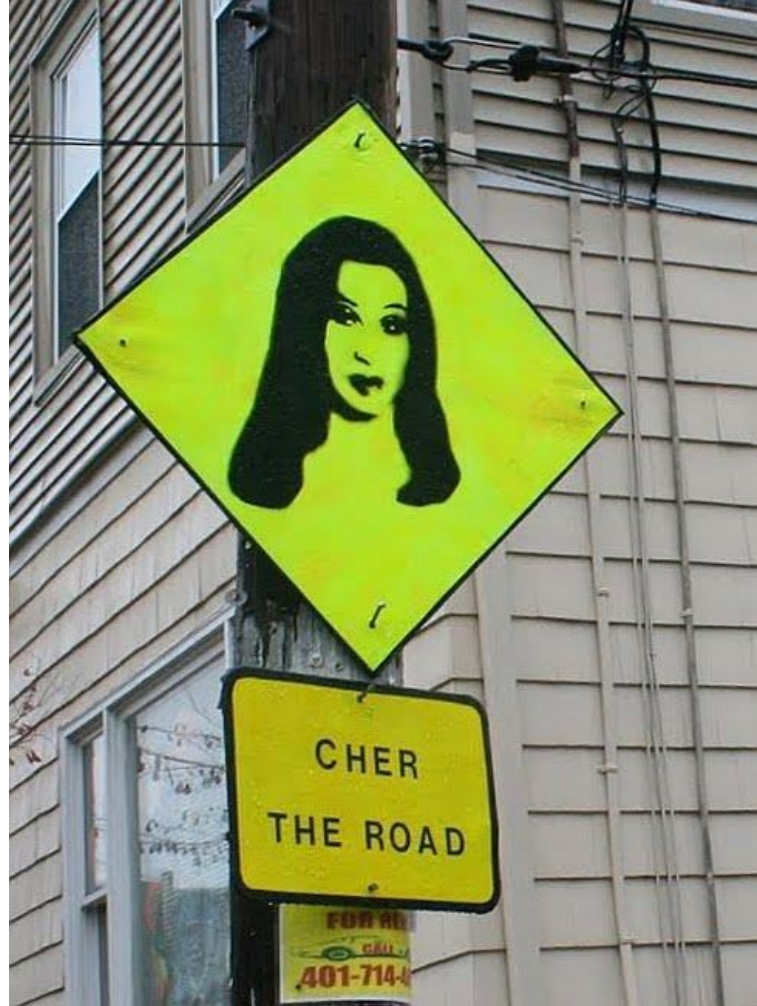


Photo credit: the Well-Connected Alliance

These circular structures are the bored piles that the SH20 Waterview Tunnel Boring Machine (TBM) will break through when it starts tunnelling to the North in October and when its ends its return journey, an estimated two years later. Work continues 24 hours a day, 7 days a week in the Southern Approach Trench in preparation for the arrival of the TBM in July.

Getting the fundamentals right: 10 years of 'Cycle Planning and Design' industry training



Over the last decade, some 812 people have attended one of 48 sessions of the Fundamentals of Planning and Design for Cycling industry training course. Axel Wilke looks back and assesses the history and legacy of the programme.

First, it's worth recalling the many things happening in New Zealand that converged to form the basis of the training course. This was a time when people in governmental roles and professional circles (notably the IPENZ Transportation Group) were realising a need to take cycling more seriously.

These were also the early years of the NZ Cycling Conference, which began as Planning for and Promoting Cycling in Urban Areas in 1997. CAN had started advocating on a national level in the late 1990s, and in 1999 there was a change of government to Labour (with Greens influence, and Sue Kedgley in particular was pushing for action on cycling).

In 2002 the government announced its 'Moving Forward' package of actions, including the preparation of the first Walking and Cycling

Strategy. Transfund began national funding for cycling (up until then, cycling had not been considered a national issue and had thus not justified government funding support). It would be fair to conclude that the training course came just as there was a gap to be filled, in sharing cycling planning and design expertise with the wider profession, rather than the existing few 'keen' professionals.

Other key developments in the cycling area at the time were the development of a NZ Supplement to Austroads Part 14, which was drafted in July 2003 by Transit (on behalf of the Road Controlling Authorities Forum). This work was led by Andrew Macbeth, with myself and

little industry knowledge about cycle planning and design, and things would never change unless somebody did something about it. During my undergraduate engineering degree at Canterbury University, a single 45 minute lecture on cycling was provided, but this session also covered walking and street lighting. So what to do?

A consortium of like-minded people was formed with Alix Newman (my colleague, a cycle planner at Christchurch City Council), Glen Koorey (at the time with Opus Central Labs), and Kerry Wood (self-employed). It was essential that we got buy-in of key industry players; after all, we didn't want to start teaching and then find that road



Glen Koorey presenting in Napier in October 2007

Alix Newman assisting. The LTSA was also working on the Cycle Network and Route Planning Guide (CNRPG), led by Tim Hughes, with assistance from Paul Ryan. The first draft was issued in 2003.

I first mooted the need for an industry training course in late 2000, based on the fact that there was very

controlling authorities didn't agree with the course content. To that end, a funding application was put to Transfund New Zealand for the development of the course material, and after 18 months of persistence, in 2002 funding was approved.

An industry survey revealed that most demand was for a single-day

training course. The four of us therefore developed the course material, which was no simple exercise as there were few agreed on or relevant NZ guidelines at the time. Consequently much of the relevant guidance was developed by us, but with strong input from Tim Hughes and Lyndon Hammond (Land Transport Safety Authority staff).

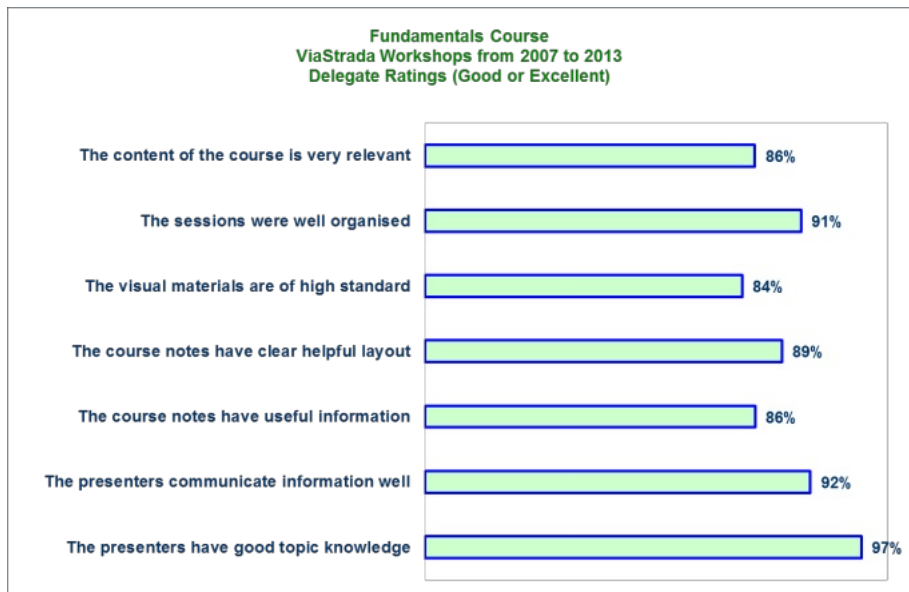
The course development team had the objective of increasing the knowledge of the industry about all matters concerning cycling. As many of us interacted with advocates, we formulated the secondary objective of wanting to



Axel receives the 'Best Cycling Promotion' award at the 2005 Cycle Friendly Awards

upskill advocates as well, so that they could benefit from the knowledge improvement at the same time, but also learn about the constraints that the industry has to work within.

To ensure we were on the right track, we used a peer review process with staff from LTSA, Transfund, Transit NZ, and two peer reviewers from the industry: Paul Ryan (Opus Hamilton) and Roger Boulter (Hamilton City Council). The peer review culminated in a pilot course in June 2003 in Christchurch, which allowed the peer reviewers to assess and suggest changes to the course material. These suggestions were incorporated into the course, and a further eight courses were run in the second half of 2003. In 2006, we ran a less technical half-day version of



the course for 'decision-makers', but there was not much demand for this initiative.

Administrative tasks such as course registrations and venue bookings were undertaken by the NZIHT until the end of 2005, then BikeNZ's advocacy manager Stephen Knight, and since late 2006, the courses have been administered by my company (first Traffix; then ViaStrada).

The most regular presenters have been myself (36 courses), Glen Koorey (22 courses), and Andrew Macbeth (21 courses). Andrew returned to NZ from Canada after the consortium had started the course development work, and he was thus not part of the development team, which he very much regretted.

The course material has changed significantly over the years. When the pilot course material is compared with the latest material, a huge

amount of change can be observed. The sets of 2003 and 2013 presentations are online – have a look for yourself:

<http://viastrada.co.nz/planning-and-design-walking-cycling>

Whilst keeping the material up to date is time-consuming, it is imperative that the information is relevant to attendees and reflects the changes in best practice that naturally occur over time. Course evaluation results have been kept since 2007, and as the graph below shows, the course is rated highly by attendees.

So what has the course achieved? A valuable early success was that it forced interested parties to sit down and define cycling guidelines applicable to New Zealand. The course has been recognised within the cycling fraternity and won the 'Best Cycling Promotion' category at the 2005 Cycle Friendly Awards.



This image has nothing to do with Axel's article

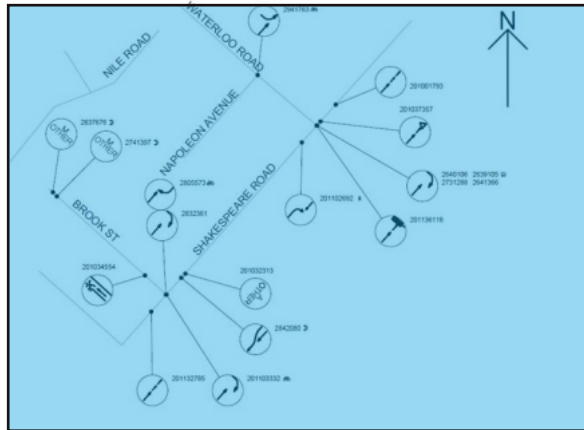
CAS User Licences – What you need to know

Within NZTA's Crash Analysis System (CAS), Traffic Crash Reports (TCRs) contain information that is considered "private" in terms of the Privacy Act and as a result NZTA has a responsibly to carefully manage that information.

In the past some, but not all, CAS users held privacy agreements with NZTA or a predecessor organisation, however these agreements were found to be weak legally. NZTA did not have visibility of all CAS users, and was aware that TCRs were being printed and distributed in a relatively uncontrolled manner and also that end users were using the TCRs to contact crash victims, which is the sole privilege of NZ Police. NZTA had two options: ban access altogether or develop a technical solution and licensing regime which allowed as far as possible end users to continue as before.

As a result NZTA has gone to considerable expense to develop a system which blanks private information on the scanned reports whilst maintaining visibility of the driver statements which are useful in crash reduction studies. This was technically extremely difficult to implement across multiple form types over multiple years and is acknowledged as imperfect.

Users who see the blanked reports have what is known as "Full" access and have a high-level privacy agreement with NZTA. Users who only want to see the TCR diagram page have "Easy" access and do not have privacy agreements with NZTA. Users with "Easy" access can upgrade to "Full" access (currently at no extra cost – see contact details below).



Not all private information is blocked and much information, including the third line of the driver's address, their age, etc. can be found via the tabulation screen. Only a tiny group of users can now see the reports in an unrestricted way – for the most part NZ Police and, for obvious reasons, NZTA's CAS processing team.

Whilst it is acknowledged that implementing this licensing system has added time to the application process for some users (as well as NZTA itself, having dealt with applications from over 900 users so far), this was a necessity in order to comply with the Privacy Act.

CAS training videos

<http://www.nzta.govt.nz/resources/crash-analysis-system/training.html>

For crash data requests, please email your requests to: cas.info@nzta.govt.nz

IPENZ Transportation Group Study Award

The IPENZ Transportation Group aims to advance the knowledge base and practice of the transportation engineering profession in New Zealand.



Each year the Group provides a Study Award worth up to **\$10,000** for a Group member(s) to undertake study in New Zealand or overseas, to learn about issues that are important and topical in transportation engineering, and then to spread that useful and usable knowledge to colleagues around New Zealand.

Apply for the IPENZ Transportation Group Study Award and help the profession learn more about important transportation issues. The essential requirements are that the study area is relevant to the interests of the Group, and that you document and disseminate your new found knowledge to your Group colleagues. For details of the Study Award and how to enter go to: <http://www.ipenz.org.nz/ipenztg/index.htm>

The deadline for 2013 applications is Friday 28th June 2013. Enquiries or applications should be sent electronically to:
IPENZ Transportation Group Awards Co-ordinator
Daniel Newcombe
Phone: (09) 447 4404
Email: daniel.newcombe@aucklandtransport.govt.nz

Tribute to Barbara Sabey

- Road safety pioneer



In the March 2013 edition of Roundabout I wrote a brief piece about Barbara Sabey who passed away on 23rd February 2013.

This tribute more fully describes Barbara's time in New Zealand. It is based on the personal memories of the people listed at the end of this tribute, and as a consequence may not be entirely accurate or complete.

John Toomath, then the Chief of Traffic Research in the Ministry of Transport, initiated an invitation to Barbara and she took a year's leave from the TRRL in 1984 to work in NZ. She was based in the MoT in Wellington and worked with staff in the Research Branch and the Traffic Engineering Branch – including Stuart Badger, Mike Jackett, Simon Robson and Tim Hughes. She drew up the blueprint for the programme which became known as the National Accident Investigation Programme (Now known as Crash Reduction Studies).

Bill Frith remembers “Barbara spent a lot of time on the 10th floor at Aurora house painstakingly sticking pins in crash maps. I admired her tenacity.” Stuart Badger: “I remember Barbara looking worried once after we figured out that the SH1/Porirua intersection at Mungavin Avenue was the most dangerous intersection in NZ. She said “But I drive through that every day”.

Tim Hughes: “Site data had to be assembled by manually searching through all the possible combination in a computer printout. Accident reports were on 35mm aperture cards. She worked long hours using these manual methods to do what now with CAS we can

accomplish at the push of a button.”

Barbara produced a Traffic Research Report: “The pattern of accidents in urban areas in New Zealand”. This was the basis of a pilot study of an urban area, and Hastings City was chosen for the pilot. Tim Hughes recalls “Bert Selles the engineer in Hastings District welcomed Barbara enthusiastically. So Hastings got the pilot project and Simon Robson got to be our representative on the pilot. Interesting that Simon now works there.”

Not only did Barbara lay the technical foundation for the programme, she made submissions to the National Roads Board. She convinced the Minister of Works and Development Fraser Coleman who, in turn, convinced the Board to support the programme with staff and resources. Stuart Badger remembers: “She was brilliant at bringing organisations together – got MoT and Works into the SH teams and



Barbara and Ian at Barbara's apartment in Sunningdale, 2011

cooperating, and her vast knowledge of what had worked and how was enormously influential.”

Barbara led the initial accident investigation study of a section of State Highway 1 north of Wellington. The study team comprised Barbara with the late Roy Coddington and Stanley Chesterfield from the Ministry of Works and Development and Mike Jackett from the Ministry of Transport. Legend has it that Barbara insisted that the study team took its breaks in a certain café in Levin that sold delicious Devonshire Teas.

Stanley recalls “Yes, I remember those times with Barbara, Mike and Roy – a very interesting time for a number of reasons. Coffee stops were high in the priorities and Roy's pipe also played a significant part!”

Legend has it that Barbara insisted that the team took its breaks in a certain café in Levin that sold delicious Devonshire Teas

Barbara recruited me to lead the implementation the programme for the Ministry of Transport. “But I don't know anything about traffic engineering” I said when she approached me (I am a physicist by training as was Barbara). “That doesn't matter” said Barbara, and so it proved to be.

After leaving New Zealand, Barbara continued to keep in contact and support us. She maintained the contact between us and Mike Goodge then at Devon County Council. Through Barbara, Mike Goodge, Mike Jackett and I arranged for an exchange of staff with Tim Hipwell coming to New Zealand supposedly to show the colonials how it was done, while John Garvitch went to Exeter supposedly to learn the ropes from the experts. In fact, Tim learnt a lot from us and John was able to contribute some unique NZ experiences in Devon.

Alan Dixon was recruited from the UK using Mike Goodge as an interviewer. Alan recalls: “When I worked for Lancashire County Council in the late 70's, I attended an evening lecture at which Barbara was the guest speaker.”

Alan was inspired to pursue a career in accident investigation and to a position in New Zealand “all thanks to that one evening listening to Barbara and the absolute enthusiasm that she spoke with about her work. Luckily I was able to

meet Barbara on her various visits to NZ and thank her.”

I invited Barbara to return to New Zealand in 1988 to review our progress in implementing her blueprint, and I think we got quite a good report card along with some recommendations for improvements.

Tim Hughes writes “Barbara [in her report] recommended that NZ change the left turn vs. right turn Give Way rules. We were happy to quote her on this and pleased to say it actually happened many years later while she was still alive.”

In 1990 I started work on Safety Audits in NZ, and Barbara again proved to be a wonderful contact person. I recall attending a conference in the UK where Barbara introduced me to some more very useful contacts, including Tim Cheeseborough who was then at Hampshire County Council. Barbara returned to NZ in about 1993 on a

private visit. She toured the country and met up with many people.

New Zealand will remember Barbara not only for her significant contribution to road safety here, but also for the way she mentored and encouraged younger engineers, and for her networking amongst international colleagues.

Barbara was a keen rally driver and then navigator, but we have no collective memory of her participating in this sport in New Zealand, though Bill Frith thinks her private visit may have involved some rally driving.

Simon Robson remembers: “I enjoyed Barbara’s company travelling on a number of trips to Palmerston North and Hawkes Bay. We often talked of her interest in motor sport and her years as navigator – back-up driver to Pat Moss in car rallying in England and I think in Europe. Barbara enjoyed the travelling and meeting other engineers, trying out NZ back roads and unsealed scenic back

country”

Barbara was also a keen swimmer. Alan Dixon remembers “her love of bathing in the sea at every possible opportunity.” Her favourite beach was a secluded beach near Titahi Bay, possibly Onehunga Bay.

This tribute was compiled by Ian Appleton with assistance from Mike Jackett, Simon Robson, Carne Clissold, Stuart Badger, Stanley Chesterfield, Bill Frith, Tim Hughes, Alan Dixon, Tim Cheesebrough, Steve Reddish, Chris Hewitt and Colin Goble. A more comprehensive review of Barbara’s life and very considerable contributions to road safety (including a tribute from Richard Allsop for PACTS and the script of her funeral service) is available from the author and we hope to place on the IPENZ TG website shortly.

Ian Appleton, May 2013

Some final remarks:

Stanley Chesterfield:

“Barbara was a knowledgeable and very helpful lady.”

Bill Frith:

“A truly memorable lady!”

Simon Robson:

“She sowed a seed that has helped many local authority and government engineers to see road safety practices being incorporated into their daily decisions and work practises that have saved lives and reduced injuries.”

Chris Hewitt:

“For myself, [she] was very influential and motivational. A great lady whose influence will have saved many lives for sure.”

Colin Goble:

“She provided inspiration and guidance to many people throughout the country.”

Stuart Badger:

“An absolute star, sorry to hear of her passing.”

Alan Dixon:

“An absolute inspiration and I am saddened by her passing”

Carne Clissold:

“Road safety and traffic engineering very much benefitted from Barbara’s helpful advice that was accepted and also put into practice. She was also very helpful in showing New Zealanders around TRRL and arranging meetings with other experts.”

And finally Viv Abbott (Barbara’s neighbour in England):

“Barbara had a good send off, some lovely tributes were read out and a lot of people came to the reception afterwards, quite a reunion for a lot of them.”



Personal Reflections on Todd Litman's Speaking Tour



Opinion piece by Jo Draper, Central Branch

Many areas of the country have had

the benefit of presentations and workshops from Todd Litman in recent weeks.

Todd is a well respected thinker from Victoria in Canada who runs the Victoria Transport Policy Institute. Todd illustrated a virtuous cycle to city planning whereby by limiting car parking and intensifying land use, lot sizes can be made more compact; destinations become more walkable; developers intensify land use; there are more people in a given urban area, which means businesses become more viable, and businesses can be walked to thus alleviating congestion costs; so you don't need a car, and you don't need car parking, all to the benefit of the economy.

This concept runs counter both to historical NZ planning policy and current economic thinking. Traditionally politicians, planners and developers have tended to presume that, by building a wonderful out-of-town shopping centre that everyone can drive to, they will make more money. Todd's model indicates there is another way of thinking.

This theory in itself is nothing new. What Todd is able to demonstrate is what happens when political will is applied to take some progressive ideas forward as is apparently the case in Victoria.

While Wellington, at least, demonstrates many of the characteristics of what Todd calls a "Smart Growth" city, including a

compact urban core and good public transport, this is due to topography, and the modes of transport which were prevalent at the time the CBD was built, not by explicit design. Compact cities are unfortunately the exception, not the rule in New Zealand.

Todd presents a very attractive vision for the future which sits well with both theory and practice in a compact, walkable city like Wellington and is compliant with some of the goals in the Auckland Unitary Plan currently being developed. It is when he starts to venture outside of city boundaries that his theories start to become less robust. Take for example, this article in which Todd expresses his view that the Kapiti Expressways will worsen congestion in Wellington - <http://bit.ly/17IXXGa>

He says:

"When that new highway is expected to increase the number of automobile commuters to downtown Wellington ... those are all going to be on the surface streets [ordinary streets, not motorways]." If traffic congestion was a problem in Wellington now, it was only going to get worse when a "huge highway" was added, he said.

The problem here is that Todd is applying a "one solution fits all"

While his opinion is of course valid, it was out of context with and confuses the message of his presentation about smart growth in cities.

With a population of just over 4 million, as compared with 33 million in Canada, the problems faced in NZ are exacerbated by the poor economies of scale and buying power of a country with a small population. To a casual visitor, sitting in a city, the severity of problems on our topographically-challenged roads may not be apparent.

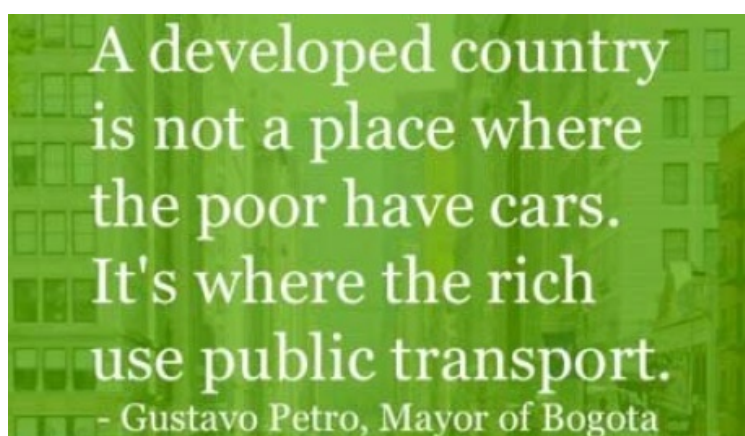
Many driving visitors are shocked by the nature of the state highways in New Zealand: single lane roads with challenging curves and steep drop offs in places. This is a function both of challenging topography and low population which has not resulted in sufficient funds to build infrastructure to the same specifications applied in many parts of Europe and the North America.

The traditional multi-modal approach to inter-city transport planning (an area which I did not hear Todd comment on at all) would have us shifting from road to rail for our major journeys instead of building inter-city expressways.

This is another example of where general theory does not sit well in such a sparsely populated country. Between many urban centres, (Auckland and Hamilton for example) there are no regular commuter rail services and, in some cases,

no rail lines at all.

It is difficult to conceive of the situation dramatically improving in the context of the relatively small city sizes and relatively big distances between centres



Quote from Todd Litman's presentation

approach to transport planning in New Zealand. He made no comment about longer-distance travel in my hearing of his presentations, yet obviously feels sufficiently educated in the NZ travel context to be able to take a position of opposition to a national roading scheme.

of population in this country. Even where rail services exist, they will not be suited to every journey.

Like it or not, roads are here to stay and while Kapiti Expressways may well result in increased traffic into Wellington, there is no reason why the walkability or compactness of Wellington as a city would be compromised by improved arterial routes north out of the city.

More importantly, they will also result in a vastly improved and much safer driving environment.

Building expressways may indeed induce traffic and worsen congestion in Wellington. However, the only real

conflict between inter-city roading improvements and urban walking and cycling improvements is that they compete for funding.

There is no reason why a progressive nation cannot benefit from safe, well designed inter-urban highways while also having safe, walkable streets within the urban environment. Further, we owe it to ourselves to have both.

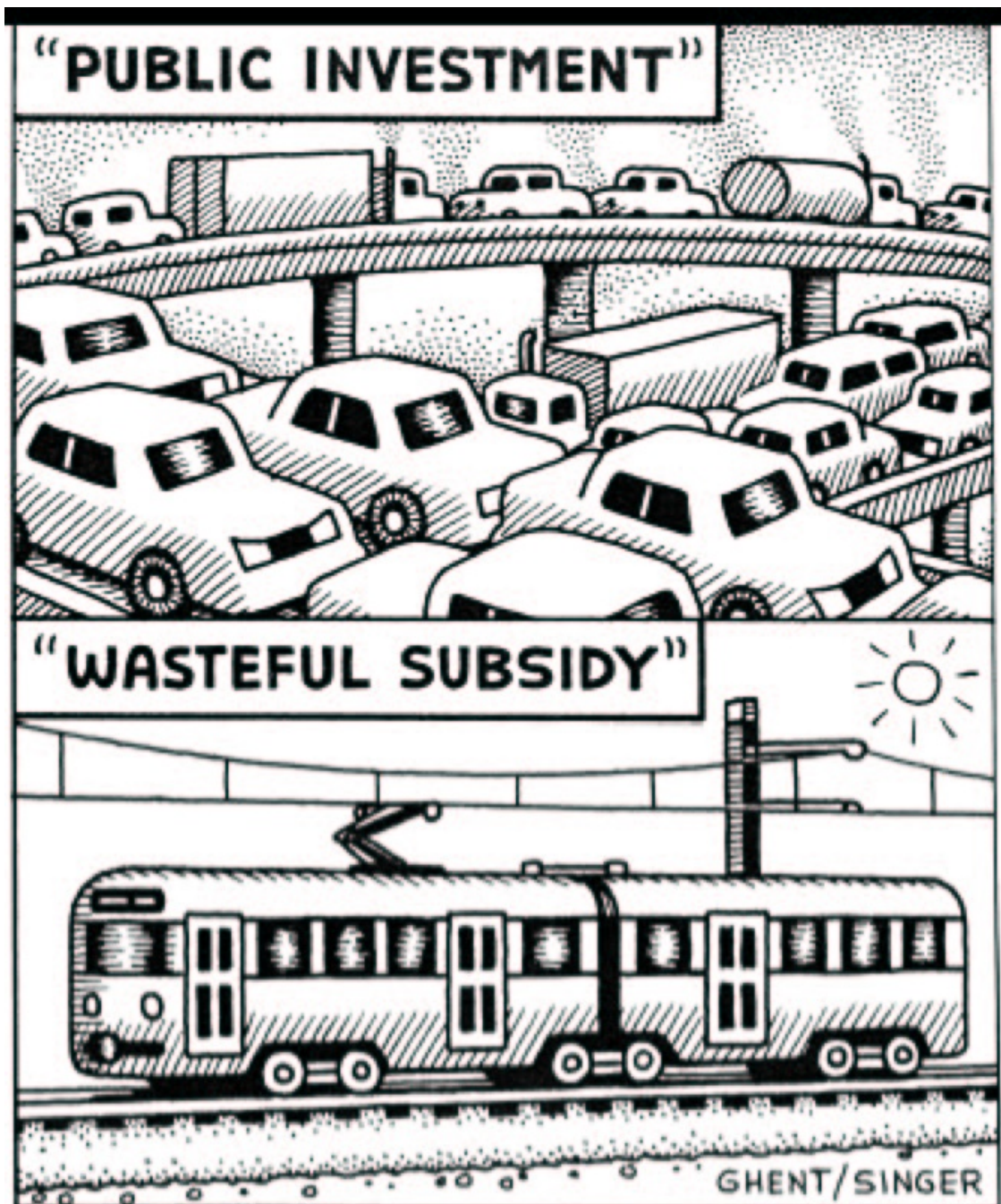
I applaud Todd's thinking about urban development and hope that future development in our towns and cities seeks to make best use of space in order to create a more walkable, liveable city.

There are certainly signs of recognition in the proposed Auckland Unitary Plan

that higher density developments will make better use of urban land, with resultant better transport outcomes.

I hope that these steps towards making cities more liveable and less car-dependent proceed. I also believe that providing safe, efficient inter-city roading links can be complementary to future smart city development.

What's your response to Jo's opinion piece? Have your say. Email the editor at: daniel.newcombe@aucklandtransport.govt.nz



Transport Advice

FOR DUMMIES



A tongue-in-cheek column on transport matters by **The Transport Guy**. The contents do not represent the views of the **IPENZ Transportation Group**, or anyone else for that matter. Follow the advice at your own risk.

Dear Transport Guy

I recently rode the vintage tram around Wynyard Quarter in Auckland. I found it to be quite slow, difficult to board, cold, expensive and cramped, but other people seem to like it. When will it be extended to cover the rest of Auckland?

Denis, St Heliers

Dear Dense

Did you even read your own letter? Auckland's public transport system has enough handicaps without adding any new ones. Which means we can expect the trams to roll out just after the next electoral cycle.

~Transport Guy



Dear Transport Guy

What is it with traffic lights? They seem to sense I am nearing them and switch from green to red, and then sit there on red for ages when there is no other traffic. I know you traffic guys have fancy computer programmes to run these things but I reckon you need to chuck them out and use some common sense. Any idiot could run them better.

Brian Deed, Epsom

Dear Braindead

You are almost completely right. We do have sensors that detect when you are nearing an intersection and trigger the lights to change to red. They also have a special way of knowing when you are late and adding additional time to the red signal. It's nothing personal, we just chose you as the one person on the network to unnecessarily delay. But you are wrong that any idiot could run things better. We did some tests with people of lesser mental capacity (for the sake of simplicity, let's call them 'politicians') and they tended to fiddle with the computer to try to make things better, but all it did was delay people other than you, which I'm sure you'll agree just isn't fair. I'm glad that we've been able to clarify the situation for you. See you at the next red light.

~Transport Guy



Dear Transport Guy

I'm a farmer and I'm sick of my taxes going to pay for Jaffas to drive round on expensive roads and have expensive bridges and tunnels, when they contribute bugger all to the economy. What we need are better rural roads, to get the dairy and cattle to where it needs to go.

Sam Mexted, Waikikamukau

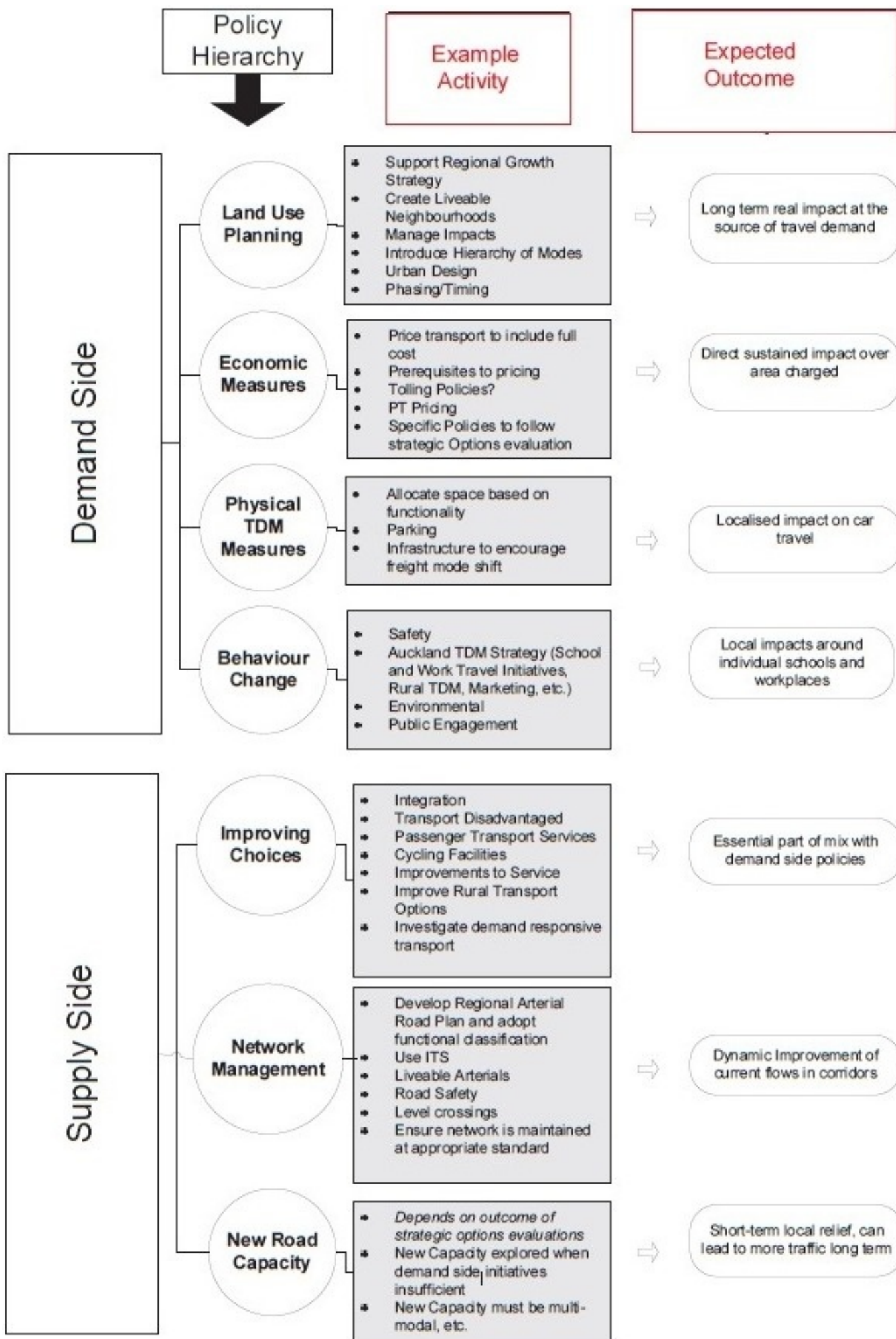
Dear Small-minded

I totally agree. By the way, how are you enjoying the chipseal on that road of yours with 400 vehicles per day on it? Reckon it's good value for money? Yeah, me too. Anyway, I agree that all those unproductive Auckland doctors, lawyers, teachers, builders, scientists, nurses, electricians, exporters, importers, entrepreneurs, retailers, architects, police, firefighters, vets, grocers, cleaners, labourers, painters, plumbers, hoteliers, bankers, developers, accountants and rugby players should stop ripping off the country and start paying for their own roads. And let those important rural vehicles pass through, or make deliveries, or visit to enjoy the excitement of a big city. It's time to get some balance back into the system! Let's go for a steak and milkshake! But not in Auckland.

~Transport Guy

Do you have a dumb question for Transport Guy? Email it to: transportfordummies@gmail.com and he'll do his best to answer...

From Page 9: The Hierarchy of Treatments





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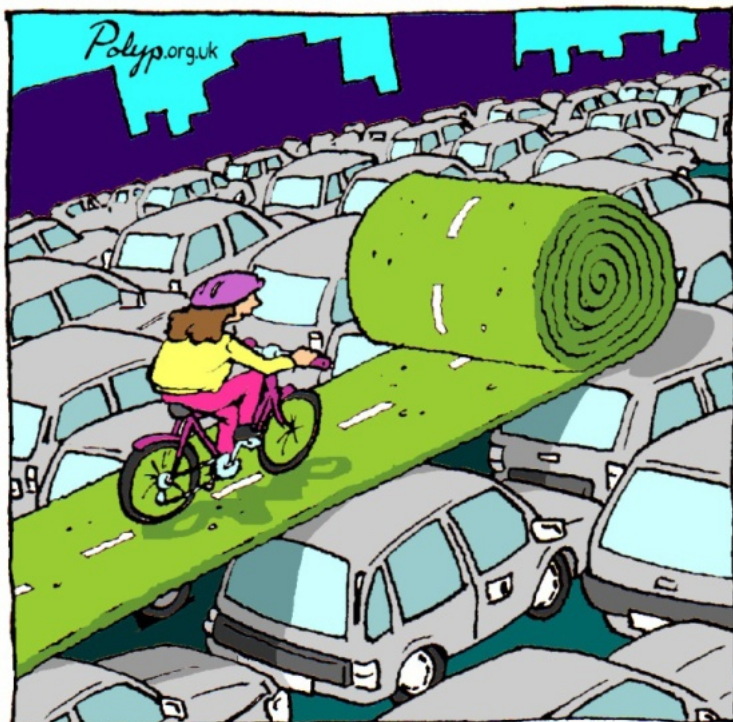
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Kids explain traffic engineering



“Shared space”

[shaird speys] Noun

Origin:

The term was used by Tim Pharoah (Devon County Council, 1991) to describe informal street layouts with no traffic demarcation

Kids’ explanation:

“This doesn't look like a road but it is”



Traffic Inducing Traffic