

Roundabout

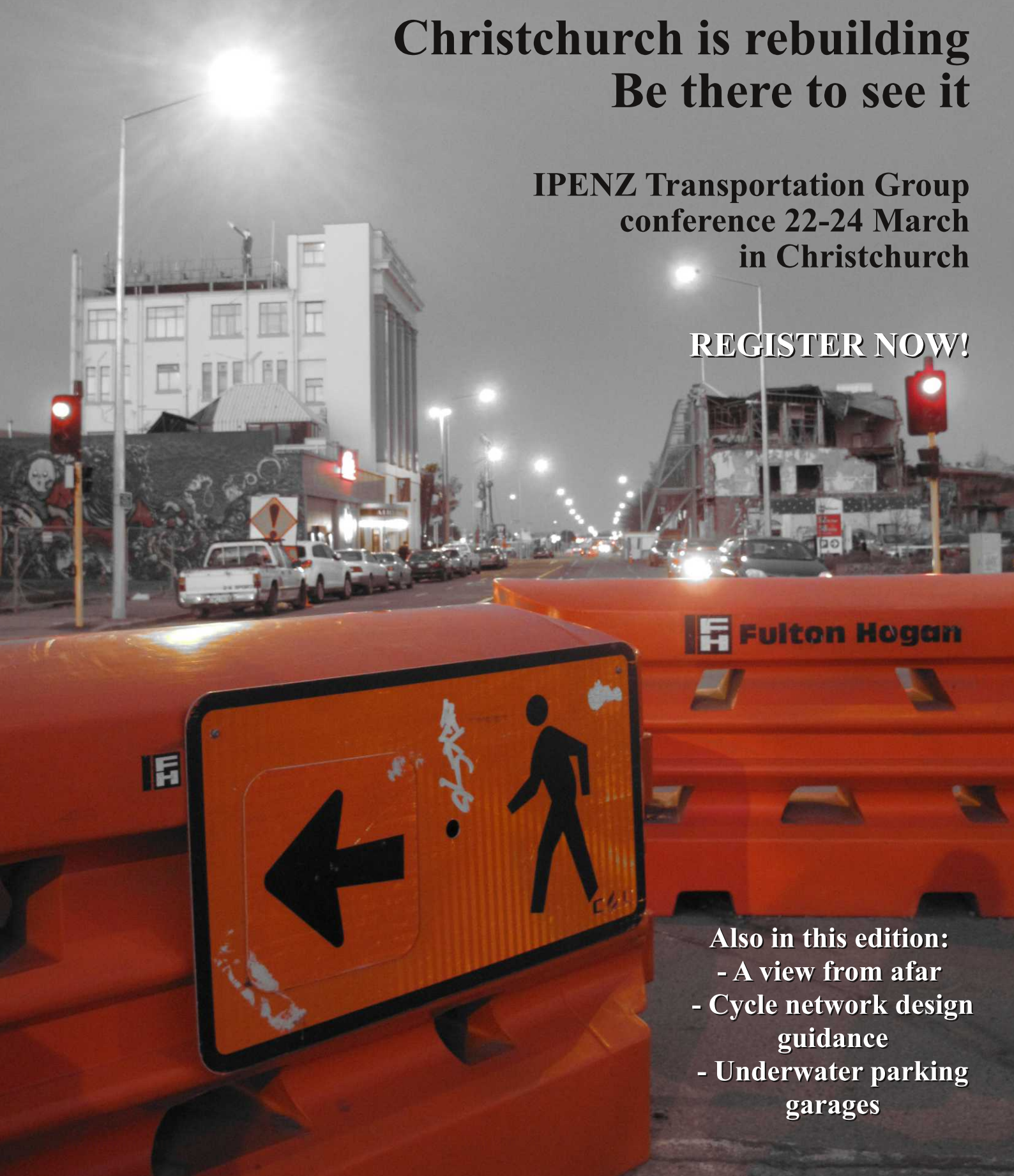
Newsletter of the IPENZ Transportation Group

Issue 143 March 2015

**Christchurch is rebuilding
Be there to see it**

**IPENZ Transportation Group
conference 22-24 March
in Christchurch**

REGISTER NOW!



Fulton Hogan

- Also in this edition:**
- A view from afar
 - Cycle network design guidance
 - Underwater parking garages

Contents

- 3 Editorial
- 4 New Chair's First Chat
- 5 Parallel Parking - Mt Maunganui-Style
- 6 Guess Where?
- 7 NZMUGS Conference Announcement
- 8 Announcement of New Vice-Chair
- 10 Cycle Network Design Guidance
- 11 Conversations in Vietnam
- 12 IPENZ TG Conference registration
- 14 IPENZ TG Conference programme
- 18 New Round-Up
- 19 Underwater Garages for Amsterdam
- 20 Wild Designs for a New Thames Bridge
- 21 Poetry
- 22 Cycling's Winds of Change May Miss Valuable Lessons
- 26 A View From Afar
- 31 RASCals Update
- 32 Branch Updates
- 33 Holiday Snaps with Traffic Humour
- 34 Roundabout of the Month
- 35 Caption Competition
- 36 SH20 Waterview Update
- 37 Photo Competition
- 38 Transport Advice for Dummies
- 39 Group Contact Details
- 40 Kids Explain Traffic Engineering

"We want not only a functional bridge, but a beautiful bridge"
p20

"The Southern Alps dominate Christchurch, in a way never experienced in Auckland – despite it being on the slopes of 58 extinct volcanoes."
p3

"Cycling in a relatively short time has become distinctly 'sexy'. Some have called cycling 'the new golf'"
p22

"How many research topics would a research topic coordinator coordinate if a research topic coordinator could coordinate research topics?"
p31



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.

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or c/o Auckland Transport, Private Bag 92250, Auckland 1142

Roundabout is published around the 15th of March, June, September and December each year, and contributions are due by the 10th of each publication month.

A monthly Mini-Roundabout email update is circulated on the 15th of in-between months and contributions are due by the 12th of each month.

If somehow you have come to be reading Roundabout but aren't yet a member of the IPENZ Transportation Group, you are most welcome to join. Just fill in an application form, available from the Group website:
<http://ipenz.org.nz/ipenztg/files/TGApp.pdf>

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Editorial



I like Christchurch.

It's flat and the roads are almost entirely straight. As a traffic engineer (or a child who liked to draw stuff and then grew up to be a traffic engineer), it makes it much easier to draw stuff with a ruler and design routes and streets.

And as a cyclist or pedestrian, it is easy to get around - both because there is a lack of hills and it's easier to navigate once you figure out which way north is.

Weirdly, although it is dead flat, the Southern Alps maintains a dominant and ominous presence over Christchurch, in a way I've never experienced in Auckland – despite us living on the slopes of 58 extinct volcanoes.

good that it was almost worth the pain and frustration the inhabitants have endured in the last few years.

The last IPENZ Transportation Group conference in Christchurch in 2010 was memorable for me, not just because Bridget Burdett reportedly fell asleep in the back of the convention centre (this is denied by her, but whether it's true or not, it's funny) and had to be woken to receive an award, but also because the transport professionals were trying things.

"There is a determination not just to do their best for their community but to make the future Christchurch so good that it was almost worth the pain and frustration the inhabitants have endured in the last few years."

They didn't seem unduly restricted by local political or institutional tentativeness, or fear of offending people. There were a number of transport schemes underway that I thought 'Wow, we'd never have the nerve to trial that in Auckland. I hope they succeed and then we can copy them.'



I've never worked in Christchurch and now is certainly an exciting time to be there, or at least it seems that way to outsiders. So much of the core infrastructure - transport, community, civic - is being redesigned and rebuilt in a sweeping process few other cities get to experience (Napier after the devastating 1932 earthquake being about the only other NZ example).

Some of my favourite people are from Christchurch (Hi Axel!). Sadly, some of them are no longer there - forced to move on by the realities of the post-Earthquake economy. But those who remain possess a determination rarely seen in other cities.

A determination not just to do their best for their community – I hope we all feel that – but to make the future Christchurch so

Since then, Auckland Transport – my employer – has come into existence and at times takes on a similar 'Hey, why not?' mentality, unencumbered by political shackles (you may not think this is a good thing). I hope to speak a bit about this during my presentation at the Christchurch conference this month.

At the very least it will be good to be back in Christchurch and see what's going on. I know it's going to be exciting, no matter what it is.

If you haven't already registered, there is still time. See the details on page 12.

Daniel Newcombe
Roundabout Editor

New Chair's First Chat



Welcome to my first Chair's Chat. It does seem difficult to determine how to introduce your first discussion to a group. Nevertheless, I hope this succinct introduction suffices!

Since taking over the role of the Chair of the Transportation Group from the beginning of this year, our focus has been on preparing for the first National Committee meetings, the IPENZ Forum (in Wellington) and assisting with some decisions related to the Conference 2015 in Christchurch.

The deadline has crept up on me stealthily so I find myself (under extreme duress from our esteemed Editor) preparing this report at the end of the first day of the Forum. This might therefore seem a series of random thoughts, nevertheless I hope this provides a flavour of what to expect in the coming years.

For those who are not aware, the Forum is the major annual gathering of all significant engineering organisations in New Zealand.

The primary purposes of the Forum are to get to build networks so that the engineering community acts collectively on major issues, the roles of our organisations in resolving technical issues and how the long term future of New Zealand can be influenced by engineering (and the roles of our organisations as leaders toward achieving that future).

I welcome the sitting and new members of the National Committee for 2015. Based on the two meetings held this year, I believe we have a great committee with members making constructive contributions and showing enthusiasm working towards, inter-alia, achieving the objectives set out above.

So what can we expect from the National Committee in the coming two years?

There are a number of issues to address and this list is by no means complete.

This has been developed in preparation for my role but also in discussion with other members of our profession.

These are in no particular order but hopefully will be prioritized over time (we hope sooner than later). I also note that these issues are in addition to the normal day-to-day administrative issues the National Committee is responsible for.

- How to get more/newer/younger/female members involved in the Group's activities at local and national levels? This includes joining the branch committees and attending presentations and meetings.

- How to raise the profile of the Group? Should social media be used to assist with this and if so, how?

- The Group's Strategy needs to be reviewed and updated/amended.

- Research and the associated opportunities is an area that is not well understood. The Group's skills, capacity and output in this area needs to be supported and further developed.



- There is a strong demand to improve liaison and interaction with government and other organisations within our industry.

- The future of the annual conference. Sponsorship and attendance is declining.

- A key issue is the status of 'non engineer' members of the Group in relation to IPENZ. An in-depth discussion will be held with IPENZ.

- Do University engineering courses need to be amended to widen the focus of graduate engineers?

- The Group's rules can only be changed at the AGM or at a Special General Meeting. Historically the attendance at the AGM has been very low. We therefore do need to consider some form of electronic-based process that would

allow members to participate and contribute remotely without needing to be present (physically or by electronic means) at a particular time but within a specific timeframe at their own leisure.

With regard to the last bullet point, IPENZ is undertaking a major process and information systems project to rationalise and integrate its services to the various interest groups.

This is quite an exciting development and I believe this will of great benefit to the various committees and the individual members. The proposed timeframe is for a structured implementation commencing later this year. To paraphrase the old cliché, watch this space.

As you can see, there is a lot of work ahead and limited time. The objective and focus is to further develop and set in place structures and processes that would serve as solid base from which the Transportation Group can be a major contributor to the future of New Zealand.

If we, as a Committee and a Group, can achieve some fundamental changes (with regard to the structure and processes) this would augur well for the future.

I would appreciate your feedback and input. If you have any thoughts/ideas/proposals that you want considered for the Group (in relation to the above or any other issue) please contact me or any member of the committee.

Details are at the back of the Roundabout and on the Group's website. Please participate and contribute – the future and success of the Group is in your hands.

I hope the above list/questions raises more questions, feedback and debate. That is the only way we can grow and further develop our skills and competencies.

I sincerely hope that I shall serve the Group well in the coming two years. However, I cannot do this without your help.

Pravin Dayaram
National Committee Chair

Please note: Outgoing Chair Dave Wauty has pointed out an error in his last Chair's Chat. He referred to SNUG submitting research to NZTA when in fact it was NZMUGS. So far Dave is the only person to have noticed the error.



Parallel parking - Mt. Maunganui style

Sick of signs? Project your travel info onto any surface

SmartWalk is a digital display of real-time transport information, including walking directions to public transport, which can be projected on any footpath or wall.

It provides live public transport or travel time information at a glance, and makes way-finding instantaneous – all you need to do is follow the arrows to your destination.

SmartWalk can be augmented with traditional signs to provide a complete way-finding system.

Information about local landmarks can be shown, including direction and distance, but dynamic information can also be shown, like whether they are open or closed.

SmartWalk creates a more flexible and interesting approach to the display of real time transport information.



Keep up to date with IPENZ Transportation Group happenings:

www.ipenz.org.nz/ipenztg

www.twitter.com/ipenztg

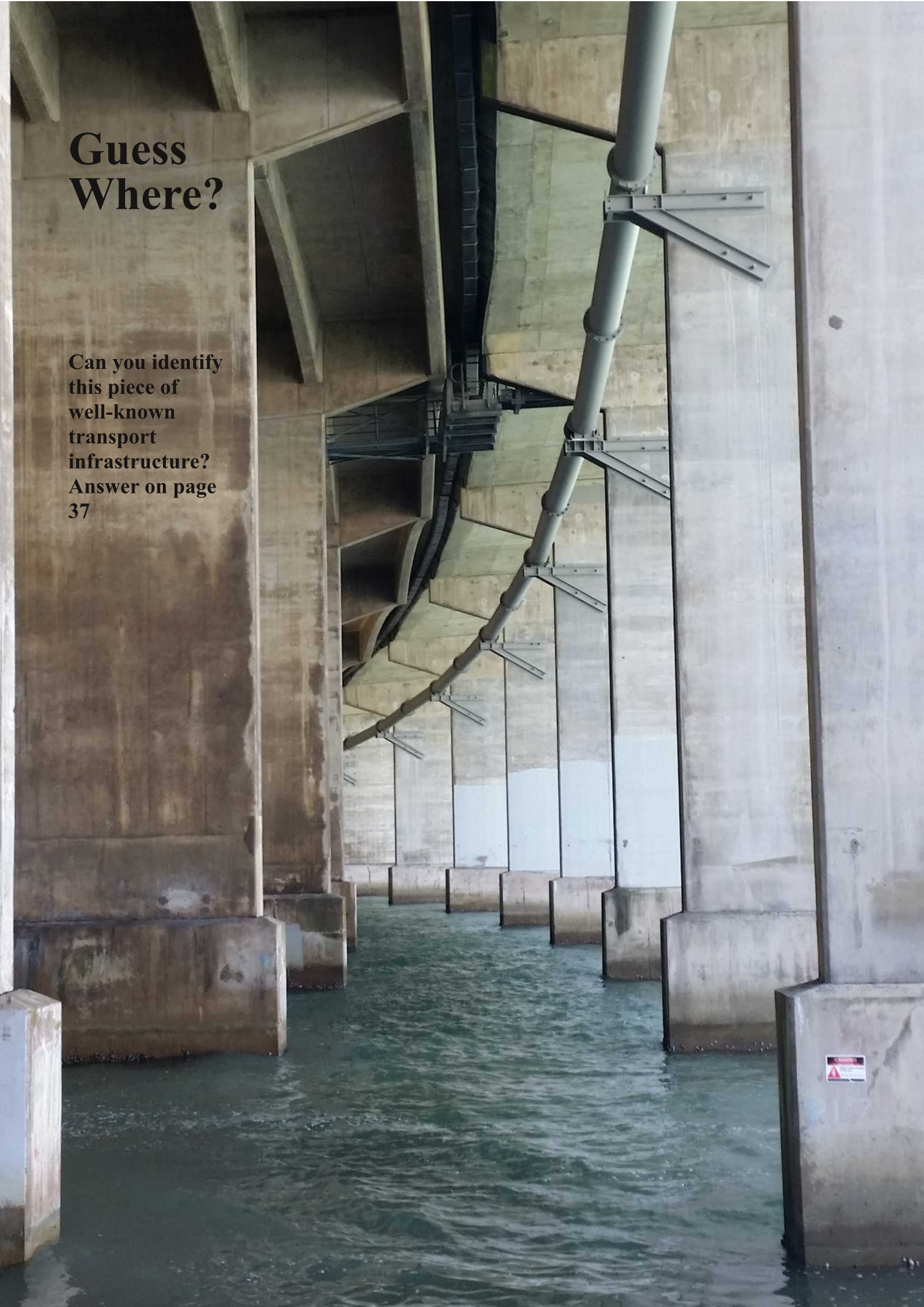
www.facebook.com/ipenztg



IPENZ
ENGINEERS NEW ZEALAND

Guess Where?

Can you identify
this piece of
well-known
transport
infrastructure?
Answer on page
37



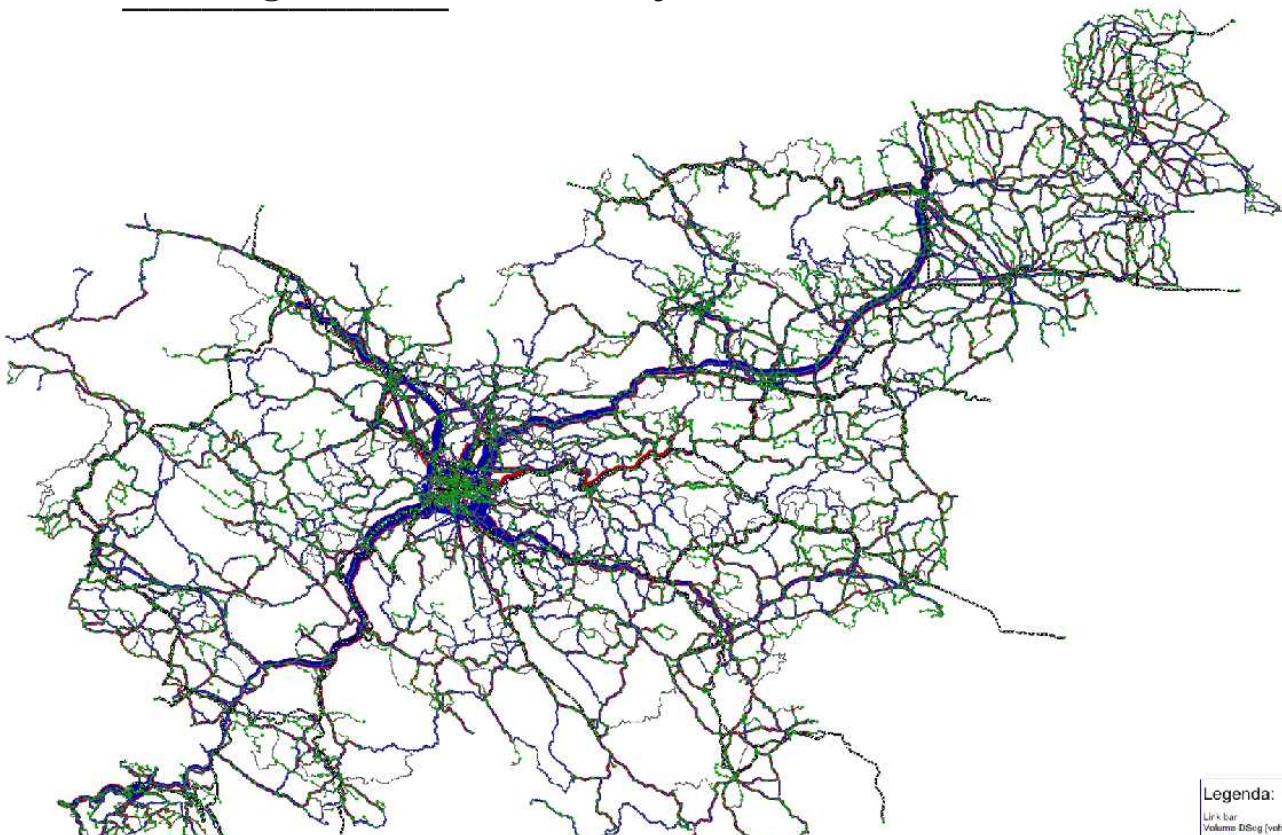


The 2015 NZMUGS conference is to be held at the Mercure Hotel in central Auckland on Thursday and Friday, 10th and 11th September 2015.

Sponsorship opportunities are now available including Diamond Sponsor \$1000 (+GST), Gold Sponsor \$500 (+GST) and Dinner Sponsor \$1000 (+GST).

The ‘call for papers’ will be advertised on Friday 27th March 2015, there will be two types of presentation slots including Standard Slot (15 mins presentation + 5 mins question) and Shorter Slot (10 mins presentation + 0 min question). The committee is currently talking to a few potential key note speakers.

For further details please contact For further details please contact Bob.Hu@beca.com with the subject line “2015 NZMUGS Conference”.



Announcement of New Vice-Chair

At the close of nominations on 30 January 2015 for the position of Vice-Chair of the Transportation Group, one nomination was received for Alan Gregory.

At the National Committee meeting on 11 February, it was unanimously agreed that Alan Gregory be confirmed as the Vice-Chair of the Transportation Group for 2015 and 2016.



For clarity, Alan Gregory is the one on the left.

This nomination and confirmation will be submitted to the AGM (to be held during the forthcoming conference in Christchurch) for endorsement. Alan shall be the Vice-Chair until the end of 2016 and will thereafter take over as Chair for the following two years.

Alan has over 20 years' experience working in the transportation industry in the United Kingdom and New Zealand. He has been living in New Zealand for the past nine years since migrating from the United Kingdom.

He is currently the Chair of the Waikato/Bay of Plenty Branch of the Transportation Group. He has been an active member of the Waikato/Bay of Plenty Branch since 2011 and Branch

Chair since 2012. Since late 2014, he has taken on the role of Membership Secretary of the National Committee.

His top priorities in leading the Transportation Group include the following:

- o Promoting the Group as the foremost impartial advisor and commentator on transportation issues in New Zealand;
- o Increasing Group membership, increasing the level of membership interest, engagement and enthusiasm to partake in the Group's activities; and
- o Forging links with other organisations to improve our network with other professionals.

On behalf of the National Committee and the Transportation Group, we congratulate Alan and wish him well for these important roles.

Pravin Dayaram
Chair - IPENZ Transportation Group



more awesome stuff at ThumbPress.com

Calling all women engineers and their colleagues

WISE WOMEN

Women in IT, Science & Engineering Forum

30 April 2015, Orakei Bay, Auckland

Including speakers from:

Women in Road Transport • Beca • Opus International Consultants • Fletcher Building
Unison Networks • Auckland Council • University of Canterbury • New Zealand Association of Scientists
Calloghan Innovation • Ministry for Women • Victoria University • Ports of Auckland

Cycle Network Design Guidance



Working closely with sector partners, the NZ Transport Agency's new cycling programme aims to deliver more for cycling in New Zealand, faster and more effectively through:

- supporting the newly established Urban Cycleways Programme
- leading implementation of the New Zealand Cycling Safety Panel's report recommendations
- streamlining planning processes and procurement practices
- developing a network user behaviour programme.

In direct response to, and in support of the Urban Cycleways Programme and the New Zealand Cycling Safety Panel's report recommendations, the Transport Agency is leading a process in collaboration with local government to develop best practice guidance for nationally consistent cycle networks and facilities.

The Transport Agency has engaged consortium Abley Transportation Consultants and ViaStrada to progress the project on behalf of the sector.

The Cycling Safety Panel's report highlighted that the "current design guidelines for cycling infrastructure are inadequate resulting in a range of infrastructure that lacks consistency and is often not fit for purpose".

One of the high priority actions suggested by the Panel was that the "Transport Agency develop consistent national guidelines and descriptions for cycling infrastructure".

The Cycle Network Design Guidance will be an on-line 'point and click' framework that enables cycle network planners and designers to take a design approach that is appropriate for the outcomes sought and local context.

Transport Agency Project Manager Mark Haseley (mark.haseley@nzta.govt.nz) says "The sector is already doing some great things to encourage cycling across New Zealand. We want to make sure we get the right type of design solutions across the country that allows this to continue.

Developing this framework will build on, integrate and improve our existing knowledge of planning and designing cycling networks and facilities. It will provide links to existing guidance considered best practice, show where guidance is in need of updating, and over time fill any gaps in guidance.

It is not intended to replace any local guidance that has already been

developed but rather complement and support that."

The Transport Agency will be seeking your feedback shortly in an online survey which will inform the framework development.

The Cycle Network Design Guidance and Framework will be launched early 2016.



Conversations in Vietnam

"I might be a little late home, honey. Traffic looks a bit busy tonight."

Both photos courtesy of a colleague working in Vietnam who takes photos of his travels.



"Sorry to hear that, love. Would you mind picking up some milk. I couldn't fit it in with the other shopping I did."



It's 2015 and Christchurch is exploding onto the international scene again

We started with the World Buskers Festival, then the Cricket World Cup rolled into town, closely followed by the prestigious national Te Matatini Kapa Haka festival. The Spectrum Street Art Festival has started, giving the city a quirky and vibrant coat of paint and the Fifa Under 20 World Cup is coming in 85 days.

What more could you possibly ask for? How about World Class Transport – it's **Smarter**, **Stronger** and **Safer** than you've ever seen transport before. Hear from international presenters, updates from the Ministry of Transport and the New Zealand Transport Agency, discuss the latest findings from the design phase of the major Christchurch cycleway network and listen to presentations on interesting projects from around the country.

Technical Tours - Sunday 22 March - 4:00pm

There is limited space on some of these exciting tours. **Click here** to view all 4 tour options.

Airport Tour - an exciting opportunity to have a closer look at the Christchurch International airport and go 'airside' to see the back of terminal operations.



Cycle Tour - your opportunity to look at some of the 13 major cycleway routes that Christchurch is implementing over the coming years.

CBD Anchor Projects Bus Tour - this bus tour will circumnavigate the central city focusing on many of the 17 anchor projects and precincts of the new Christchurch CBD.



CBD Walking Tour - explore the city by foot, discovering many of the large scale developments and quirky locations and fabulous pieces of art.

It's not too late to register!

	GST Inc	GST Exc
Conference Registration	\$1,085.00	\$ 943.48
Life Member Registration	\$ 0.00	\$ 0.00
Exhibitor Registration ^{^*}	\$ 675.00	\$ 586.96
Single Day Registration[*]	\$ 700.00	\$ 608.70
Non IPENZ TG Member Surcharge	\$ 138.00	\$ 120.00

REGISTER NOW

* Excludes Social Function tickets

[^] Excludes Session Attendance

PLEASE NOTE: The non-member surcharge does not apply to IPWEA members

Key Note Presenters

Rob Kerr and Don Miskell, Canterbury Earthquake Recovery Authority (CERA)

Rob's responsibility as one of four Development Directors within the Christchurch Central Development Unit (CCDU) includes the delivery of the anchor projects that are de-fined under the Christchurch Central Recovery Plan: the plan that sets out the strategy for the rebuild of central Christchurch after the damage of the 2010 and 2011 earth-quake sequence.

Through Boffa Miskell, Don Miskell, led the multidisciplinary consortium of consultancies which prepared the Blueprint, the high level spatial planning framework which forms a key part of the Christchurch Central City Recovery Plan.

In 2014, he was made an officer of the New Zealand Order of Merit in the Queen's Birthday Honours List. Don is currently working with Crown colleagues, partners and stakeholders to help shape, refine and bring to life the vision for the Central City.

Rob and Don's presentation is 'Implementation of an Accessible City'

Rose McArthur, Mott MacDonald (UK)

Rose has strong and unrivalled expertise in the development and implementation of Travel Demand Management (TDM) programmes and area wide travel behaviour change schemes. She developed and delivered the highly successful TDM campaign for the London 2012 Olympics, as well as the Glasgow 2014 Commonwealth Games. She is working on the TDM campaign for the 2018 Gold Coast Commonwealth games as well as being asked to explore the application of TDM in a number of major cities across the world.

Rose will discuss 'Effectively Influencing Travel Behaviour'

Chris Bennett, World Bank

Chris is a Lead Transport Specialist with the World Bank, and the Transport Cluster Leader for the Pacific Islands transport portfolio. He is responsible for implementing and overseeing aviation, land transport and maritime projects in the Pacific Islands, as well as providing technical guidance and support to the Bank's global transport portfolio in the areas of asset management, road safety, ITS and rural roads. Originally from Canada, Chris moved to New Zealand in 1983 and obtained his PhD from the University of Auckland. He worked extensively in New Zealand in the areas of asset management and data collection before moving to the World Bank.

Chris's presentation is 'Smart Transportation for Shared Prosperity'

Craig McWilliams, IBM and Craig Burrell, AECOM

Craig McWilliams is responsible for Smarter Transportation Solutions in IBM for Australia and New Zealand. As a part of the IBM Global Transport leadership team, he draws on our successes with other cities around the globe to bring innovations and best practice to our clients in this region - many of these innovations come from other industries.

Craig Burrell is the Operations Director for AECOM in NZ and responsible for driving a culture of excellence in project delivery across the NZ business.

They will both present on 'Bringing Smarter, Safer Transport to NZ'



REGISTER NOW



Sunday 22 March 2015

14:00	Registration Desk Opens
16:00	Technical Tours
16:00	Airport Tour departs
16:30	CBD Anchor Projects Bus Tour departs
16:30	CBD Walking Tour departs
16:30	Cycle Tour departs
18:00	Bus departs Rydges Latimer Square for ilex at Botanical Gardens
18:15	All Technical Tours conclude at ilex at Botanical Gardens ready for the start of the Welcome Function
18:15	Welcome Function commences
18:15	Fun activities commence
19:00	Food and Beverage service commences
	Councillor Phil Clearwater, Christchurch City Council Welcome to Christchurch
21:30	Welcome Function concludes

Monday 23 March 2015

07:30	Registration Desk Opens
08:00	Greg Ellis, MC - Housekeeping
08:10	Jeanette Ward, Branch Chair, IPENZ TG Group Conference Opening
08:15	Breakfast in the conference room <i>Make your breakfast selections before taking a seat</i>
08:30	Rob Kerr and Don Miskell, Canterbury Earthquake Recovery Authority (CERA) Key Note Presentation - Implementation of an Accessible City
09:15	Rose McArthur, Mott MacDonald (UK) Key Note Presentation – Effectively Influencing Travel Behaviour
10:00	Paul Matuschka, Avery Dennison Materials Australia AS/NZS1906.1 revision update



10:00 MORNING TEA



Safety

Location: Savoy West

10:30	Dale Harris, Abley Transportation Consultants Developing a Risk Prediction Model for a Safe System Signature Project
10:50	Jamie Povall, MWH New Zealand Ltd Reducing Highway Operating Speeds Through Layout Treatments
11:10	Pippa Mitchell, Traffic and Transportation Engineers Ltd (T2 Engineers) Speed limit setting: A safe systems approach

Thinking Smarter

Location: Savoy West

11:30	Jo Chang, Opus International Consultants Ltd World Class Over-height Vehicle Detection /Warning Systems – Why do drivers still crash? A Human Factors Perspective
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Passenger Transport and Pedestrians

Location: Savoy 2

10:30	Imran Muhammad, Massey University Asian communities experiences of public transport
10:50	Glen Koorey, University of Canterbury Feasibility Of Implementing International "Pedestrian Crosswalk" Laws In New Zealand
11:10	Aimee Dunne, Abley Transportation Consultants Greater Christchurch Metro Bus Network Review

Resilience

Location: Savoy 2

11:30	Shannon Page, University of Canterbury Assessment of personal transport adaptive capacity using a participatory survey approach
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<p>11:50 Rob Partridge, MWH Global No room for a median treatment? - Think again</p>	<p>11:50 Mark Gordon, AECOM Transport and Resilient Cities - A Review of Current Developments</p>
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<p>12:10 Louise Baker, Opus International Consultants Project NZ: Accelerating Smart Transport in NZ</p>	<p>12:10 Bryan Pidwerbesky, Fulton Hogan Best Practice in Pavement Design: What is it?</p>
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12:30 LUNCH

13:30 Chris Bennett, World Bank
Key Note Presentation - Smart Transportation for Shared Prosperity

14:00 Innovation Quick fire

Vicki Butterworth, BikeNZ (National Sporting Organisation)

Cycle Skills Training - improving safety of cycle journeys

Wayne King, Hutt City Council

PUFFIN Traffic Signal Benefits

Andy Lightowler, Beca

Delivering Auckland City Centre's First On Road Segregated Cycleway

Sunil Prasad, Cheal Consultants Ltd

Evaluation of shared-use markings for cyclists in Auckland

Stacy Rendall, Abley Transportation Consultants

A smarter tool for selecting safe and effective pedestrian crossings

Haris Zia, Abley Transportation Consultants

Enhanced Identification of High Risk Intersections

Question Time of a Panel

15:00 AFTERNOON TEA



15:30 3M Awards Finalists



15:30 Michael Holderness, 3M - Title TBC

15:35 Hamish Mackie, Mackie Research - Video presentation from his trip last year

15:40 Mike O'Halloran, Aecom - Hamilton Southern Links Study

15:45 Paul Durdin, Abley Transportation Consultants - Curve Risk Prediction Model

15:50 Sandra Hei Hei, Northland Freight Group - Northland Freight Group's truck education stops

15:55 Wayne King, Hutt City Council - Eliminating the perplexing flashing red man

16:00 Poster session 1 minute rapid fire by all poster presenters Location: Savoy West and Savoy 2

- | | |
|---|--|
| <p>1 Ming Bai, Christchurch City Council
Work Unit City: A Study of the Transport Design for Chinese Small City Urban Form</p> | <p>2 Bill Frith, Opus Research and Mike Jackett, Jackett Consulting
The benefits and costs associated with urban road lighting in New Zealand</p> |
| <p>3 Courtney Groundwater, Abley Transportation
Demonstrating the Value of School Travel Plans</p> | <p>4 Shannon Page, Lincoln University
Voila! A new measure of oil vulnerability for cities</p> |
| <p>5 Andy Lightowler, Beca Limited
Making Rotorua's Bus Network More Efficient</p> | <p>6 Chris Morahan, Opus International Consultants
Congestion: What are Christchurch's Worst Offending Roads?</p> |
| <p>7 Peter Nunns, MRCagney
Better bus fleets for New Zealand: Evaluating costs and trade-offs</p> | <p>8 Nicola Maire, Auckland Transport
Personalised Journey Planning in Auckland</p> |
| <p>9 Gautham Praburam, University of Canterbury
Effect of on-street parking on traffic speeds</p> | <p>10 Stacy Rendall, Abley Transportation Consultants
Smarter ways of prioritising schools for safety improvements</p> |
| <p>11 Fraser Worthington, AECOM NZ Ltd
Gilsonite Emulsion - Sunscreen for our Pavements</p> | |



16:15 Interactive Poster session

Location: Foyer

17:00 IPENZ TG AGM

17:15 Collect your drink as you enter the conference room

17:00 Drinks and nibbles sponsored by Christchurch Branch



19:30 Conference Dinner, Transitional Cardboard Cathedral

3M Traffic Engineer of the Year Awards



Tuesday 24 March 2015

08:00 Registration Desk Opens with Arrival Tea & Coffee

08:30 Housekeeping

08:45 Craig McWilliams, IBM and Craig Burrell, AECOM

Key Note Presentation – Bringing Smarter, Safer Transport to NZ

09:30 Andrew Jackson, Ministry of Transport and Ernst Zöllner, NZ Transport Agency

MoT / NZTA update

10:00 Marcus Beagley, BAS Expansion Joints Ltd

WABOCRETE 2 & Bridge Joint Repairs



10:00 MORNING TEA

City Wide Planning

Location: Savoy West

10:30 Daniel Newcombe, Auckland Transport

Is a 'Framework' a smarter way?

10:50 Sam Corbett & Carl Chenery, Auckland Transport

One Size Doesn't Fit All - Reconciling Overlapping Transport Networks in a Constrained Urban Environment

11:10 Tim Cheesebrough, Christchurch City Council

Angus Bargh, SCIRT

Delivering An Accessible City

Canterbury Earthquake Rebuild

Location: Savoy West

11:30 Jeanette Ward, Abley Transportation

Consultants

Rebuilding Kaiapoi – The next instalment

11:50 Kerstin Rupp, SCIRT

Angus Bargh, SCIRT

Kevin Westeneng, SCIRT

Tresca Forrester, CTOC

Keeping Christchurch Moving

ITS & Signals

Location: Savoy 2

10:30 Andrew Stevens, Auckland Motorway Alliance

Combating Wrong Way Drivers on Divided Carriageways

10:50 Urie Bezuidenhout, Da Vinci Transport Planning

Urban VMS Conspicuity and Message Comprehension

11:10 Eddie Cook, Invercargill City Council

The innovative empowerment of Invercargill's slower walking pedestrian demographic

Corridor Planning

Location: Savoy 2

11:30 Caron Greenough, NZ Transport Agency

Connecting Wellington and the Wairarapa - a future vision

11:50 Shaun Lion-Cachet, AECOM

Hamilton Southern Links

12:10 John Denney, Opus International Consultants

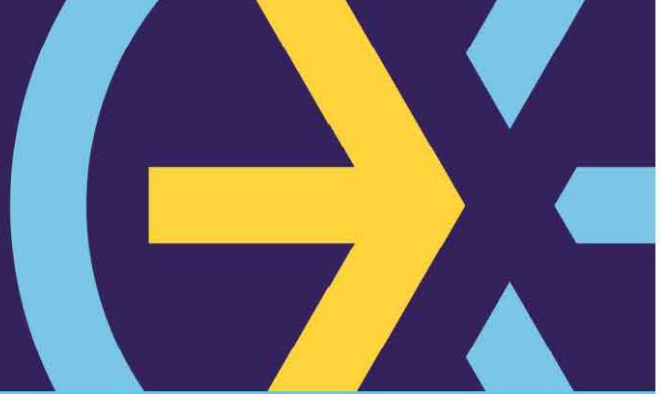
Avon River Precinct: Shared Zones for Christchurch

12:30 LUNCH

13:30 John Hannah, Christchurch Cycleway Programme Manager, for Christchurch City Council

Mike Smith, Team Lead, Cycleway Road Safety Audit Teams, MWH NZ Ltd

Update on major cycleway safety audit findings, lessons learned (warts and all) and the Christchurch City Council Major Cycleway Design Guide



Tuesday 24 March 2015

14:00 Round Table (choose 3 x 15 minute sessions to attend)

- 1** Location: Clarendon
Kirill Yushenko, AECOM
Think ITS early - the risks if you don't
- 2** Location: Executive Boardroom
Graham Norman, Jacobs
Using smartphones for cycle planning
- 3** Location: Foyer
James Hughes, NZ Transport Agency
Creating a Safe System compliant Highway Network
- 4** Location: Savoy 2
Duncan Campbell, Traffessionals Ltd
Practical Compact Roundabouts for Urban Areas
- 5** Location: Savoy West
Mike Flatters, MWH New Zealand Ltd
Unlocking Data to Achieve Smarter Outcomes
- 6** Location: Savoy 2/Savoy West
Wayne King, Hutt City Council
Incorrect Street Light "Switch On" Times

15:00 AFTERNOON TEA

- 15:30 Pravin Dayaram, Chair, IPENZ Transportation Group**
Awards and Prizegiving
- 15:45 Stuart Donovan, MRCagney**
Do our aspirations match our abilities? Systematic challenges facing the traffic and transport profession
- 16:15 Alan Nicholson, Research Advisory Sub Committee**
Vote on the Transportation Group's highest priorities for research topics to be conveyed to NZ Transport Agency
- 16:25 Pravin Dayaram, Chair, IPENZ Transportation Group**
Closing session
- 16:30 Conference Concludes**



ATRF 2015 Call for Abstracts

The 37th Australasian Transport Research Forum (ATRF 2015) will be held in Sydney in late September 2015.

Transport for NSW's Bureau of Transport Statistics together with rCITI at UNSW Australia are pleased to host this prestigious event. The ATRF 2015 theme will be:

'Informing transport's future through practical research'

Papers are sought on any aspect of transport, including work in progress. Papers can be research based and/or demonstrate the use of innovative or novel approaches to transport issues, policy, strategy and planning, including:

- transport's role in the economy
- transport economics, funding and pricing
- Public Private Partnerships
- sustainable transport, emissions and energy
- transport, land use and environment
- modelling and forecasting
- travel demand, travel behaviour and societal change
- intelligent transport systems, SMART transport & vehicle telematics
- accident/ safety analysis
- freight transport
- public transport
- walking
- cycling, and more...

An online abstract submission system will be established shortly. Please register for updates at: confirmsubscription.com/h/j/79F9C57EDFBFAF97

The deadline for online submission is 27 March 2015. For inquiries please contact ATRF2015@transport.nsw.gov.au

Driverless Cars - Is Western Australia Ready?

Main Roads (Western Australia) has prepared a report that highlights the implications of the introduction and wider use of "driverless cars" on Western Australian roads.

Technology is developing so rapidly that these cars may be seen on the roads sooner than expected, fundamentally changing the transport network.

The report looks into how Main Roads, as a road agency, need to be prepared for the vehicles' introduction, by identifying and implementing the changes and improvements that may be required to infrastructure to enable safe operation of such vehicles.

To learn more and download the report, click [HERE](#)

More Importantly - Are We?

NZIER has produced a discussion paper on the potential for driverless vehicles in NZ.

Among the discussion points are the observations that 'near autonomous' cars - followed by driverless cars - will transform our travel patterns over the coming decades. Electric and hybrid cars are set to become a large part of our fleet, changing the demand for motoring and disrupting our pay-as-you-go revenue base. These twin technologies - smart cars powered by electric power - are up amongst the most disruptive technologies of the 21st century. Expect big changes in the way we get around and much more.

To learn more and download the report, click [HERE](#)

Bus driver's GPS failure creates 1200km detour

A bus driver tasked with taking 50 Belgian tourists to a French ski resort got his GPS directions wrong, and made a 1,200km detour, according to Belgian radio.

"There are three entries for La Plagne in France, and I selected the wrong one," the driver told Studio Brussel radio, which organised the failed holiday. Rather than head to the Alps, the bus driver took the road leading to La Plagne village in the south of France near Spain, some 600 km southwest of the ski resort.

"We saw the Mediterranean and Carcassonne," a passenger said on Twitter, referring to a southern town known for its medieval fortress.

The bus driver turned back at Toulouse, and the holiday-makers reached their destination in the Alps 24 hours late. Some travellers said they were happy to have made the surprise bus journey.

Mayor who installed low speed zone caught speeding

A UK mayor who spearheaded a \$4.6m project to implement 20mph (32km/h) zones across his city has been caught speeding. George Ferguson, the mayor of Bristol, was caught driving at 35mph (56km/h) in a 30mph (48km/h) zone.

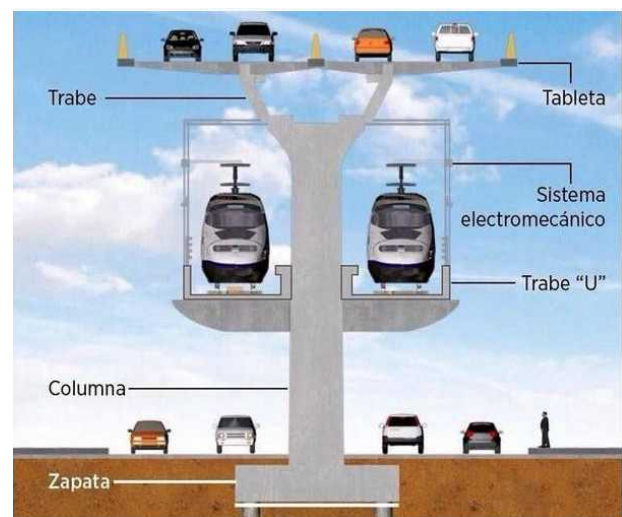
Ferguson, who usually drives an electric-powered car or rides a bicycle, was behind the wheel of a Bristol city council fleet car at the time. He was clocked speeding on the A4 Portway road by Avon and Somerset police. In a statement issued through the council, Ferguson described the offence as an inexcusable mistake and said he would be paying the \$200 penalty charge.

"I am shocked to have just discovered I exceeded the speed limit on the Portway last month on one of the rare occasions when I have had to use a council fleet car. It serves as a sharp warning to me and goes to show that I am no exception to the rule. I am only too aware of the dangers of exceeding speed limits and commend the Avon and Somerset police for their vigilance."

If this is the solution, what on earth was the problem?

A striking image of a proposed new structure from Mexico City. See more at:

www.facebook.com/groups/worstpractices



Underwater garages planned for Amsterdam's bikes



Two floating islands with space for 2000 bicycles each will also be constructed on the north side of the station in the harbour, which forms Amsterdam's waterfront.

About 21,500 places in total will be created at the station by 2030.

More than half of Amsterdam's 810,000 residents use their bicycles daily, but the city has just 400,000 designated bicycle parking spaces.

Bicycles are considered the fastest way to navigate the city's

Cycling has become so popular in Amsterdam that officials have drawn up plans for underwater garages to meet demand.

The Dutch city, renowned as Europe's cycling capital and home to more than 800,000 bicycles - almost one per head of population - wants to create a 7000-space bicycle garage beneath its waterfront.

The new parking space, which will be excavated beneath the harbour to the south side of the city's Central Station, will connect commuters to their bikes from the metro system via underground pedestrian tunnels.

winding 17th century streets.

More than 480km of cycling lanes have been constructed since the 1970s, when the city took action against rising car traffic after a series of fatal accidents.

Bicycle parking is notoriously difficult around major transit hubs, with commuters jostling for space.

- Daily Telegraph UK



Acronym heaven

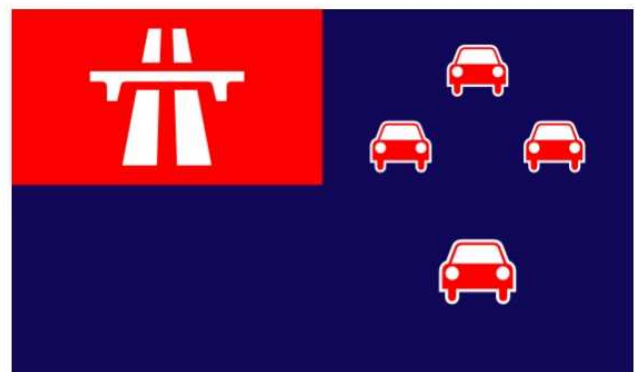
You've heard of NIMBYs (Not in my backyard). But have you heard of these acronyms?

BANANA	Build Absolutely Nothing Anywhere Near Anything
CAVE men	Citizens against Virtually Everything
DUDE	Developer under delusions of entitlement
BANYs	Builders against NIMBYs
GOOMBA	Get out of my business area
GUMBY	Gaze upon my backyard
KIIMBY	Keep it in my backyard
NIABY	Not in anyone's backyard
NIMEY	Not in my election year
NIMFOS	Not in my field of sight
NIMFYE	Not in my front yard either
NIMTOO	Not in my term of office
NITL	Not in this lifetime
NOPE	Not on planet earth
NORF	No observable redeeming features
NOTE	Not over there either
NUMBY	Not under my backyard
PIITBY	Put it in their backyard
QUIMBY	Quit urbanizing in my backyard
WIIFM	What's in it for me?
YIMBY	Yes in my backyard

From Twitter: Possible new NZ flag design



Ministry of Transport leaks concept design for new NZ flag...



Wild designs – and fierce opposition – for another new bridge across the Thames

A diverse assortment of 74 designs has been unveiled for a new bridge across the Thames, to span the river from Nine Elms to Pimlico in southwest London, providing a “distinctive gateway” to this rapidly changing part of the city.

“We want not only a functional bridge, but a beautiful bridge,” says Wandsworth council’s Conservative leader, Ravi Govindia. “It should be a genuine link between time and space that is both a marker and a wayfinder.”

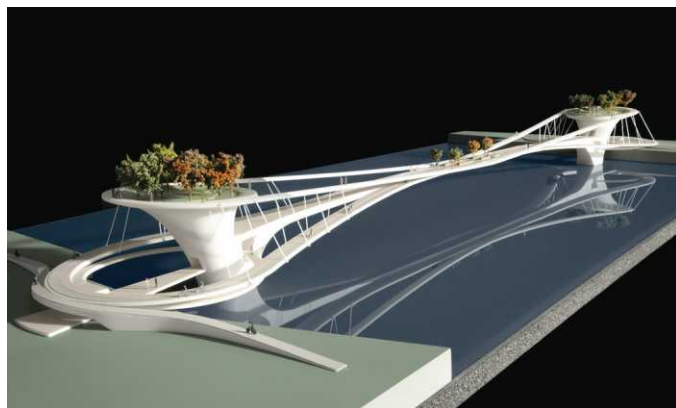
But the residents of Pimlico are not quite so keen. In fact, both Westminster’s Labour and Conservative parties have come out in fierce opposition to Wandsworth’s plans, claiming it would destroy one of the few green spaces left on the riverside.

“Our officers have, and continue to express strongly the council’s opposition to the proposed bridge,” says

Westminster’s Heather Acton, its cabinet member for sustainability and parking, “on the grounds of its visual and environmental impact including the impact that a new bridge would have at a landing site in Westminster, on traffic flows, pedestrian movement and on residential amenity.”

The competition follows the recent furore over plans for a garden bridge in central London, a fairytale glade proposed to sprout between Temple and the South Bank, initiated by Joanna Lumley and Thomas Heatherwick. But unlike this controversial scheme, which will be just 300m from an existing bridge and attract 7 million people a year, bringing an extra 3 million visitors to the already overcrowded South Bank, Govindia insists that the Nine Elms crossing will be “a genuine contribution to London’s transport infrastructure”.

If he can convince his neighbours across the river, the planned bridge will have separated pedestrian and cycle lanes, unlike the garden bridge across which cycling will be forbidden, and be “freely open to the public at all times” – again differing from the planted version, which will close at night and require advance registration for groups, not to mention be shut 12 days a year for corporate events.



The Nine Elms-to-Pimlico bridge is following the general rules by which big new pieces of London infrastructure come to be. The open design competition has come after a long-drawn-out and detailed Transport for London feasibility study, and the shortlisted schemes will be assessed by an architectural jury and an expert technical panel.

Risks in using research data from apps

New research from Perth highlights the risks in using technology to drive transport projects.

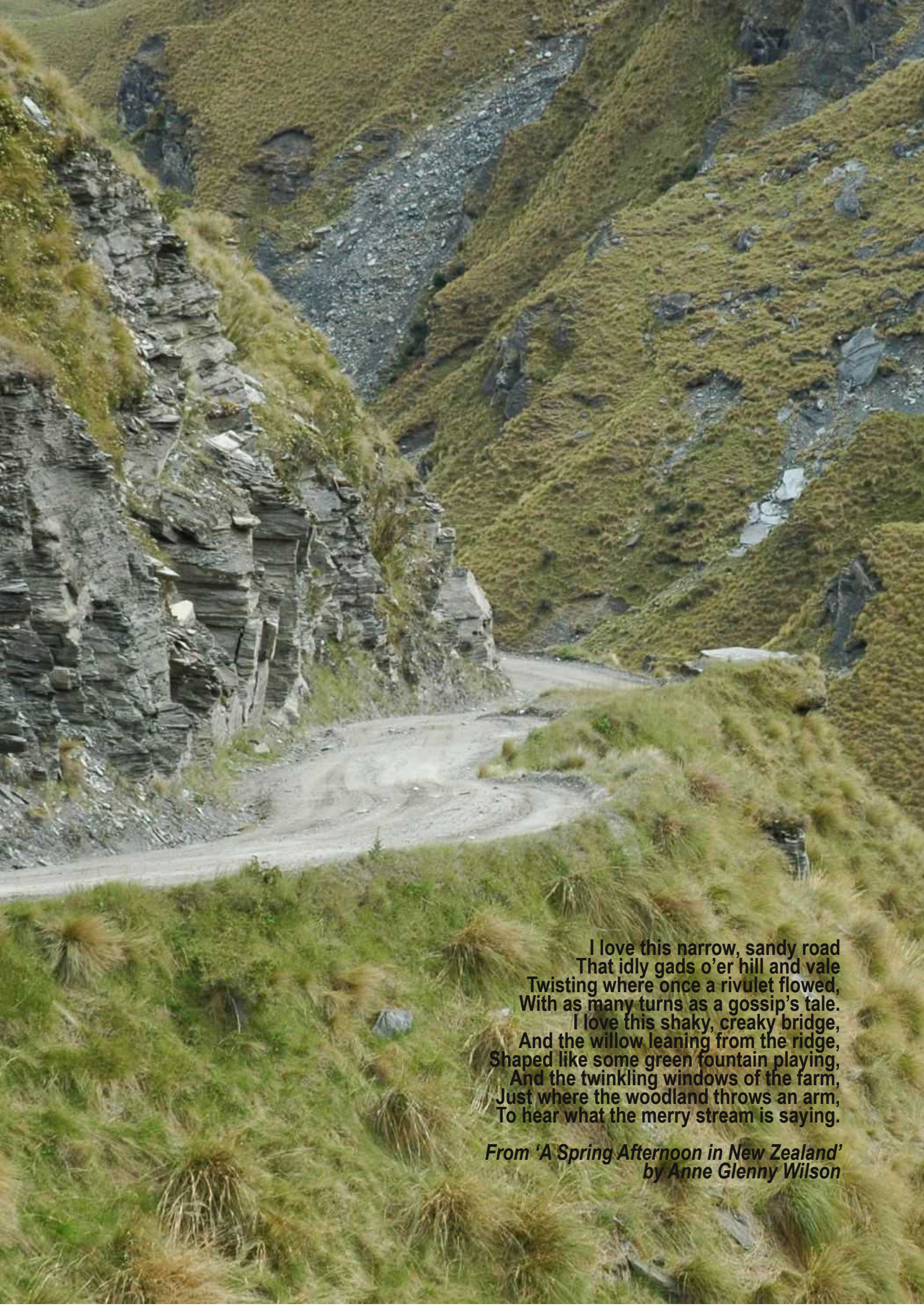
The study, from Edith Cowan University, used the mobile fitness app STRAVA to track cyclists and found cyclists are using quieter back streets to avoid major roads, even when cycle paths are provided.

However the study - which investigates the safety of various route options - fails to acknowledge that STRAVA is primarily used by sporting cyclists, who form a very different demographic than many regular cyclists. Those training cyclists typically cycle at different times and for different purposes than, for instance, commuter cyclists, so relying on

their route selection choices potentially creates an inaccurate picture.

The study confirmed the growing popularity of cycling in Perth, and found many riders using back streets instead of dedicated bike paths on busy roads. ECU Centre for Planning programme director Tim Perkins said the important next step in the research project was to understand why cyclists chose particular routes and what made the routes safer than others.

Those using STRAVA or similar tools are encouraged to consider whether the cyclists using the technology are representative of a wider cycling group.



I love this narrow, sandy road
That idly gads o'er hill and vale
Twisting where once a rivulet flowed,
With as many turns as a gossip's tale.
I love this shaky, creaky bridge,
And the willow leaning from the ridge,
Shaped like some green fountain playing,
And the twinkling windows of the farm,
Just where the woodland throws an arm,
To hear what the merry stream is saying.

*From 'A Spring Afternoon in New Zealand'
by Anne Glenny Wilson*

Cycling's wind of change may sweep aside valuable lessons...

Opinion piece by Roger Boulter



Something's going on

Even a cursory glance from a non-specialist shows it: something is changing in the area of planning for cycling – the biggest changes in 15 years.

Within the last year or two, cycling seems to be something ordinary lay people – rather than sporties and greenies – support and want more of. John Key as a canny politician with fine nose for votes, has got behind it with extra money – and there's nothing like this for getting everybody's ears to prick up. But wider than this – cycling in a relatively short time has become distinctly 'sexy' in the general public mind. Some have called cycling "the new golf".

But I'm concerned, because some of the mistakes of past decades look set to be made again. Those who don't learn from history are doomed to repeat it.

Wind of change

Within the last year or two, we have seen:

- the NZ Cycle Trail delivering the first of its 'Great Rides' and spawning its 'Expansion Project', aiming to link these iconic stand-alone rides into a

nationwide cycle touring network.

- a Cycling Safety Panel, set up in 2013 on recommendation of a coronial inquiry (itself unusual, in looking at several incidents together), recommending some far-reaching changes (December 2014).

- an 'Urban Cycleways Fund' (August 2014) of \$100M (over and above the National Land Transport Fund).

- creation of a National Cycling Team (2014) at NZTA – a step-change in staff resources devoted to the topic.

- a project initiated by Hastings businessman Paul McArdle to build bike training facilities at his children's school, now becoming a nationwide movement.

- 'Frocks on Bikes' and similar movements (gents, there is a male equivalent, the 'Tweed Ride'), the significance of which is to normalise cycling, by yanking it out of the 'sweat, lycra and macho' associations into something 'normal people' do.

- the advent in NZ of a new form of cycling facility, the 'separated cycle lane' (examples being Beach Road, Auckland, or St Vincent Street, Nelson, with several other local authorities keen to follow suit).

- an emphasis on people who don't cycle now, but (so it is perceived) 'would like

to' – the 'interested but concerned' sector, as defined by Portland cycle planning specialist Roger Geller.

Is all this positive?

Before we all rush to say "Of course it is!", consider this.

Geller is not the first to urge us to focus on would-be cyclists rather than those who already ride. John Grimshaw, founder of the UK's enormously successful Sustrans, parted company from urban cycle campaigners in the late 1970s to develop a disused rail line between Bristol and Bath, which became the flagship project for many others which were to follow.

This was while his fellow Bristol cycle campaigners were focusing on the on-road situation, and giving us (eventually) some of the first advanced stop boxes – because that's where those campaigners wanted to cycle.

Grimshaw wanted to attract family groups – those who didn't cycle because they found road traffic too intimidating. For many years, there was a bit of a stand-off between Grimshaw's Sustrans and the urban cycle campaign groups (whose equivalent in New Zealand

would be the Cycling Advocates' Network). Grimshaw said the family groups, and other would-be non-cyclists, wanted to be separated from road traffic.

Sounds familiar? Today, advocates of 'separated cycling lanes' – photos of which appear prominently in the Cycling Safety Panel's December 2014 Final Report, and in other official material wanting to be seen as 'up with the play' – say the same, echoing Geller's thinking, that those who don't cycle but would like to "want separated facilities". Do they really want this, and even if so, will this deliver benefits?

Going back earlier than Grimshaw – to 1950s-1970s – some settlements have been substantially planned on the basis of the same assumption, with pedestrian and cyclist circulation being via a network of routes completely segregated from motorised traffic. England's Stevenage New Town, and Canberra's new 1960s development area, were notable examples.

It didn't work, for various reasons. The cycle routes sometimes did not go to destinations cyclists wanted to reach, and an antagonistic anti-cycling culture developed among both car drivers and road engineers – of "Get these cyclists off our roads and onto the network we have provided for them".

Battle was joined perhaps most exhaustively in Milton Keynes, one of the last, largest and most car-oriented (and segregated-path-oriented) of England's New Towns. Here local cyclist John Franklin cited statistics showing that cycling was actually more dangerous under the segregated approach, than it was with cyclists sharing the road with motor traffic – with crashes actually higher on the off-road paths (let alone the road system).

He advocated "vehicular cycling" and went on to write *Cyclecraft* (1988), a seminal manual which went to gain so much respect that the UK Government republished it in a revised and officially endorsed edition in 1997. This guide gave cyclists the skills to cope with motor traffic.

The advice was similar to that given to learner car drivers – be clear to others as to your intentions, and claim the road when necessary in order to carry them out. *Cyclecraft* went on to form the basis of the Bikeability cyclist training programmes.

It seems we had learnt that safety results from learning how to share the road,



rather than separating the user categories from each other. New Zealand seems about to un-learn this through the vast imbalance in the current initiatives.

Segregation, in fact, is impossible – paths need to cross roads, and driveways are accessed across the 'separated' paths – and even where it is achieved, personal safety may become an issue because of a secluded environment.

Segregated or 'separated' (the new in-vogue term) networks may have a valid place in cycle planning, possibly as a broad-scale arterial network for cyclists, but they can only ever be just one part – not a foundation – of our urban cycle planning (and, therefore, what gets funded).

And it gets worse. Because the newly-in-vogue 'separated cycle lanes' are within the road boundaries (rather than, say, paths through parkland), there are all sorts of design 'fish-hooks' which should concern us.

Cars need to cross them. Pedestrians and cyclists need to cross them. Cyclists will be coming (at some speed) from directions from which other road users may not see them, or even look for them. And research into these potential problems is at a very early stage.

We are now familiar with something else learnt since those days – the "safety in numbers" phenomenon. This is that, for whatever reason, the per capita cyclist crash rate goes down with higher cyclist numbers.

It took many years for this to become established, in the late 1990s and early 2000s, but there are now many studies showing the same thing. Some explain this by saying that motorists are more

used to seeing and responding to cyclists. Others say that the cyclists are more experienced and thus skilled, in coping with motor traffic.

Whatever the reason, it seems clear that motorists and cyclists sharing the road not only breeds safety, but that hard data from professionally-reputable studies back this up. Cyclists aren't likely to learn road-sharing skills on the 'separated cycle lanes' now coming into vogue. It also shows there are safety benefits from increased cycling – not just environmental, congestion and health benefits – whether or not dedicated infrastructure is provided for it.

Another breakthrough was the "Five Point Hierarchy of Measures", first adopted by the UK Institution of Highways and Transportation in 1996 and since adopted more widely, including in NZ official documents.

This turned conventional cycle planning on its head by saying that reducing traffic volumes and reducing traffic speeds were the two most important measures which could be taken to improve cyclists' safety. 'Cycling facilities' in the form of off-road paths or on-road cycle lanes, came lower in the list of priorities (at the bottom, in fact). Where in this hierarchy would 'separated cycle lanes' fall?

I get worried when I see in Gerry Brownlee's August 2014 press release (and wonder who wrote it), announcing the Urban Cycleways Fund, that urban cycle networks lack 'connectivity'. What does he mean by this?

I suspect an assumption that all routes for cyclists must take the form of 'cycling facilities' – a fallacy learnt to be



a fallacy in years past. Other official voices have said similar things since, with the key words ‘connected’ and ‘separated’ being peppered throughout the rhetoric.

I get similarly worried when I read (for example, in the Cycling Safety Panel’s 2014 Final Report) that the state of cycle planning in NZ is not “fit for purpose”, and that official guidance will therefore be re-written. Dare I suggest this reads rather arrogant?

Fifteen years ago, best practice cycling facility design largely existed outside documents like MOTSAM, with the Austroads Guides being ahead of ours, and much of the expertise residing among cycling advocates.

There was a major turn-around in the early 2000s, as much of this expertise was brought into mainstream official guidance, with a notable example being the LTSA’s 2004 NZ Cycle Network and Route Planning Guide. Official documents should always be open to suggestions for improvement, but to imply current official guidance is to be dismissed as not “fit for purpose” seems rather over the top, uncalled-for, and actually insulting.

And where did ‘cycling strategies’ go – the ‘must-have’ local authority documents of the early 2000s? The new money and the rhetoric is going predominantly into building infrastructure, ‘networks’, physical stuff on the ground.

Although ‘soft measures’ like travel planning and road safety education are still officially supported, most of the gung-ho enthusiasm we seem to hear from our politicians and their public servants (and the new funding) is directed at building ‘cycling facilities’, and especially of the currently particular in-vogue type. The strength of a strategy is the balance between its diverse elements, ‘hard’ and ‘soft’ – are we forgetting this?

And now? Advance cycling, not ‘cycling facilities’

In several cities, we have cycling facility proposals facing a very rough ride from public opposition. Examples are Wellington’s Island Bay and other routes, and a series of routes in Christchurch.

Some of this opposition is because the design is based on relatively new concepts (notably the ‘separated cycle lane’), and there are ‘fishhooks’ in its detail – like safety as driveways

and pedestrians cross, or whether the ‘separated’ path gives way to side roads (which may negate its attractiveness to cyclists).

Some opposition is based on cost – designs as radical as this do not come as cheap as we are used to with painted cycle lane markings on the road. Some opposition is from that hoary old chestnut, loss of on-street parking (which may not be such a disaster as often supposed).

Meanwhile, I would suggest that the ‘elephant in the room’ is often either ignored, or at least downplayed, and that is the role of motor traffic in cyclist accessibility and safety.

No matter how good or bad the new facilities’ designs are, the cyclists who use them also need to use conventional roads. Very few journeys can ever be entirely, or even mainly, along such ‘separated’ facilities.

This is an ‘inconvenient truth’: no matter that (so the thinking goes) “interested but concerned” ‘would-be’ cyclists “want” separated facilities, they also need to learn how to cope with traffic, because it is among traffic that much of their journey will inevitably lie.

And traffic needs to slow down as necessary for this, which in turn brings to the fore whether we are to see ‘efficient’ traffic flow as an end in itself, and whether perhaps we should get as enthusiastic about reducing and slowing traffic, and road designs to calm it effectively, as we apparently now all are supposed to be about ‘separated cycle lanes’.

Finally, another valuable lesson from the past. The seminal 1977 Geelong Bike Plan, whose ‘Four E’s’ (Engineering, Education, Enforcement and Encouragement) set the template for cycling strategies for many years afterwards, had a watchword “Every street is a bicycle street”.

They meant that we need to plan that cyclists may need to use any part of the urban road network. Let us not let our fascination with ‘separated cycle lanes’ blind us to the valuable lessons of the past, not least the need for decent sharing between cyclists and motor traffic as of greater importance than perfecting the design technicalities of ‘cycling facility’ infrastructure.

Roger Boulter, Boulter Consulting, 06 379 8909, 021 872 654, roger@boulter.co.nz



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For Master of Engineering Studies (MEngSt) in Transportation and Postgraduate
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- CIVIL660 - Traffic Engineering & Planning** (mixed mode*, 11, 12, 13 March + Civil 758*) A range of selected topics in traffic engineering and transportation planning which will provide a basis for extension into further studies. (Diploma course - is a pre-requisite for several other 700 series courses).
***1 x 3-days + integrated with Civil 758, BE(Hons) course Mon 4-6, Tues 5-6**
- CIVIL762 – Transportation Planning** (18, 19, 20 Mar and 6, 7, 8 May) In-depth exploration of various components of the urban transportation planning process, with emphasis on theories on modelling. The principles of conventional four-stage transport planning model, namely, trip generation, trip distribution, modal split and trip assignment, are covered in detail.
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Semester 2 (Jul-Oct 2015)

- CIVIL661 - Highway & Pavement Engineering** (29, 30, 31 July + Civil 759#) A range of selected topics in highway engineering and pavement materials which will provide a basis for extension into further studies. (Diploma course - is a pre-requisite for several other 700 series courses).
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- CIVIL 771 – Planning & Managing Transport** (3 & 4 August, 24 & 25 August, 12 & 13 October) Integrated planning of transport and land use, Outline of transport planning modelling, LTMA and the GPS, District Plans and RMA, Travel, trips and parking. Transport assessments and multi-modal transport, Travel demand management, 'Smart roads', Intelligent transport systems.
- Civil 772 – Public Transport – Planning & Operation** (20, 21, 22 August & 17, 18, 19 Sept.) PT Data Collection; Frequency and Headway Determination; Alternative Timetables; Vehicle and Crew Scheduling; Short-turn Design; PT Network Design; Reliability; Design of Shuttle and Feeder lines; Bus priority and BRT

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

For Admission / Enrolment inquiries contact: **Assoc. Prof. Roger Dunn**, Director of Transportation Engineering
Phone: (09) 373-7599 x87714 or (09) 923 7714 DDI Email: rcm.dunn@auckland.ac.nz

Further details, including the course outlines, can be found at:

<http://www.cee.auckland.ac.nz/uoa/home/about/ourprogrammesandcourses>

<http://www.engineering.auckland.ac.nz/uoa/home/about/our-staff>

A View From Afar



A view of the City of Melbourne, Australia skyline along the Yarra River.



Marsha enjoys a unique seat in Auckland

Marsha Anderson Bomar is was the first woman to serve as International President of the Institute of Transportation Engineers (ITE) and was recently in Auckland. This is her report.

Twenty years after my service as International President of ITE, I was honoured to be hosted by ITE members in Australia and New Zealand to visit and exchange knowledge about our industry and the world around us.

We explored leadership, transportation innovations, and the relationships between transportation, land use, and economic development. In pictures and words, this summary of just a few of my experiences is written to give you a taste of the journey and the depth of opportunity opened up by the friendships made through my engagement in ITE.

Feel free to contact me directly if you would like more information - or better yet, go and visit these wonderful places.

Southbank Melbourne

Along the banks of the Yarra River in Melbourne, Australia, the former industrial area of Southbank was transformed into a vibrant neighborhood in the early 1990s.

The decaying wharves, factories, and
“One is easily drawn to zig and zag from one side of the river to the other.”

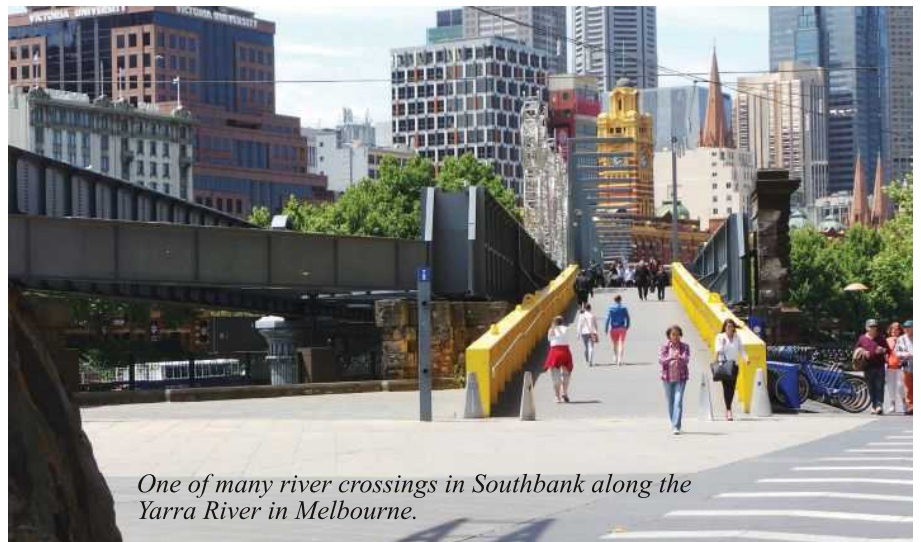
warehouses originally had been built between 1860 and 1920. To stimulate economic development, the choice was made to develop almost all new

construction that now creates a livework environment with restaurants, shops, public art displays, and an innovative arts centre.

This modern place is connected to the older downtown that is filled with both historic buildings and contemporary buildings that were constructed to meet current, high sustainability standards. The numerous river crossings are both functional and artistic.

The local planners seized an opportunity to connect the port where the cruise ships arrive in Southbank to downtown via a modern streetcar line. The elegant old train station is well connected to Southbank and opens up easy connections to many other parts of Melbourne, with frequent service on mostly new trains.

The area is quite pedestrian friendly, and



One of many river crossings in Southbank along the Yarra River in Melbourne.



Guidance strips on the street help the sight impaired to find crosswalks.

with so much to see, one is easily drawn to zig and zag from one side of the river to the other via the many bridges that provide great views and access to new destinations.

Throughout the area there are interesting pavement markings I had not seen before. In addition to the raised

pavements we often see at the curbs by an intersection crossing, they have raised stripes on the ground so that visually impaired people have guidance to get to a safe crosswalk.

To find out more, click [HERE](#).

Waterfront Auckland

In contrast to the very successful new construction project in Melbourne, the waterfront redevelopment in the Wynyard Quarter area of Auckland, New Zealand is all about rehabilitating through re-use and repurposing.

The heritage and importance of the harbour to residents and businesses is evident in more details than can be shared here. To highlight just a few examples:

- The visitor center is a repurposed shipping container. Similarly, the area has created a free library and a home for a piano available for anyone to play in shipping containers placed around the area in keeping with the theme.
- A new playground includes a 7-metre slide that is constructed to look like the storage tanks in the surrounding



A bridge in Auckland is painted with a barcode design in tribute to the Wynyard Quarter's shipping heritage.

area. Some of the actual tanks that are no longer in use have been turned into works of art. One has been maintained as a viewing screen for movies on the lawn.

- Street furniture mimics elements of the ships and the harbour.
- Rails where containers used to be moved are maintained. In one place, wooden chairs are in place, but they can be slid along the rails and connected to form a performing arts stage.
- Restaurants are abundant and many are housed in old warehouse buildings.
- Bridges connecting the downtown to the waterfront celebrate the importance of the shipping industry through walkways painted with bar codes.
- Arches and sculptures pay tribute to the local Maori heritage and culture.
- A vast staircase that provides access for pedestrians to the water was built to work with the tides and the sea rise.

It is all about sustainability - every decision that is made for each element of every project takes a long-term view. Whether it is materials or the provision of many transportation choices, this waterfront is and will be active and successful for both the public and the private sector.

It is in the partnership between the public (government and citizens) and the private investors that many of the benefits can be seen. The area attracts people during the work day as well as evenings and weekends.

Part of the focus on sustainability is the economic development of the community, and the projections make the

This visitor center in Auckland, New Zealand is made of repurposed shipping containers.



story clear. Waterfront Auckland expects that by 2040, the waterfront will contribute more than \$NZ4 billion to the economy, and that more than 20,000 full-time jobs will be created and another 20,000 indirect jobs throughout the region.

To find out more, click [HERE](#).

Shared Streets in Auckland

As traffic engineers continue to evaluate the allocation of the precious and limited right of way, the needs of many users must be considered. In addition, the businesses adjacent to the street are impacted by many factors, and included in those are the perception and the reality of accessibility.

The local Auckland government carefully proceeded with the design of its first Shared Street and conducted extensive before and after analyses of both traffic operations and economic impact on the local business operations.



This shared street in Auckland, New Zealand has accessible, activity, and traffic sections without physical barriers.

Imagine a thriving business environment where people can stroll, dine, or shop; deliveries can be made; and you can be dropped off at your front door.

It sounds like a typical city street—except these shared streets in Auckland, New Zealand are anything but typical. There are no curbs defining where the vehicles must stay. The pedestrian space is not restricted to a typical sidewalk area.

Development of these spaces is more costly than basic streetscape programmes, and so a special assessment was created for the Central Business District (CBD) area. Special signage was created to mark the entrance and the end of the special zone.

The cross-section can be described as open and accommodating. On each side of the street there is an accessible area with no barriers to reach the businesses. Moving toward the centre of the street is an activity zone. It is the space for street furniture, outdoor dining, trees, loading vehicles, and signage. The middle space is the traffic zone where pedestrians, moving vehicles, and other activities take place.

From the photo you can see that there are no obstacles, curbs, or other physical impedances for pedestrian movement from one zone to another. There are visual cues created by widely spaced trees, changes in pavement texture and drainage structures. Each element and the materials used were tested to ensure they met the objectives of the shared space.

Concerns of the local businesses were heard prior to the establishment of the first space. The data analysis shows that indicators are all encouraging: occupancy is up, real estate values are up, and spending has increased. Vehicular activity is down, but pedestrian volumes are up measurably.

The successful implementation has led to the implementation of several other shared spaces with more under consideration.



A sign indicates a shared usage zone

There are no actual barriers, just visual clues, as to how the space is to be used. Of course, every street does not lend itself to this concept, but where it is appropriate to have slow moving traffic and high pedestrian activity, you have an opportunity to create something unique. It is a combined space, not a place where activities are separated.

To date, the streets selected have been lower traffic volume locations. The positive experience has started the discussion about future possibilities for higher volume roads.

For more details, click [HERE](#)

Hook Turns in Melbourne



A hook turn treatment for vehicle turns in Melbourne, Australia.

A variety of treatments have been used to manage traffic at intersections. In the United States, there are locations where “jughandles” are used to have left turns become through movements to create less conflict at the intersection. In Australia, there are hook turns (remember they drive on the left side of the street, not the right), which function similarly.

The car pulls into a special location in the middle of the intersection and is perpendicular to its original flow. At the appropriate moment, the car then moves across as a through movement.

Thank You Notes

Many people helped to make this dream trip a reality, and I need to extend some thanks. I will surely leave a name out that should be included, so forgive me.

First and foremost, thanks to Andrew O’Brien who asked me to be the speaker at the President’s Dinner in Melbourne. This began the conversation. Andy also took precious time out of his very busy schedule to show me some of the beautiful sites. Thanks to Deborah Donald for hosting me in her home and being a great guide. Ken Ogden, Nick Szwed, and John Smelt—ITE friends old and new— showed me around Melbourne, including the Southbank area.

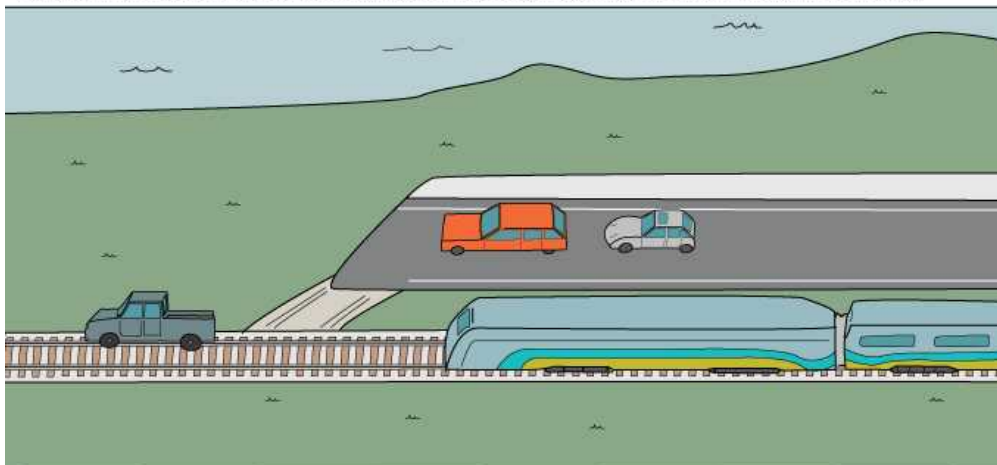
Don McKenzie in Auckland organized many wonderful activities and hosted me in his home. He and his family devoted a great deal of time to ensure I enjoyed my free time. Thank you to Jenny Parker, President of Women in Construction, for a lot of planning time and for hosting me upon my arrival in Auckland.

Thank you to Eric Van Essen, road development engineer for Auckland CBD, for the tour of and information about the Shared Streets. Thanks to Alan Gray, senior urban designer with Waterfront Auckland for guiding me through the Wynyard Quarter area. And final thanks to the Australia/New Zealand Section of ITE and ITE International for contributing to the funding for this most informative trip.

Marsha Anderson Bomar, AICP, ENV SP/TRAINER is Senior Principal, Transportation, Sustainability Team at Stantec. She founded Street Smarts in 1990, a transportation planning, engineering, and design firm that she sold to Stantec in 2010. She had the honor of being the first woman to serve as International President of the Institute of Transportation Engineers (ITE) and was the first woman to ever receive the ITE Burton Marsh Distinguished Service Award. She has also served as President of the American Society of Civil Engineers’ Transportation and Development Institute. Marsha has more than 40 years of experience in transportation planning, traffic engineering, public involvement, education and training, meeting facilitation, traffic analysis, management and administration of transportation and traffic engineering projects, master transportation plans and studies, transit systems planning, parking studies and design analyses, freight studies, modeling, and general research. She has served 9 years on the Duluth, GA, USA City Council and has twice served as the Mayor Pro Tempore. She holds a bachelor’s and a master’s degree from the Polytechnic Institute of Brooklyn in Mathematics and Transportation Planning and Engineering, respectively. She also holds a master’s of civil engineering with a concentration in transportation from Princeton University. Marsha is a Fellow of ITE.

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“DAMN, THE ROAD LANE ENDS AGAIN! I HATE SHARING THE TRACKS WITH THE TRAIN.”



@STEVEPADAMS

STEVEPATRICKADAMS.COM

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) ~ four courses
- Master of Engineering Studies (MEngSt) ~ eight courses
- Master of Engineering in Transportation (MET) ~ up to six courses plus research project/thesis

*ENTR600-level courses run in "block mode" to enable **part-time and distance students** to easily take part.*

*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 (preferably earlier) – otherwise late fees may apply.*

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

COURSE	DESCRIPTION (more detailed Flyers available on website)
Anytime (contact Department)	
ENTR401: Fundamentals of Transport Engineering (Self-study at home with 1-day tutorial at UC, date TBC)	Transportation planning; Road link theory & design; Intersection analysis & design; Traffic studies; Accident reduction; Sustainable transport planning & design; Intro to Pavement design. {bridging course for non-transportation students}
Semester 1 (Feb-Jun 2015)	
ENTR611: Planning and Managing for Transport (Block dates: 2-4 Mar, 4-6 May)	Road/transport administration in NZ; Transport legislation in NZ; Communication/presentation skills; Public consultation; Transport assessment; Traffic surveys; Demand management & tolling; Project economics; Construction planning & contract management.
ENTR616: Advanced Transport Planning & Modelling (Block dates: 9-11 Mar, 11-13 May)	Urban transport planning process; Geographic information systems; Travel demand modelling and prediction; Project appraisal; Advanced transport modelling.
ENTR617: Traffic Engineering and Design (Block dates: 16-18 Mar, 18-20 May)	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.
Semester 2 (Jul-Oct 2015)	
ENTR 604: Road Asset Management (Block dates: 12-14 Aug, 14-16 Sep)	Road asset management concepts, levels and functions; data requirements; evaluation of functional and structural performance; intervention criteria; deterioration models; rehabilitation and maintenance strategies and priorities.
ENTR613: Highway Geometric Design (Block dates: 27-29 Jul, 5-7 Oct)	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.
ENTR618: Transport and Freight Logistics (Block dates: 20-22 Jul, 28-30 Sep)	Urban goods movement; transport/freight logistics; supply chain management; planning/design for other transport modes (rail, air, sea); major research project.

Note: Other relevant courses at Canterbury (e.g. Risk Management and Construction Management courses), Univ. of Auckland or elsewhere may also be suitable for credit to a PGCertEng, MEngSt or MET. For more details contact:

Dr Mofreh Saleh Phone: (03) 364-2987 Email: mofreh.saleh@canterbury.ac.nz

Prof Alan Nicholson (Programme Director): alan.nicholson@canterbury.ac.nz, ph. (03) 364-2233

Or visit the website: www.met.canterbury.ac.nz

Transportation Group Research Advisory Sub-committee (RASCals) Update

How many research topics would a research topic coordinator coordinate if a research topic coordinator could coordinate research topics?

An NZTA Mystery Demystified...

One of the goals of your Research Advisory Subcommittee over the last year has been to find out more about how exactly the NZ Transport Agency comes up with its list of research topics for funding. There was feeling that this process was a bit secret. It turns out that there are no secrets and it is a comprehensive and robust process. Patricia McAloon, Manager National Programmes at NZTA National Office, enlightens us here.

"The challenges that research can assist to address, including those the IPENZ Transportation Group provided to us, were made available to all who proposed topics for 2015/16 research.

The proposed topics were assessed using the Research Programme Framework (publicly available at www.nzta.govt.nz/resources/research/index.html) and Assessment Guidelines (which RASCals have a copy of for anyone interested), in a process led by the ten Transport Agency Research Topic Group Owners who are the portfolio owners of the range of technical areas of research.

Transport Decision Makers for the Research Programme, namely the Transport Agency, the Ministry of Transport and Local Government NZ, considered the assessed topics in the light of the Government Policy Statement on Land Transport ("The GPS"), the Research Programme Framework and wider sector developments and, together with the Research Topic Group Owners, rationalised the 112 proposed topics down to 43.

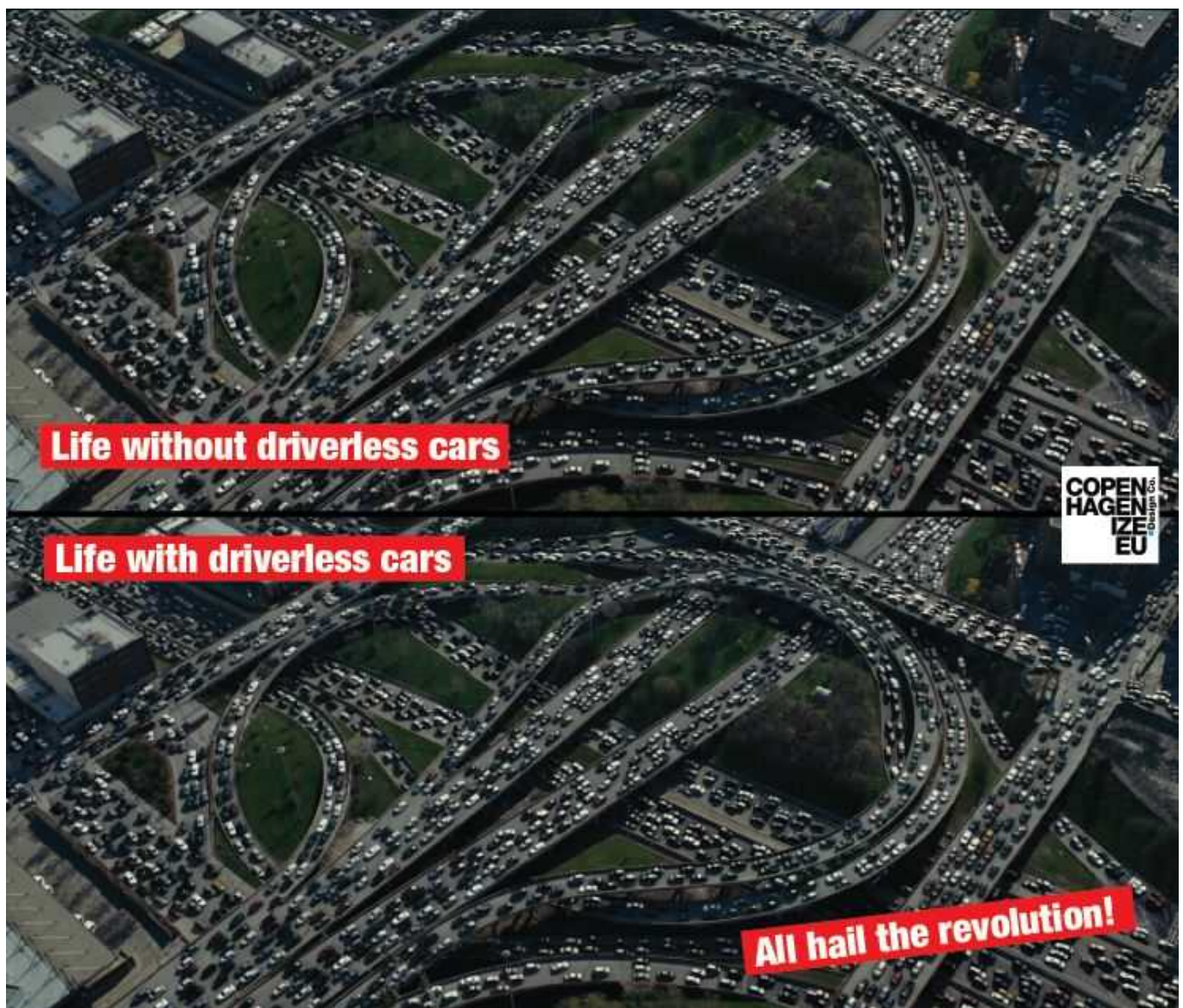
Further information about the Research Programme is on our website at www.nzta.govt.nz/planning/programming/research.html, and the document at "2015/16 research" is the list of research topics approved for investment as part of the 2015/16 Research Programme."

Patricia McAloon, Manager National Programmes, Planning and Investment Group, NZTA.

From now on RASCals will continue to work with NZTA to understand how we, as a group representing the transportation industry, might be able to work better together with them.

We are also working on ways to communicate 'challenges that research can assist to address' between our membership and NZTA, as well as other potential funders of transport research.

If you have any questions or comment, please feel free to get in touch with RASCals, or with your local Transportation Group Branch.



Branch updates

Auckland/Northland Branch

Wrap-Up of Recent Events

The Auckland/Northland branch held its AGM on 4 February. The committee roles were confirmed with Pippa Mitchell from T2 Engineers coming as Chair, Jenson Varghese from MRCagney as Deputy Chair, Lennart Nout also from MRCagney as Treasurer and Stephanie Spedding from Beca is continuing as Secretary.

The committee comprises 15 members included three new members that we were pleased to welcome this year, Yvonne Gwyn and Aut Karndacharuk from Auckland Transport and Prakash Ranjitkar from the University of Auckland, School of Engineering.

The brief AGM was followed by an interesting presentation by Sam Corbett, Ina Stenzel and Claire Macky of Auckland Transport (AT) on 'Lessons Learned from Velo-City Global and Walk2Cycle 2014'. This generated good discussion around AT's approach to walking and cycling in Auckland.

The branch also held the Young Professionals Pub Quiz, a joint function with the NZPI Young Planners on 10 March. First run in 2014 we actually managed to hold it in a pub this year, the Atticus Bar on Fort Street in Auckland Central. It was a fun night and a good opportunity for young professionals to get to know their fellow colleagues.

Up-Coming Events

The branch is preparing another action packed year of technical presentations, social events and site visits and we will update you on these throughout the year.

Waikato/Bay of Plenty Branch

We had our first committee meeting for 2015 at the end of February, and we tried a new format. Instead of face to face at Beca's offices in Tauranga and Hamilton, Aaron Washington organised a teleconference which worked well and resulted in a much better turn out.

We have had some committee changes since last year, with resignations from Liam Ryan, Shaun Lion-Cachet, Sue Philbin, Adam Francis and Andrew McKillop. In particular the committee would like to thank all the work Liam has done as administrator and for the national committee updating the website.

Happily we have had two new members; Clara Hechei who will take over as administrator, and Kris Hansson.

Last year we held a poster competition for local primary schools as part of the centenary; this was won by Goodwood School in Cambridge.

We are looking forward to forging closer links with the main branch and other associated organisations, such as CILT and we will be organising a series of quality events, both technical and social, a draft programme will be issued after next week's meeting.

If anyone has any comments or suggestions please contact Alan Gregory (Chair) Alan.gregory@mwhglobal.com or Clara Hechei (Administrator) Clara.hechei@ghd.com

Central Branch

Upcoming Lunchtime Sessions:

· **Working Overseas**, Bob Barraclough – 19 March 2015 – NZTA Boardroom on L9, 20 Ballance St

Since 1975 Bob has worked in 19 countries and is waiting to travel to a twentieth. He has worked for contractors, consultants and Government Departments across a range of disciplines. As a consequence, he is a jack of all trades and master of none, so he calls himself a project manager. He is asked three questions about his work overseas: how did you get the opportunity, where have you been and what were the projects you worked on? He will try to give answers to all three questions.

· **Regional Land Transport Strategy**, Mark Edwards – Scheduled for late April 2015 – Location TBA

· **Ngauranga to Aotea Quay**, Glenn Prince – Scheduled for May 2015 – Location TBA

· **Capital Journeys**, NZTA – Scheduled for June 2015 – Location TBA

Expressions of interest sought - Transportation Group Cycle Tour

The Central Branch is keen to organise an event outside of Wellington, and the potential for a social/semi-informative cycle tour around the Hawkes Bay Region has been suggested.

This trip would provide an opportunity

to explore the cycling network around the Hawkes Bay region by bike whilst liaising with TG members in the Napier/Hastings area. The region has a vast network of off-road cycle paths which connect suburbs, rural areas, and draw tourists from across the globe.

This tour could involve renting bikes and witnessing first-hand the effectiveness of off and on-road cycling provision in the Hawkes Bay, the connectivity between Hastings and Napier, and/or a talk about the Hastings Model Communities project. Possible dates for this trip include mid-to-late April, or October 2015.

Please indicate your interest in this trip by contacting lead organiser Eliza Sutton at Eliza.Sutton@opus.co.nz

Interesting Article:

'Train surfers' in Wellington

Canterbury-Westcoast Branch

Events held

The first event of the year went well on Thursday, 26 February. The 'Holiday Snaps with Traffic Humour' entries were all top notch and it was difficult to pick the winners! The winners are shown on the next page. Local member Nilesh Redekar also kept us entertained with a talk on the differences between traffic environments in NZ and India (see photo). To see all the entries, go to: <https://www.ipenz.org.nz/ipenztg/files/2015%20Photo%20Competition.pdf>

Upcoming Events

The IPENZ Transportation Group Conference is in Christchurch this year and local members not attending the conference will be invited to join the Happy Hour – details to follow. Not long after the conference we will hold a 'local speakers event' for those that could not attend or missed that session.

Scary traffic incident of the month

"British tourist caught at 178kmh is a UK driving instructor"



Nilesh Redekar talks to the Caterbury-Westland branch on the differences between traffic environments in NZ and India

Holiday snaps with traffic humour (Courtesy of Canterbury-Westland branch)

Most passengers to vehicle size ratio – Jared White



Largest load to vehicle size ratio – Mark Newsome

Most bizarre transport related photo – Mike Smith



Most ambiguous sign
– Andrew Metherell



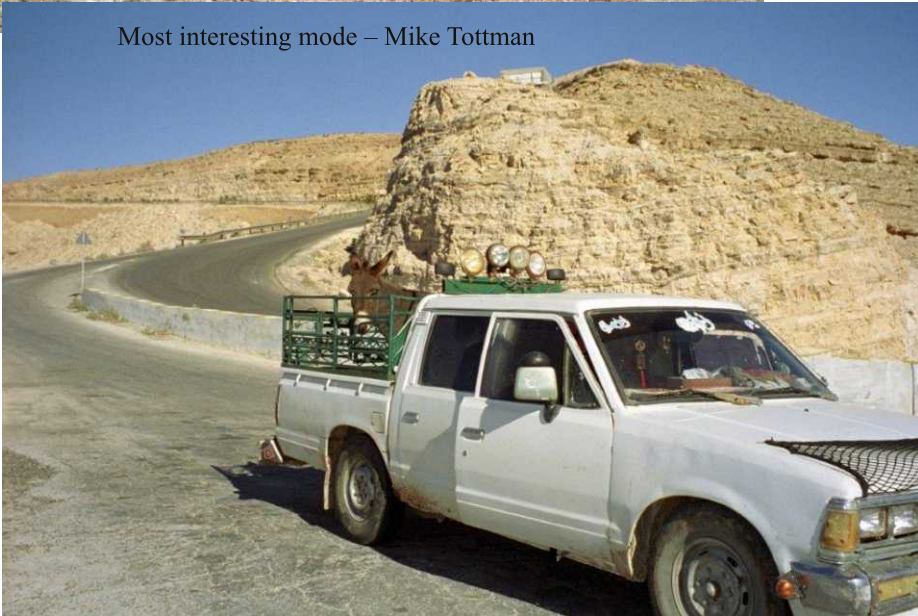
Interesting crossings etc. – Mike Tottman



Funniest Sign –
Mark Newsome



Most interesting mode – Mike Tottman



Roundabout of the month



John Shrewsbury sent in this photo from Saudi Arabia where the roundabout isn't really star, it's the slightly-heavier-than-expected Tornado jet that was being mounted on a plinth.

Seen a better one? Email daniel.newcombe@aucklandtransport.govt.nz



Caption competition



This edition's competition comes from the Canterbury branch's recent photo competition. I'm guessing the image itself is not from Canterbury. I can't see NZTA signing off on that particular traffic signal design. Who knows the ape(?) is saying?

A suggestion has been made.

If you think you know better, send your suggestion to daniel.newcombe@aucklandtransport.govt.nz



SH20 Waterview update



Construction of the second (northbound) tunnel reached another significant milestone last month with the first stage of tunnelling stopping to complete the turnaround of machinery needed to allow the project's giant Tunnel Boring Machine (TBM), Alice, to finish construction of the tunnel.

The final stage of the turnaround in the Northern Approach Trench (NAT - pictured above) is expected to take 10 weeks and will prepare Alice for her main drive towards Owairaka to complete the second tunnel. Alice has already excavated 270m (135 rings) of the second tunnel.

The picture to the right shows the new cycleway bridge along SH16, installed as part of the overall project. If you want to find out a bit more information on the project, visit: www.nzta.govt.nz/projects/waterviewconnection or www.facebook.com/AliceTBM for regular updates and some great videos.

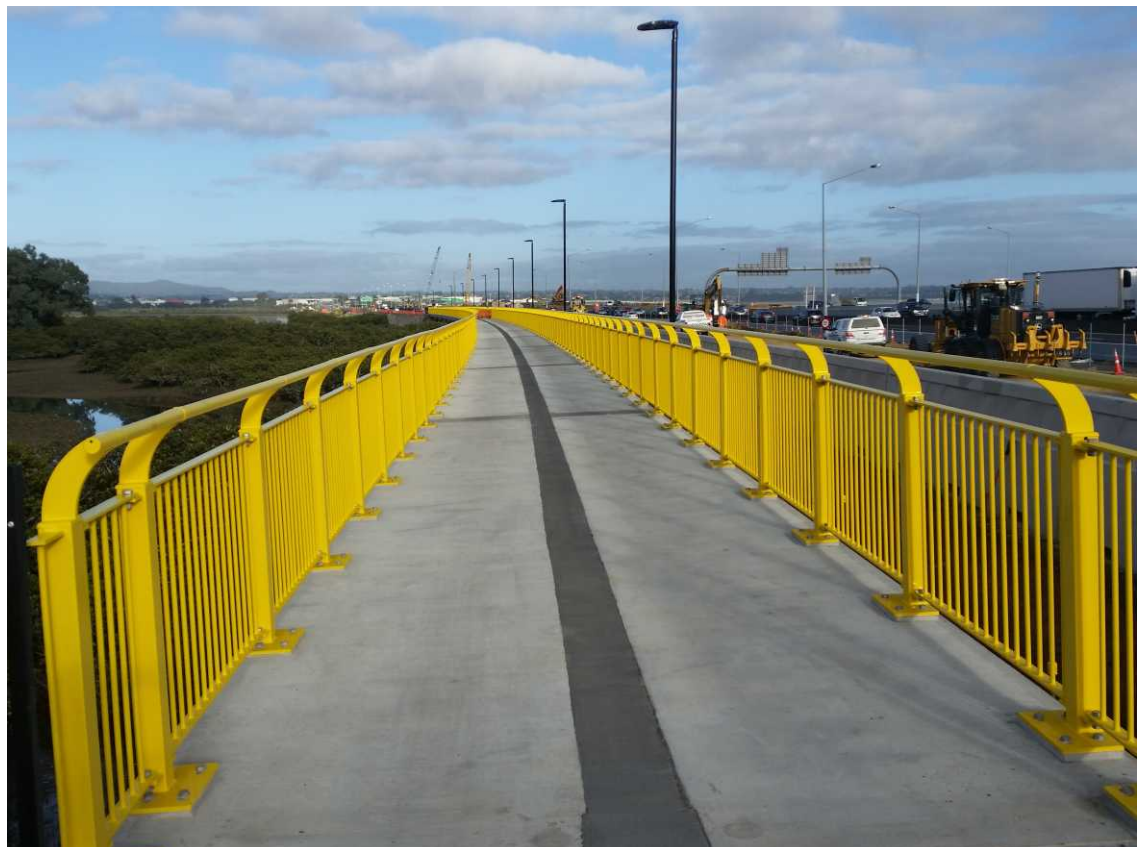




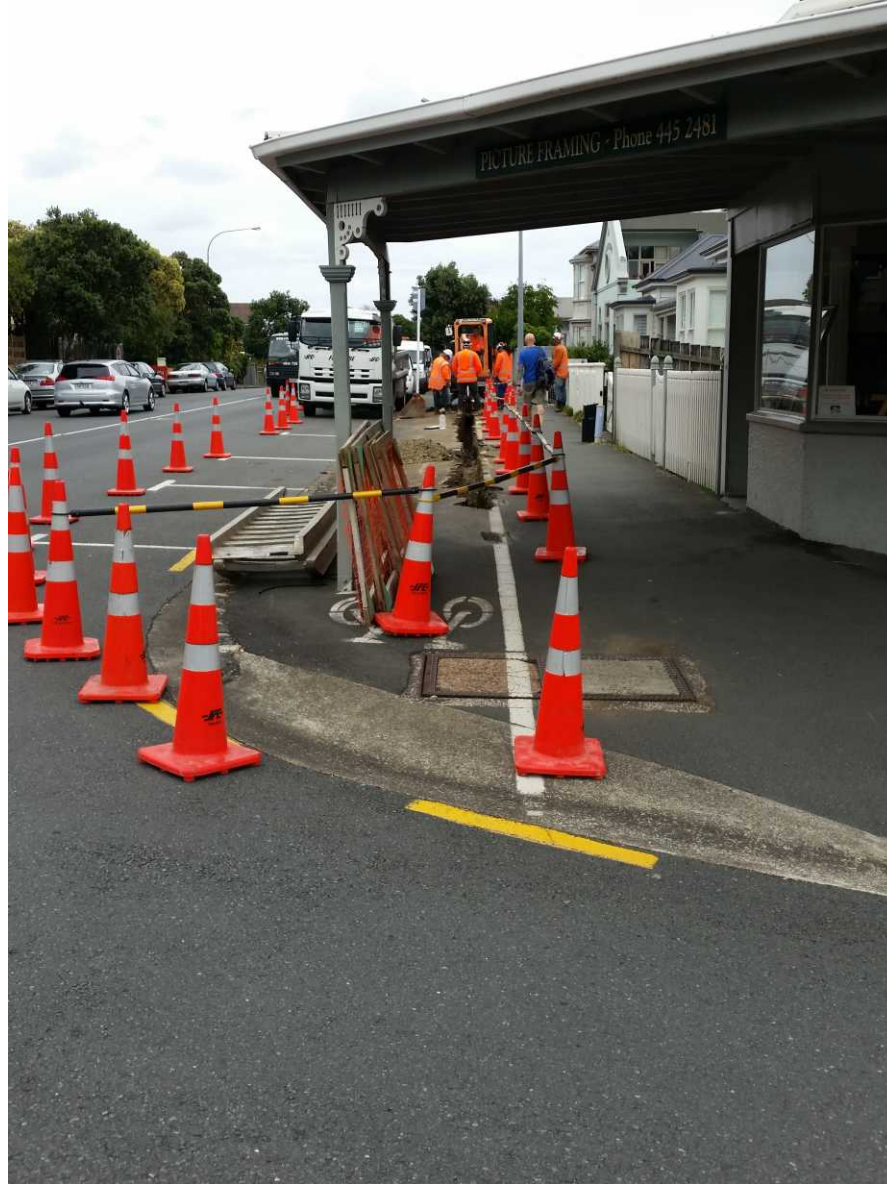
Photo Competition

This photo, titled "Someone at Chorus hates cyclists", shows an interesting situation in Devonport, Auckland whereby the cyclists' side of the designated shared path has been ever so slightly disrupted by Ultra Fast Broadband installation.

Perhaps they needed to use a sign like the one below.

Seen a worse example? Send it to: daniel.newcombe@aucklandtransport.govt.nz

Taken or seen photos you want to share?
Send them to:
daniel.newcombe@aucklandtransport.govt.nz
and win the adoration and begrudging respect of your peers.



GUESS WHERE? The photo is the underside of the Auckland Harbour bridge, looking north.

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

The conference is coming up and once again I am wondering whether to go. I went to one a few years ago and, while some of it was interesting, much of it didn't interest me. Should I go this year?

Adrian, Glenfield

Dear A Drain

Much about you doesn't interest me, but look - I am still responding to you! We are a diverse profession so our broad conference is bound to have some things you don't understand.

But don't worry, if all else fails, just go for the conference dinner. You can dress in costume and have a great time. Who cares if you learn anything?

~Transport Guy

Dear Transport Guy

I attended some sort of pillar-supported safe system journey for the customer recently. They said if someone is tired and crashes into a fence, then maybe engineers should build a more forgiving fence.

Excuse my ignorance, but shouldn't we also help the drivers too, so they don't fall asleep in the first place? Maybe have more frequent rest areas, and sponsor free coffee at service stations, and have police give out stimulant-filled jellybeans or something?

Arnold, Ohope

Dear Ah No

You're mistaking our role as Traffic Engineers. Our pillar is Engineering and our job is to Engineer. This includes infrastructure and signs and markings. What we need is a sign - Do Not Fall Asleep Here! - erected. Only near errant fences, of course. We don't want to stretch non-existent maintenance budgets.

~Transport Guy

Dear Transport Guy

I'm all for flexi-time in the workplace and happily start work at 2pm to avoid the morning. My problem is this Super Gold Card malarkey. My afternoon commute on the Waiheke ferry is completely overrun with oldies on day trips, clogging up the coffee queue and spreading their newspapers all over the tables.

Surely it's an unheralded waste of taxpayer resources letting these good-for-nothings take over my trip to work.

Petunia, Oneroa

Dear Petulant

You're right of course. Why have full ferries or off-peak buses and trains when they could be luxuriously empty, devoid of the smug crackle of the recently retired.

The Super Gold Card should be replaced with mobility scooter licences, kill two birds with one stone and get the footpath freewheelers back

where they belong - in their armchairs turning Cameo Cremes into cellulite.

~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...

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Kids explain traffic engineering



(After slipping on a valve cover)

"It's good that it was a bright colour so I could see it.

But I didn't see it.