Roundabout

Newsletter of the IPENZ Transportation Group

Issue 145 September 2015

What have you got to say in 2016?

Conference abstracts being sought now!

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IPENZ Transportation Group
Conference 2016
Auckland 7–9 March

Also in this edition:

Smartphones & Cycling

Permanent Ped Demand

The Return of the City

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"The rate of traffic accidents in Argentina is horrific; statistically speaking almost one person dies every hour."
p19

“By God, I wouldn't dare get a digger anywhere near it"
p30

“To paraphrase that famous tourism advert of our neighbours across the Tasman, 'where _ _ are you?'”
p4

“Auckland is moving from being one of the dullest and most lifeless conurbations in the world to offering a new level of intensity and activity.”
p36

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, 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 have an admission to make. I find most conferences really boring.

You sit there for hour after hour whilst well-meaning, earnest people outline technical material to prove how smart they are. Occasionally a nugget of brilliance sneaks through, but often conferences are filled with too many quasi-marketing promotions or awkward presentations by people ill at ease with speaking in front of crowds.

Well, not on my watch. I put my hand up recently to organise the 2016 IPENZ Transportation Group conference (and I will shamelessly plug it in Roundabout from now until March 7-9th when it will be held in the Pullman Hotel, Auckland) and I did so because I want our Group's showpiece event to be a masterclass in everything our industry can be: smart and interesting people with innovative ideas that will truly make NZ better.

I am not denigrating any previous conference organising committees (and I was on the previous Auckland committee), I have just been comparing our Group's offering to that of other conferences out there – and sometimes we fall short of what we could achieve.

Our delegate numbers have been flat-lining for some time and when I talk to conference sponsors (what a wonderful and attractive bunch of people they are, too…) they often ask where all the new attendees are.

I have no idea if Nigel was hired as an amusing but inconsequential keynote speaker or someone who actually had something to say, but his speech lingers in my memory more than any of the hundreds of technical presentations I've sat through before or since (other than Bridget Burdett's piano-toting effort, or her 'close your eyes' imaginary day in the life of a disabled person, or any of her other memorable speeches. Bridget – please present in 2016…).

"I want our Group's showpiece event to be a masterclass in everything our industry can be: smart and interesting people with innovative ideas that will truly make NZ better."

So I set a simple objective for the 2016 conference: it is more important for presentations to be engaging than technical. I don't care what a speaker will talk on, I only care that they get their material across in an interesting and compelling way, and that they make us think.

To this end, I have reduced the emphasis on peer-reviewed papers (though these can still be done) as I know of many people working on amazing projects and with superb ideas who are put off submitting a paper as they don't think it will pass (or is suitable for) a peer review.

'Practice papers' (as we are calling them) still get assessed but mostly just to make sure the concepts contained are robust and are coherently explained. Our conferences have always contained papers with thought-provoking opinions or proposals, the owners of those papers just had to struggle through the academically-minded peer review process.

They see the same people returning year on year - which is great – but we also need to have younger professionals bringing fresh ideas and energy. We need delegates from a wider breadth of the industry, to remind us of the vast range of activities our Group and profession covers. And we need attendees from outside of the industry who have ideas and information that could help us be more effective in our work.

The most memorable conference speech I can recall – and like many people, I've lost count of the number of conferences I've attended – was from Nigel Latta. Not an incisive technical presentation from a member or the industry, but an engaging and interesting reflection on how cultural and social trends or processes result in so many traits of our industry – in road safety statistics, in modal trends, in the way we use our roads and interact with other users.

I'll say it again – we're not getting rid of peer reviewed technical papers, we're just opening the door for more people to put up and share their innovative ideas.

So, on that note, here's the challenge: do you have something to say in 2016? Do you have innovative ideas to share? Are you working on a really cool project? Are you using a new technology or process that could reap benefits elsewhere?

Then submit an abstract (by the deadline of 3 October) and help us make it a memorable and informative conference!

CLICK HERE TO GO TO THE CONFERENCE WEBSITE

Daniel Newcombe
Roundabout Editor

Chairman's Message

SOME YEARS AGO A PROMINENT PSYCHOLOGIST WAS ASKED TO TALK ABOUT SEX AT A LOCAL HIGH SCHOOL FUNCTION. ONCE THE FORMALITIES WERE OVER, IT WAS TIME FOR THE PSYCHOLOGIST TO SPEAK. SHE WALKED UP TO THE MICROPHONE AS THE CROWD WENT VERY QUIET. "IT GIVES ME GREAT PLEASURE…", SHE SAID AND THEN SAT DOWN.

Now that I have got your attention (I hope), please take a few minutes to read on…

Having just completed my 'Chat' for this issue, I decided to quickly check what Alan Gregory (Vice Chair) had written in the previous issue. Of course, I should have done this in the first instance!

As noted by Alan, the National Committee will be considering a number of issues over the coming months. These will be considered and discussed with the Group in due course. Nevertheless, I think the key issue is worth reiterating.

My thanks to Alan for undertaking this task in a more than able manner while I was away.

Where are you?
In the past years we seem to be in a never-ending struggle to entice members to attend local branch presentations and activities. There is always a core group of people attending unless a 'high profile' or interesting topic is being covered. This has been an issue that has been of concern to me from many years ago when I first joined the Auckland Branch Committee.

A number of strategies were tried. We had good intentions to grow the attendance at our monthly presentations but to no avail. Even a disciplined approach to keep the meetings short and sharp only partially succeeded.
There are two issues here:
- Having a strong and healthy committee; and
- well attended presentations.

Branch Committees
I attend the Auckland Branch Committee meetings where there is an energetic group of people from various backgrounds, with diverse philosophies and values and who enthusiastically contribute their ideas. I understand from the chairpersons of the Canterbury/West Coast and Central branches that it is similar with them. They deserve a high level of recognition.

In the Waikato/Bay of Plenty area, the committee often struggles to get a quorum and the Southern Branch is having a severe struggle to attract members to the committee and to attend presentations. This is certainly not due to the lack of effort by some of the committee members.

Another issue the National Committee is encouraging is to implement a two-year tenure (as is the case for the TG Chair) for branch chairs. This has been in place informally but strictly implemented in the Auckland Branch committee for a number of years.

It is hoped this will encourage other people with fresh ideas not to be daunted by the thought of 'rocking the boat' by putting their name in the ring or by an incumbent not stepping down at election time. With due respect to latter, this has resulted because they were very good at what they did and/or there was no enthusiasm shown by any other person to undertake this role.

If you feel that the Transport Group does not offer you attractive enough activities, one of the better ways to achieve this is to join your local committee and work for change from within.

Branch Presentations/Activities
While accepting that not all topics are stimulating to all people, it would be pleasing to see a better response from our members. We are thankful for those people who do regularly attend local branch presentations.

At the closing session of the annual conference in Christchurch, I looked around the room (specifically at the Auckland contingent because I know who our regular attendees are) and did not see many familiar faces we usually see at the monthly presentations. I suspect this would have been similar for the other branches.

I often wonder why is it that people are willing to spend three-and-a-bit days (24-30 working hours) out of the office/away from home yet find it difficult to give up one hour a month (or two hours for those happy to also attend the social/networking time) to attend the local branch presentations? Maybe they have a one-off 'pass' for the year from domestic duties?!

It is frustrating when the local branch committee members give up their time voluntarily to act on your behalf and the response is lukewarm. These people put in such a tremendous effort out of an unselfish willingness to contribute to the Transportation Group and it gives them a great pleasure too!

To paraphrase that famous tourism advert of our neighbours across the Tasman, "where _ _ are you?"

IPENZ Engineering Dimension
Coincidentally Andrew Read IPENZ President, makes a similar (but more measured) appeal in the August issue of Engineering Dimension urging members to contribute. For those who have not read his message, we have reprinted this on the following page.

Please read Andrew's (pardon the pun that unintentionally slipped in here!) message. As an organisation, he clearly sets out how our members can make a significant contribution to our community.

The Last Word
A bit of plagiarism on the final word (for now) on this matter, 'ask not what the group can do for you but what you can do for the group.' There are a number of events being planned over the remaining months of this year. Please make an effort to support these events.

It is clear that the people and companies in our field are currently very busy and we are in obvious need of additional resources. This is an ideal opportunity to strengthen our community and by your active participation to attract capable candidates to the area of transportation.

Please tell us or talk with your local committee members. Write, email, telephone – we will be only too willing to help you get involved.

IPENZ Website and IT System
IPENZ is making a number of changes to its IT system and web interface. The plan (due to be implemented at the end of September) is to separate the TG domain from the IPENZ domain, retain the members' area and membership access but remove the membership search function. At this stage there would be no change for the user.

IPENZ is also implementing changes to the fee structure specifically with reference to members and non-members. This information will be distributed once the details have been finalised.

Pravin Dayaram
National Committee Chair

President's Message

GETTING INVOLVED

Since joining the Board, I've been really impressed by the number of Members who give their time to support and advance the profession.

Members volunteer in a multitude of areas, including:

- Student Members organising social and engineering related events for undergraduates
- Graduate Members getting involved with the Futureintech programme, encouraging school students to consider engineering as a career
- Experienced engineers acting as Practice Area assessors to ensure the competence of Members across diverse fields of Practice
- Members co-ordinating Branch activities and providing support at the local level
- Members getting involved with committees and specialist technical groups.

For me, these people truly represent one of the core attributes of being a professional - giving something back for the good of the profession.

When I consider the ways in which IPENZ endeavors to provide value to its Members, almost all rely on the significant contribution of Members to make sure they are successful.

Particular areas include:

- Representing our industry and advocating on behalf of Members
- Promoting professional and ethical practice
- Performing independent verification of competence
- Shaping opinion on engineering matters
- Providing access to current engineering knowledge
- Facilitating global mobility
- Encouraging employers to support professional development and registration
- Raising the profile of engineers and increasing public understanding of engineering matters
- Forming partnerships with schools and industry to inspire the next generation of engineers.

IPENZ as an institution can't, and shouldn't, operate in a vacuum remote from the input and support of its Members. Member input not only ensures the delivery of many of our work programmes, but also, and more importantly, provides guidance to the Board on which projects and issues we should be addressing. This guidance helps us to prioritise the Institution's strategic objectives, making sure we use our resources effectively.

"May I offer my sincere thanks, to those of you who already give freely of your time for the benefit of us all."

For those of you who are yet to contribute, I encourage you to do so in whatever way you can. Whether this is by attending Branch events to show support for your local committee, offering to act as a Neighborhood Engineer or providing feedback on consultation papers we publish from time to time, every bit helps.

As a Member of the Institution, you have a right to have your view considered. As I have personally found, contributing to the profession is a very rewarding experience. My knowledge of what it means to be a professional has grown as a result of getting involved and I have met, and continue to meet, some amazing people.

So, when next the opportunity arrives, please take the time to contribute and give something back to our profession.

Andrew Read FIPENZ

Keep up to date with IPENZ Transportation Group happenings:
www.ipenz.org.nz/ipenztg
www.twitter.com/ipenztg
www.facebook.com/ipenztg

IPENZ TRANSPORTATION GROUP

Letters to the Editor

The June editorial asked why the media went to other sources - the AA, the person univerally known as 'the Dog & Lemon guy' - for opinion on transport matters and not the IPENZ Transportation Group. There was a bit of feedback on this. Two responses are below:

Dear Editor

They go to the Dog & Lemon Guy first – because he is easily accessible. Speaks for himself (not a committee) and can usually be relied upon to say something totally 'wacko'!

They go to AA because everybody has heard of them. How many “Joe Public” have ever heard of the IPENZ TG? We have no public persona. If we wish to raise it we would need the total backing of the IPENZ Communications Team. Our University Professors would offer the necessary horsepower for the media.

Very few want to learn the hash truth. They want emotion these days, not facts.

Cheers,
Wayne King

Dear Editor

In the terms of profile and public credibility, I agree we are invisible to all but a few professionals and people in the industry, the question is what do we want to be?

It would help if we actually knew what our members wanted, they are a reticent lot and it is really difficult to get people engaged, maybe some more public profile would help but how far do we go?

I recently asked the Waikato/BOP members what they wanted us to do for them in terms of events, the overwhelming response was “do what you like, we’ll turn up if we feel like it” not very helpful…

Any suggestions are welcome

Cheers
Alan Gregory

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SNUG

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CALL FOR PAPERS!

29 and 30 October 2015

On behalf of the SNUG group, the Committee and Chair Sean Lewis are pleased to announce a Call for Papers for presentation at the SNUG annual conference in Wellington on the 29th and 30th October 2015.

The Committee welcomes papers on any topic related to traffic signals and the wider ITS field from practitioners around New Zealand and beyond. Authors will be expected to attend and present at the conference. A prize will be available for the best presenter and best technical paper, as judged by two randomly chosen committee members. When submitting your presentation please bear in mind the following:

· Presentations/ papers should be no longer than 20 minutes (if longer is required please contact Dan Marsh to discuss requirements); and

· Presentations/ papers should be relevant to recent work and/or experiences within the field of traffic signals/ ITS.

The Committee looks forward to receiving submissions in response to this call, and is happy to respond to any queries from interested parties. Please contact Dan Marsh (daniel.marsh@aurecongroup.com) for further details and to register your interest and intent to present at the conference. Spaces are limited so be quick! Call for Papers closes on 9th October 2015 to allow the programme to be finalised.

Organising Committee: Jeff Greenough, Sam Boone and Dan Marsh

SNUG Conference 2015 - Wellington 29 & 30 October

Innovative hydraulic arch forms at Waterview

The Waterview Connection, New Zealand's largest roading project ever, is using a pair of innovative hydraulic arch forms in the final stages of the cross passage construction in the tunnels.

The arch forms which stand at five metres have been shipped in from Brisbane, Australia, to provide the final permanent concrete lining for the 16 cross passages that connect between the two tunnels.

From the naked eye, the cross passages appear to be constructed in a straight alignment between the tunnels however they're actually on an angle. An innovative aspect of these giant arch forms is they can adjust its skew to fit the gradient between the tunnels.

Each arch form is 2.5m long and has expanding arms which tuck in when being transported through the tunnel to the cross passages by a 20 tonnes crane.

At the cross passages the nine tonne arch form is placed on to a steel track and slides inside. When in the operating position, hydraulics are used to expand its arms into place with screwing jacks to secure it.

A second arch form follows suit and connects together before toothing boards are wedged in between it (arch forms) and the yellow membrane to stop any permanent lining from falling out the sides.

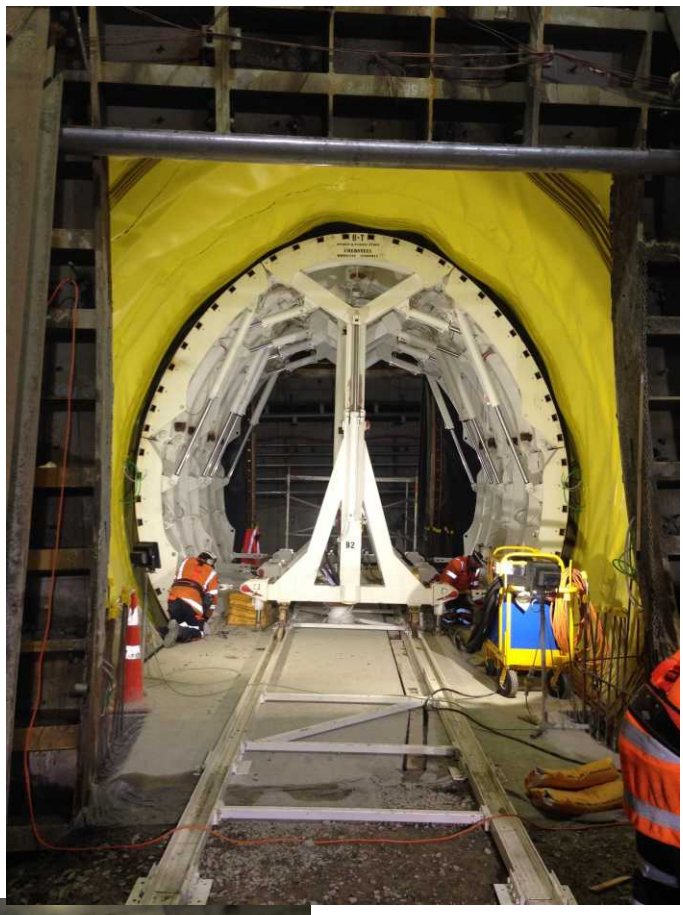
The arch forms have the advantage of having windows on either side of its arms so that when concrete is pumped into the two inlets, spotters can see the process.

Once the concrete reaches the level of the windows, they're closed and concrete pumping resumes through pump ports on the arch forms' roof. An additional feature is that high frequency vibrators are attached to it to help the concrete compact firmly inside.

When the concrete reaches the top, our team will then assess it, before the arch forms are dismantled and moved to the next cross passage.

All cross passages - situated every 150m inside the tunnel - will house mechanical and electrical services and provide access to the opposite tunnel in case of an emergency.

The Wateview Connection tunnels and neighbouring Great North Road interchange will open in early 2017.



Above: 20t crane lifting the arm form onto the steel track

Left: Arch form arms expanded

Material proudly supplied by the Well-Connected Alliance

Transportation Engineering Postgraduate Courses 2015

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NZ TRANSPORT AGENCY
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Semester 1 (March-June 2016)

CIVIL758 – Traffic Systems Design (TBA, 3 hrs x 12 weeks)	Traffic signal timing analysis, gap acceptance parameters, intersection analysis of performance (priority, roundabouts, signals), introduction to transportation planning and modelling techniques, Resource Management Act and other requirements, computer modelling and simulation.
CIVIL763 – Transportation and Networks Analysis (TBA, 2 x 3 days)	Introduction to logistics and scheduling; Definitions of graph and network theory; Max-Flow problems; Minimal spanning trees and shortest path; Minimal-cost networks; Location problems.
CIVIL764 - Highway Safety & Operations (TBA, 2 x 3 days)	A range of topics on the operation of two lane highways and their safety including highway capacity, LOS, passing/climbing lanes, and economic evaluation methods. Safer Journeys and Safe Systems, Skid resistance, materials and roadside safety.
Civil 767 – Pavement Analysis and Design (TBA, 2 x 3 days)	Pavement design philosophy; stresses, strains and deflections in pavements; pavement material properties and characterisation; traffic loading; pavement failure mechanisms; assessment of pavements; empirical and mechanistic pavement design methods; pavement overlay design; asphalt mix design.
CIVIL770 - Transport Systems Economics (TBA, 3 x 2 days)	Fundamentals of transport economics incl. supply, demand, pricing, congestion and other externalities; principles of economic evaluation in transport planning.

Semester 2 (Jul-Oct 2016)

CIVIL759 – Highway & Transportation Design (TBA, 3 hrs x 12 weeks)	Economic and environmental assessment of transport projects, land transport funding, road safety engineering, crash reduction & prevention, design of at grade intersections, pavement asset management and rehabilitation techniques, heavy-duty pavements, highway drainage.
CIVIL761 – Planning & Design of Transport Facilities (TBA, 2 x 3 days)	A range of topics on planning and design of transport facilities including fundamentals of traffic flow, modelling and simulation of transport facilities, macroscopic traffic models and traffic signal safety and operations.
CIVIL765 – Infrastructure Asset Management (TBA, 2 x 3 days)	Integration of planning and infrastructure asset management, resource management, institutional issues and legal requirements. The process of undertaking asset management plans and specific asset management techniques across all infrastructural assets.
CIVIL 771 – Planning & Managing Transport (TBA, 3 x 2 days)	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 (TBA, 2 x 3 days)	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

NOTE: Other relevant courses at Auckland (e.g. in Civil / Construction Management) or at Canterbury (e.g. Civil / Transportation) or elsewhere are 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

Using Smartphones for Cycle Planning

Ever wondered which routes cyclists take and why?

There has been an inherent lack of information available to transport and urban planners when looking at cycle networks in our towns and cities. Strava, a GPS mobile application recently began releasing data, which is helping to fill this gap.

Strava is a running and cycling fitness application, which records users' activity via GPS, providing them with records of activities, analysis and competition between users.

Auckland Transport, following suit from some of the great cycle-friendly cities of Portland, San Francisco and London, purchased the dataset for the 2013/2014 year for use on transport planning projects.

The data aggregates a years' worth of cycle data for a geographic area and allows the assessment of historic cycle patterns and trends over the 1-year period.

The data itself is 'scrubbed' of all identifiable user information, meaning that a company or government entity cannot identify an individual or their route preferences, rather the trends that Strava users produce.

The Auckland product has been generated from all uploaded cycling data in Auckland between May 1, 2013 and May 31, 2014. Within this time period, within the Auckland region, 4,809 individual cyclists were recorded making a total of 179,018 trips.

The dataset allows filtering according to trip purpose. Cycle commuting trips can be extracted and looked at in isolation from recreational trips. In the Auckland context, approximately 25% of trips recorded were classified as commuting trips.

Auckland Transport and Jacobs used the Strava information on a number of Corridor Management Plan projects within the Auckland isthmus to provide valuable information on cycle route choice and volumes on various sections of the network.

Surveys were undertaken on the Manukau Road corridor to determine the level of data which Strava captured on a given day.

The Strava data was found to represent between 2-9% of total trips recorded by the on-the ground survey. This is roughly consistent with findings from both Sydney and San Francisco when comparing actual counts to the Strava dataset.

When looking at the Strava data for Auckland arterial corridors, a number of other layers were added to compliment the gathered material.

The team from Jacobs and Auckland Transport compared alternative routes based on a number of attributes including:

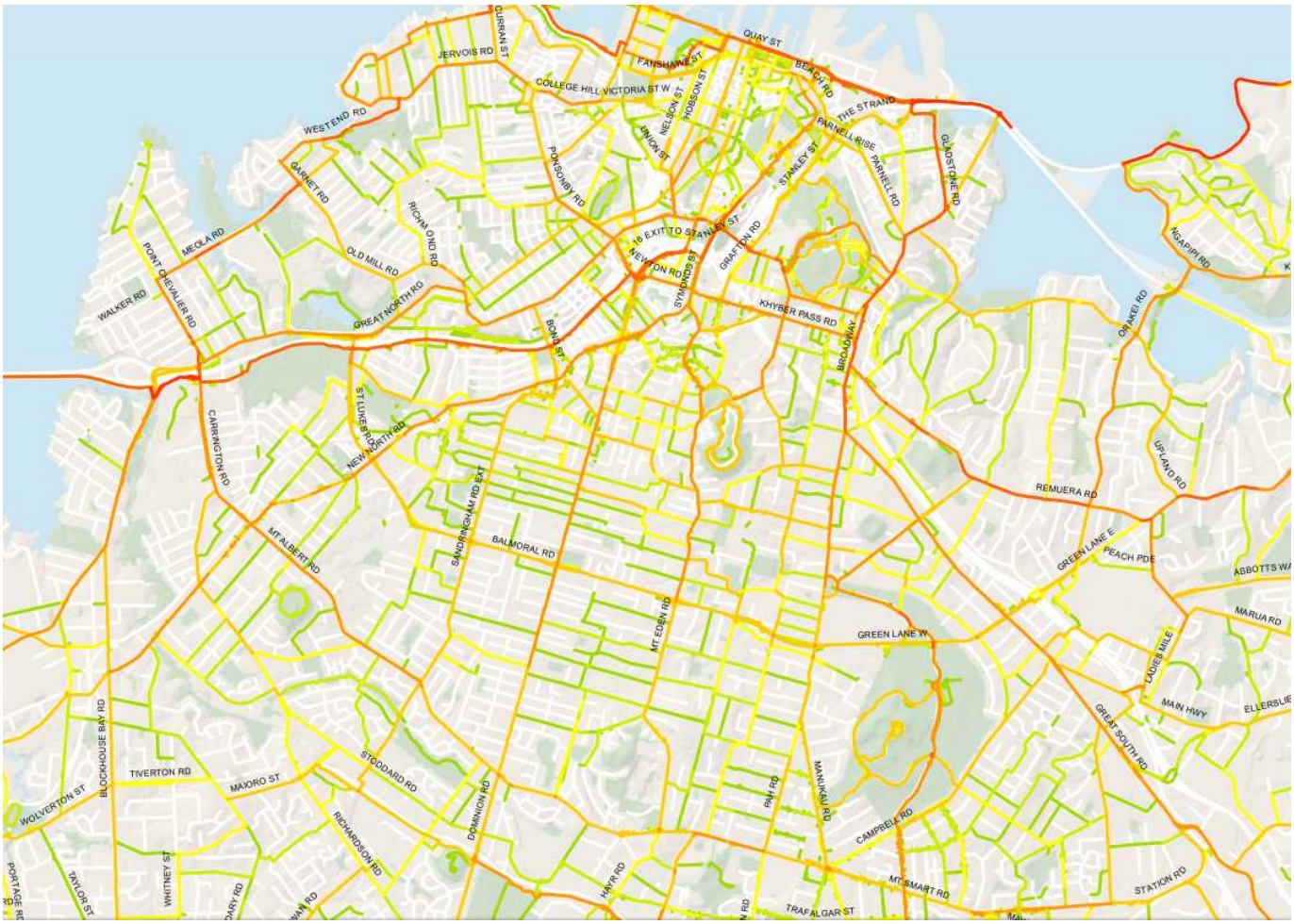


Figure 1: Commute cyclist count (2013/2014 year

- Grade of the road
- Traffic volumes
- Bus volumes
- The Auckland Cycle Network
- The provision of existing infrastructure
- Proximity to schools and major recreational facilities
- Connection between centres
- Census 'Journey to work' information
- Strava total trips
- Strava commute trips

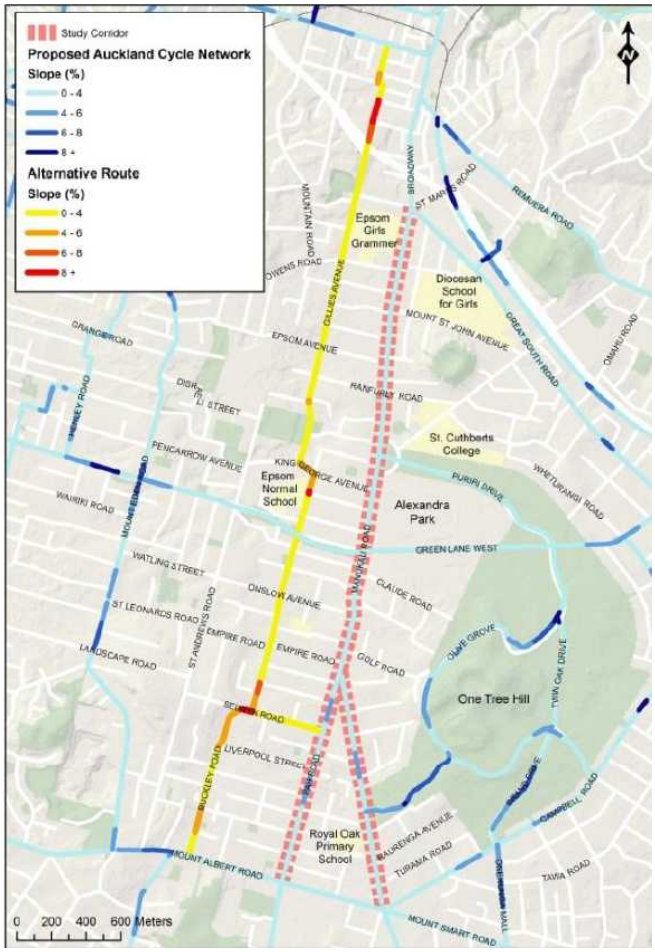
The combination of the data allowed the team to identify desired cycle routes and assess alternatives. The analysis also highlighted key connections and crossing points on the corridors.

The dataset is inherently biased towards recreational, more confident users. This was an important consideration when looking at the outputs from the analysis.

While less confident users are not well represented within the dataset, this material does provide insight into cycle route choice of the more confident cycle users and when coupled with other datasets, provides a valuable resource to planners and engineers.

For more information contact:
Nalisha Kesha
Nalisha.Kesha@aucklandtransport.govt.nz
Graham Norman
graham@commute.kiwi

Figure 2: Grade assessment of Manukau Road alternative routes



Obituary: Peter Croft

Peter Croft passed away in Sydney on Tuesday 5th August 2015 after a brave battle with cancer.

He will be remembered as the Manager of the Safer Roads (Traffic Engineering) Team at the Land Transport Safety Authority (LTSA). The LTSA became a world leading road safety organisation in a large part due to his enabling style of management.

In his short time this side of 'the ditch' Peter achieved so much due to his democratic leadership style. Peter said "my role as manager is to enable staff to do their job to the best of their ability". Many have stated that he was the best manager we ever had.

On his watch the LTSA achieved much: the first NZ Road Safety Strategy 2010; changes from Traffic Regulations to Land Transport Rules (Road User, Traffic Control Devices and Speed Limits); Safety Management Systems voluntarily adopted by all Road Controlling Authorities rather than enforced by regulation.

Speed management changed from a 50, 70 & 100 Km/h regime to 'self-explaining roads' and rural speed zoning was progressed by enabling RCAs to participate in a nationwide project.

Peter enabled important groundwork in progressing controversial road safety innovations, sometimes against strong resistance. These included applying vehicle inspection methodology to operating systems compliance, promoting KiwiRAP and developing a road classification system, now mainstream as the One Network Road Classification.

Peter was also politically very astute. New Zealand heavy vehicle size and weight limits have changed over recent years and this has undoubtedly delivered commercial and road safety benefits. Peter played a major role in helping the Ministry of Transport receive the technical advice necessary to progress that policy development.

The professional bodies in New Zealand benefited from Peter's significant contribution, in particular the IPENZ Transportation Group where he was a regular attendee at the annual conference and the Institute of Transportation Engineers (ITE NZ Chapter). In addition Peter was the driving force behind the establishment of the NZ Chapter of the Australasian College of Road Safety (ACRS).

Another one of Peter's talents was for travel and he was particularly adept at immersing himself in the culture of the country he was visiting and fostering relationships with traffic management experts. The contacts he made ensured he kept abreast of transport developments around the world and in return Peter's expertise was acknowledged and respected everywhere.

Before coming to the LTSA, Peter had a long and notable career in Road Safety in Australia working at a high level for the State Government of New South Wales for many years and later as a consultant. After leaving the LTSA he continued in Road Safety for ARRB and was employed by that Organisation at the time of his final illness.

Outside his commitment to road safety, Peter will be remembered for his love of good food and wine (especially Australian reds); for his knowledge of jazz (rumour has it that attendance at overseas conferences coincided with visits to renowned jazz clubs); and his interest in vexillology - the study of flags. (Peter advised against NZ adopting a black flag).

We will miss an intelligent, conservative and polite man, who loved his life, his family and his career. Our best wishes go to his wife Helen and daughters Amanda, Louisa and families.

A funeral for Peter was held on Wednesday 12th August 2015 and can be seen on Line at: https://admin3.oneroom.co.nz/email/view/a633c4ee8f

Material provided by Bill Greenwood, Bill Frith, Dom Kalasih, Ian Appleton and Richard Bean.

CALLING ALL STRUCTURAL & CIVIL ENGINEERS

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Don't you hate it when you order a supplementary road sign sign and get the dimensions wrong, so it looks really odd having big numbers next to a smaller main sign, and you really hope no-one notices and takes a photo and sends it to Roundabout for everyone to see....?

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Alternatively, you can email our Postgraduate Coordinator (click below):
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Transportation Engineering Postgraduate Courses 2016

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Dept of Civil & Natural Resources Engineering
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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 four courses
• Master of Engineering Studies (MEngSt) ~ typically eight courses
• `Master of Engineering in Transportation (MET) ~ up to six courses plus research project/thesis
Domestic student fee per course in 2016 is **$1018 (except ENTR401 to be $900) incl. GST**, + Student Services levy (up to $372/semester).

All courses run in "block mode" to enable **part-time and distance students** to easily take part. Block course dates would be announced in due course. 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)*
ENTR401: Fundamentals of Transport Engineering *(Anytime - contact Department: Self-study at home with 1-day tutorial at UC)*	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. *{bridging course for non-transportation students}*
Semester 1 (Feb-Jun 2016)	
ENTR611: Planning and Managing for Transport	Road/transport administration in NZ; Transport legislation in NZ; Communication/presentation skills; Public consultation; Transport assessment; Traffic surveys; Demand management & tolling; Project economics; Construction
ENTR612: Transport Policy & Demand Management	Transport economics; Travel demand and supply management; Congestion pricing; Transport policy objectives and instruments; Traffic management modelling.
ENTR602: Accident Reduction & Prevention	Impact on society; Data analysis and interpretation; Hazardous location identification; Problem diagnosis; Treatment options; Treatment selection; Economic appraisal; Evaluation.
Semester 2 (Jul-Oct 2016)	
ENTR603: Advanced Pavement Design	Stresses, strains and deflections in flexible and rigid pavements; Pavement materials characterization; Mechanistic and mechanistic-empirical design methods; Pavement performance and evaluation.
ENTR614: Planning & Design of Sustainable Transport	Pedestrian planning and design; Planning and design for cycling; Audits/reviews of walking and cycling; Public transport operations, scheduling and network design; Travel behaviour change and travel plans.
ENTR615: Transport Network Modeling	Principles of transport modelling; Road network modelling (SATURN); Macro-simulation and micro-simulation (Paramics); Traffic intersection modelling (SIDRA); Transport network analysis and reliability.

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

Video screens on backs of trucks to improve road safety

The rate of traffic accidents in Argentina is horrific; statistically speaking almost one person dies every hour, with 80% happening on roads and mainly while people try overtaking other vehicles.

While overtaking a sedan or SUV-sized vehicle can be a rather simple task, trucks are a different story. Due to their size, trucks are not only physically harder to overtake but they also block the view ahead for the drivers trying to pass them.

Samsung launched a prototype solution hoping to save lives in Argentina and eventually everywhere in the world.

Amazingly the solution could be extremely simple: the truck has a wireless camera mounted in the front and the footage is displayed on a screen on the back of the truck.

The video wall on the back of the truck, consisting of four external monitors, allows drivers behind the over-sized trucks to see the road ahead of them and decide when it's safe to overtake.

This will prevent cars from having to move into the opposite lane to "peek" and see if the road is clear, and the camera's night vision mode makes sure the life-saving technology will continue to do its things around the clock, regardless of ambient lighting.

The ability to see in front of the truck will also come in handy for those who aren't trying to overtake and are simply driving behind it, in cases such as animals on the road, accidents or anything else that could lead to sudden braking.

Samsung's official blog reports that the prototype truck is no longer operational, presumably due to the trial period being over. That being said, the company is moving on with the project as it has confirmed that the technology works and has faith in its ability to save lives.

"The next step is to perform the corresponding tests in order to comply with the existing national protocols and obtain the necessary permits and approvals," Samsung said. "For this, Samsung is working together with safe driving NGOs and the government".

Source: Samsung

SNUG

Signals New Zealand User Group

SNUG Workshop, Wellington, 28-30 October 2015

The Signals NZ User Group is holding its annual workshop in Wellington this year from 28-30 October. The workshop will feature updates from the regional traffic operations centres and exciting presentations on traffic signals and intelligent transport systems, with wide-ranging topics from the Homer Tunnel upgrade to the perplexing flashing red man. It will also be a great opportunity to catch up with your fellow SNUG members from around the country, with a social dinner on Thursday night. The format of the workshop is as follows:

Wednesday 28 October:
· What: optional half-day technical tour, with visits to some of the following – Arras Tunnel, Johnsonville Traffic Operations Centre, Mackays to Pekapeka, Mt Victoria Tunnel, Transmission Gully
· When: approx. 1pm-5pm (TBC)
· Where: bus pick-up in the city centre (location TBC)

Thursday 29 October:
· What: Workshop day 1 and dinner
· When: 8.30am-5.00pm workshop, 6pm pre-dinner drinks, 7pm dinner
· Where: Mac's Function Centre, 4 Taranaki Street (dinner location TBC)

Friday 30 October
· When: Workshop day 1
· When: 9.00am-4.00pm
· Where: Mac's Function Centre, 4 Taranaki Street

You can register here: https://ipenz.eventsair.com/snug-2015/registration

If you have any other questions about registration, please contact Sam on Samantha.Boone@tdg.co.nz

If you are interested in presenting at the workshop, please contact Dan on Dan.Marsh@aurecongroup.com

If you are interested in sponsorship opportunities, please contact Sean on Sean.Lewis@tfc.govt.nz

Cycle network design guidance – keeping connected

Update from the Project Team

Stage 2 development
We're progressing with our 'quick wins' and gap analysis and many thanks if you responded to our mini-survey last month. It gave us some useful feedback which will help shape the development of our 'quick wins'. The most common issue raised was the immediate need for advice on how to deal with separated cycleways at driveways and side streets. This particular issue has been identified as a design gap and interim guidance will be produced during stage 2 of the project with full guidance on separated cycleway produced in the longer term. You'll find more project information **here.**

Planning and design for cycling courses
A series of courses will be held in Wellington at the end of October covering the principles of planning and design for cycling through to planning and funding, mid-block and path design, and intersection design. They can be taken individually or as a block, and are aimed at anyone involved in planning, designing or reviewing roads or other facilities used by people who cycle.

Industry seminars
As a result of significant funding announced for the Urban Cycleways Programme, the New Zealand transportation industry must respond to an increased emphasis on delivering cycling projects. The Transport Agency has identified a need for industry training that provides a framework for understanding and managing the programmes and projects that will be delivered.

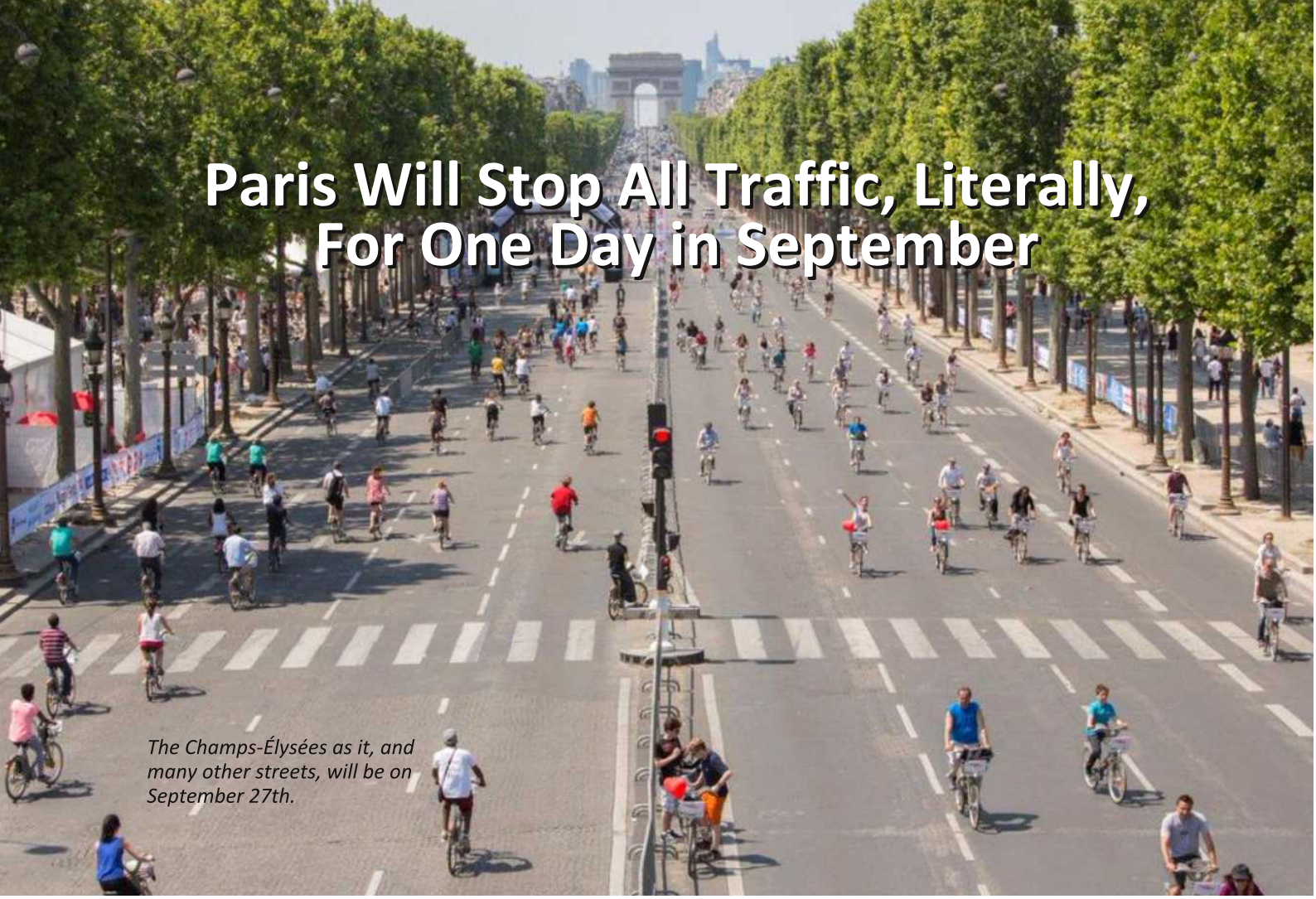
The Transport Agency is delivering, with ViaStrada, a series of one-day seminars which will give an overview of the current context of cycle programming in New Zealand. Topics covered will include: types of network approaches, understanding our customer, issues and challenges delivering cycle networks, auditing and monitoring cycle projects from a technical and managerial perspective, community engagement and communications.

Information and registration forms for the courses and seminars are available at www.viastrada.nz/cycling-training or contact helen@viastrada.nz.

What's your story?
It was great to receive feedback in our recent mini-survey about a particular site that has sections of shared paths built over the last seven years. This example could give us all invaluable insight into what's worked well and what hasn't and we'll be following up on this. This highlights the importance of two-way conversations with the sector and how they can help us to understand best-practice which, in the long term, will help you.

We'd love to hear what's worked for you and what lessons have been learnt along the way. Please feel free to email us your story on cycledesign@nzta.govt.nz

Paris Will Stop All Traffic, Literally, For One Day in September



The Champs-Élysées as it, and many other streets, will be on September 27th.

Imagine any big city anywhere in the world without traffic just for a day. Now, if that city were Paris, imagine further the photographic possibilities, not to mention the visual, auditory and olfactory potential.

Imagine no more because on September 27th, that's just what Paris is going to do: "Une Journée Sans Voiture" – A Day Without Car, for the first time in the city's history.

City Hall calls it "a crazy gamble, but achievable." No motorised vehicle, with a few exceptions like ambulances, will be allowed to drive the streets. As Mayor Anne Hidalgo announced in March: "Paris will be completely transformed for a day. This is an opportunity for Parisians and tourists to enjoy the city without noise, pollution and therefore without stress."

According to the city's programme for the day "All the most popular tourist spots, usually crowded, will be fully dedicated to pedestrians who will be able to discover a new Paris."

The areas without traffic include the 1st, 2nd, 3th, 4th, 5th, 6th, 7th, 10th and 11th arrondissements (neighbourhoods), the Champs Élysées, Place Stalingrad, Place de la Republique, the Left Bank, the Place de la Bastille, the area around the Eiffel Tower and the Bois de Vincennes and Boulogne.

The Day Without Car is part of the city's campaign against pollution and is in line with the European Mobility Week that will take place in Paris from September 16 to 22 as well as the major United Nations conference on the climate (COP 21) also in Paris in late November.

"Our city has to establish an exemplary signal responding to global issues," the non-profit environmental group Paris Sans Voiture says, supporting the initiative.

"But it also has to respond to local issues after record peaks of pollution and climate challenges that are more than ever at the heart of everyday life. The car-free day, by its magnitude, will also leave a lasting mark on the collective imagination: Everyone can project a city more livable, adopt sustainable behaviors, particularly in terms of mobility and the sharing of public spaces."

Montreal diners taking advantage of the fume-free streets

According with the World Health Organization, air pollution is the main health risk posed to the environment in the world's large cities. A recent report by the French Senate estimated that pollution costs France more than €100 billion (NZ$177 billion) each year.

Bogota has had Sunday events without cars and dedicated to bike riding for more than a decade

Of course, Paris has loads of company. Traffic in London moves slower than a horse-drawn carriage and English drivers spend 106 days of their lives looking for parking. Commuters in Los Angeles fritter away 90 hours a year in traffic, according to FastCompany.

"Now a growing number of cities are getting rid of cars in certain neighbourhoods through fines, better design, new apps and, in the case of Milan, even paying commuters to leave their cars parked at home and take the train instead," the magazine reported.

Other cities including Montreal, Bogota, Mexico City, Ho Chi Minh City and Brussels have instituted Day Without Car programmes, some of them permanently and some partially, closing certain streets and encouraging bike riding.
Forbes Life

IPENZ
ENGINEERS NEW ZEALAND

Call for nominations for the IPENZ Dobson Award for Transportation Infrastructure

Nominations are now open for the 2016 IPENZ Fellows' and Achievers' Awards

One of the Award categories is the Supreme Technical Award which includes the Dobson Award for Transportation Infrastructure

Supreme Technical Awards for Engineering Achievers
Sponsored by Opus International Consultants

Recognise those who have demonstrated excellence and leadership in engineering practice over their career to the benefit of the engineering profession. Awards are offered in four engineering practice areas:
o Dobson Award for Transportation Infrastructure
o Rabone Award for Information, Communication, Electrical and Electronic Technology
o John Cranko Award for Mechanical and Manufacturing
o Furkert Award for Sustainability and Clean Technology

Nominations close on 31 October. Further information and nomination forms are available on the IPENZ website CLICK HERE or contact awards@ipenz.org.nz

‘Hi! This is your phone to say your train is late’: how technology is changing transport

Want to experience driverless pods before they hit the road? Fancy dodging transport problems before they happen? What about a system for rewarding those who walk rather than take the car?

At the Imagine Festival in Milton Keynes, UK recently, the potential of technology to revolutionise the way we move about was on display, as a host of young entrepreneurs vied to offer creative solutions to 21st-century travel dilemmas.

Virtual reality systems, multidirectional treadmills and incentivising websites were among the innovations promising to transform not only our existing transport systems but to help develop new ones too.

Hoping to banish commuter blues for good is London-based Zipabout. Collating travel schedules, real-time updates, detailed weather data and the word on the street gleaned from social media, the team have created a platform that can be used by developers to create systems such as intelligent journey planners that tackle – and even anticipate – travel nightmares.

“The idea is that you wake up in the morning [and your] phone pings up a notification saying we know your train that you usually take is going to be delayed this morning because it’s raining, and it’s half-term and it gets really busy and [it] will proactively suggest that you take [a] different route,” says Zipabout’s technical director, Daniel Chick. The team are also working on a pilot in Oxfordshire that uses the platform to help operators to improve their services.

Others are dangling an appealing carrot in front of passengers to influence behaviour. Currently operating in Lowestoft, Suffolk, Bounce is a project that uses an interactive website to entice the public into embracing sustainable modes of transport – be it car sharing, cycling or using public transport.

By logging journeys on the website during specific “challenge” periods, you can win rewards ranging from cinema tickets to vouchers for family trips. “Every time that [users log a journey], it’ll earn them some points, and the points will get them prizes,” says Stephanie Norris, a senior consultant with Integrated Transport Planning, which has developed the project. “You earn more points by using more sustainable transport,” she says, adding that a new challenge period is set to launch this month.

It’s not just our approach to journeys that looks set to get smarter – vehicles, too, are constantly being upgraded. Technologists at i-Abra have developed software that uses cameras, similar to those in mobile phones, to give vehicles “vision” in order to detect and recognise a host of obstacles, from bollards to children.

Not only is the system cheaper than radar systems, they say, but, thanks to machine learning algorithms, it’s smarter than existing camera-based systems since it can be “trained” during development to improve its recognition prowess.

“We think that we’ll start to see this [recognition system] pretty mainstream [in] 18 months to two years,” says managing director Ian Taylor. When

and installed at the Imovation Centre with the hope that it will encourage businesses and researchers to use the system to explore human responses to novel scenarios. And with the Lutz Pathfinder pods set to be trialled in Milton Keynes later this year, the answers could prove invaluable both in developing the vehicles and alleviating concerns.

Geve is a company that is also planning to unleash virtual reality to combat apprehension over the future. Based on technical information, its immersive system can explore new developments.

incorporated into a vehicle, says chief technology officer Greg Compton, the system could alert a driver to take action by means of an audible warning or holographic dashboard display, while it could even be developed to enable a vehicle to respond to potential hazards itself.

Virtual reality also looms large, with a host of innovations. Among them is the Omnifinity Omnideck 6, a device that sounds as if it came straight from the mind of Douglas Adams. A 360-degree treadmill hooked up to a VR headset and tracker system, the platform allows the adventurous to physically move around a virtual environment and come face to face with the future of transport.

“We can put humans into a virtual world and they can see how [driverless] pods are coming towards them,” says Martin Pett, principal technologist at the government’s Transport Systems Catapult (TSC).

“There’s a whole load of questions there about that behavioural relationship between machine and human that we can experiment with – a whole load of different scenarios – really, really quickly and repeatedly.”

Previously deployed for military purposes, a commercial version of the Omnideck has been bought by the TSC

“The first thing you have got to deal with is the fear factor,” says co-founder Richard Johnston. Pop on a VR headset and it’s possible to explore, for example, the impact of a new train line on the living rooms of nearby houses. And it can help engineers too, with the simulated environment offering them the chance to identify and solve problems.

“‘Intelligent mobility’ is transforming the way we move people and goods,” says Dr Paul Zanelli, chief technology officer of the TSC, which ran the two-day festival at its Imovation Centre. “Our job is to try to create the environment where companies can see that the UK is a place to come and exploit that global opportunity,” he adds.

Ultimately, says Zanelli, technology has the potential to turn travelling into an efficient, sleek and enjoyable experience. “We can get a lot more out of what we have got just doing things more intelligently, and we can make the experience for people massively better,” he says.

Got great innovation or technology ideas like these? Submit an abstract to the IPENZ Transportation Group 2016 conference. Themes - Design, Innovation, Technology. Hurry, call for abstracts closes October 3rd! CLICK HERE

Coming soon!

3M Traffic Safety Innovation Award

Have you or a colleague recently developed a road safety treatment or initiative that stands out beyond traditional activities and delivered improved road safety?

You could be the winner of the newly improved 3M Traffic Safety Innovation Award! We will shortly be looking for entries from anyone working towards improved traffic safety within New Zealand.

The individual Team Leader from the winning project will receive a trip to the USA to attend the ATSSA Annual Convention & Traffic Expo. You will also visit the 3M head office.

You will present on your winning entry and international trip at the following IPENZ Transportation Group conference.

And new this year -
3M Traffic Safety Young Professionals Award!

3M Science. Applied to Life.™

Entry details coming soon!

Professional development opportunities

Planning and design for cycling

ViaStrada is offering fundamentals and advanced planning and design for cycling training over three days, hosted by Greater Wellington Regional Council, at the end of October 2015.

The courses start with the principles of planning and design for cycling and move on to planning and funding, mid-block and path design, and intersection design. They can be taken individually or as a block, and are aimed at anybody planning, designing or reviewing roads or other facilities used by cyclists.

Planners, roading engineers and road safety practitioners as well as local body politicians, people involved in the health sector and cycling advocates, have attended the training. The content of the courses was completely revised and restructured in 2014.

Course title	Date	Module	Duration
Fundamentals of planning and design for cycling	Wed 28 October	1	Full day
Advanced planning and design for cycling	Thurs 29 October	2	Half day (morning)
Advanced planning and design for cycling	Thurs 29 October	3	Half day (afternoon)
Advanced planning and design for cycling	Fri 30 October	4	Full day

More information and **registration forms** can be found at: **www.viastrada.nz/cycling-training**

or **contact Helen** at ViaStrada: **helen@viastrada.nz** 03 366 7605

Industry seminars

As a result of significant funding announced for the Urban Cycleways Programme, the New Zealand transportation industry must respond to an increased emphasis on delivering cycling projects. The Transport Agency has identified a need for industry training that provides a framework for understanding and managing the programmes and projects that will be delivered.

ViaStrada and the Transport Agency are working together to deliver a series of one-day seminars giving an overview of the current context of cycle programming in New Zealand. The topics covered will include, but are not confined to: types of network approaches; understanding the customer; issues and challenges of delivering cycle networks; auditing and monitoring cycle projects from a technical and managerial perspective; challenges faced with community engagement and communications.

The seminars are aimed at programme managers and project managers from local government and consultancies, key stakeholders and key advocates.

Seminar location	Date	Duration
Auckland – Auckland Transport, HSBC House	Tues 3 November	Full day
Christchurch – Break Free Hotel, Cashel Street	Tues 10 November	Full day
Wellington – Mercure Hotel (Willis Street)	Thurs 12 November	Full day

More information and **registration forms** can be found at: **www.viastrada.nz/master-class**

or **contact Helen** at ViaStrada: **helen@viastrada.nz** 03 366 7605

International transport news round-up

Lorry safety scheme in London aims to increase safety of cyclists

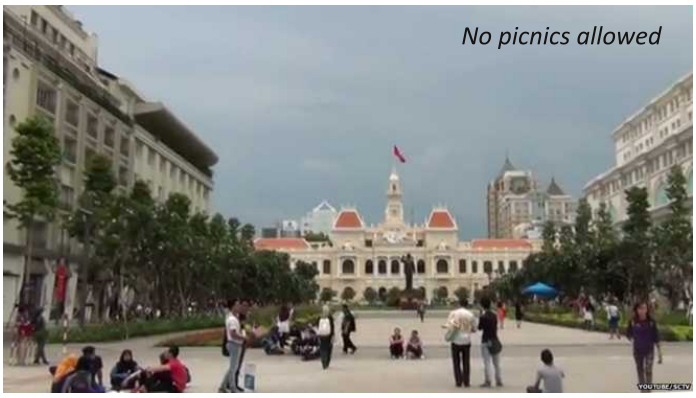
Lorries without safety equipment to protect cyclists and pedestrians will be banned from London's roads from this month.

Under Britain's first safer lorry scheme, heavy goods vehicles (HGVs) in the capital must be fitted with side guards to help prevent cyclists being dragged under the wheels in the event of a collision. They must also have a certain type of mirror which will give the driver a better view of bicycles and pedestrians.

London mayor Boris Johnson hailed the scheme as a life-saver. Seven of the eight cyclist deaths in the capital this year have involved HGVs. Johnson said: "We are ahead of any other part of the UK in closing the legal loopholes that allowed many HGVs to operate without basic safety equipment and I am delighted that, over the 18 months since we announced the safer lorry scheme, the vast majority of operators have got the message and fitted safety equipment to their vehicles in anticipation of the ban.

"We have, from this morning, begun vigorous enforcement action against the laggards. A very disproportionate share of cyclist deaths and serious injuries are caused by lorries and today's scheme will undoubtedly save lives."

Johnson also launched a proposal for all lorries to be retrofitted with bigger side windows to reduce driver blind spots. The new rules cover every road in the capital except motorways and will operate 24 hours a day. The maximum fine for each breach of the ban is £1,000. Repeat offenders risk losing their operating licence.



No picnics allowed

UK PT failing older people

Britain's public transport system is failing older people, according to a new study. A third of British pensioners never use public transport despite being eligible for a free bus pass, and half use it less than once a month.

The study found that 1.45 million over-65s in England struggled to get to a hospital, while 630,000 had difficulty getting to their GP's surgery. Those in the worst health and with the lowest incomes struggled the most to travel to health services.

Caroline Abrahams, charity director at Age UK, said the report should be "a wake-up call" to the government because it showed the transport system was not meeting the needs of the growing ageing population.

"The bus pass is an absolute lifeline for many who would otherwise be stranded at home and is utterly essential, but the truth is it's not enough on its own to enable older people to stay mobile.

For example, better transport planning and more imaginative use of volunteers could make a big difference today; and in the medium term driverless cars and other technological innovations could be real game changers."

The report found that only one in 100 people over 60 said they would stop driving because of their age, but 43% said a health problem would make them stop getting behind the wheel.

It also found that those in rural areas had worse access to public transport, with 20% of people in their early 70s using it weekly, compared with 38% of city and town dwellers. Of over-65s in the countryside, 18% did not use public transport because there was none, compared with 2% of urban pensioners.

No pets or picnics on Vietnam's new pedestrian street

The authorities in Vietnam's largest city have banned pets from its first pedestrian street, it's reported.

Nguyen Hue, a broad pedestrianised zone in central Ho Chi Minh City, opened to much fanfare at the end of April. But the local government has now issued a list of restrictions on what people can do there.

As well as banning all pets, roller-skating is now forbidden, as is sitting on picnic blankets. People will need to bring their own caffeine too, as selling coffee is also no longer allowed along the street.

Turning 600m-long Nguyen Hue pedestrian-only wasn't cheap, with a reported price tag of almost $20m, and the authorities say the new restrictions will ensure it stays tidy and safe.

But while picnics are out and Fido has to stay at home, locals can still enjoy other features on the street, including the illuminated water fountains which "dance" to music each night.

New York City's new yellow cab standard

The boxy yellow vehicle is a survivor. It won a competition to redesign New York City's taxi. It endured a pothole-marred course in Arizona meant to replicate the city's rugged streets. And it prevailed in a legal battle and overcame the election of a new mayor who had been a vocal opponent.

From the beginning of this month, the vehicle, known as the Taxi of Tomorrow, finally becomes the city's yellow cab standard.

The Nissan NV200, more minivan than muscle car, is a major makeover for the city taxi, which has evolved with memorable (the Checker) and not-so-memorable (the Crown Victoria) incarnations. After a decade of planning and debate over the taxi's fate, most owners will now be required to switch to the Nissan model when they retire their cabs.

The city chose the Nissan NV200 as its future standard model taxi in 2011. Nissan's NV200, the so-called Taxi of Tomorrow, is expected to make up about 80 percent of the fleet of taxis in New York City.

City officials hope the new look, from the sunroof to the cellphone-charging outlets, will give yellow cabs a boost at time when their dominance is threatened by Uber, the car service app. But whether the Taxi of Tomorrow will help yellow cabs retain their place in a fast-fracturing market is a question facing drivers, investors and customers.

A court ruling in June ended the legal dispute over the vehicle and allowed the Taxi and Limousine Commission to set the Sept. 1 start date. The administration of Michael R. Bloomberg had wanted a uniform taxi tailored to the city's strenuous demands, but opponents argued the administration had exceeded its authority by trying to force drivers to buy a certain vehicle.

While some owners can still choose from a short list of hybrid and wheelchair-accessible vehicles, taxi officials said 80 percent of the city's yellow cabs could eventually be NV200s.

The taxi has a "low-annoyance" horn and sliding doors

Hundreds of the Nissan models are already roaming Manhattan's streets, but they make up a small share — about 750 cabs — of the more than 13,000 yellow taxis. More are on the way; each year 2,500 to 3,000 owners typically replace their taxis, city officials said.

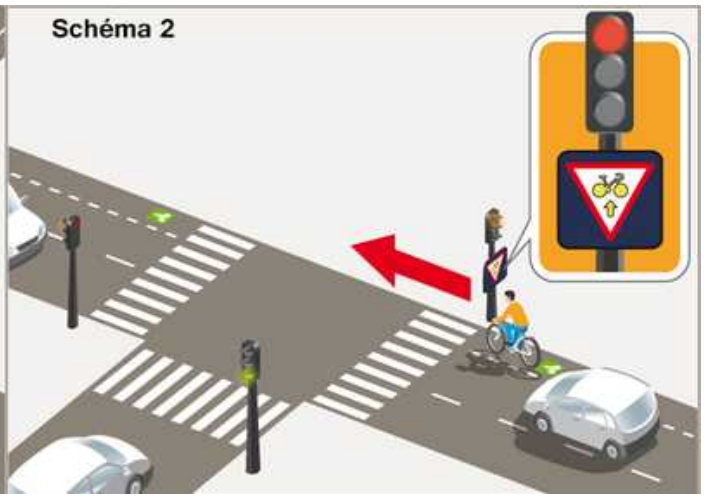
The vehicle has a "low-annoyance" horn and sliding doors — in a nod to traffic safety groups, along with more comfortable seats for drivers who spend long hours on the road.

Cyclists can run now red lights - legally - in Paris

Paris officials have announced a policy to allow people on bikes to ride through red lights or turn right at intersections that are marked by a special traffic sign.

Cyclists will have the most leeway at T-shaped intersections, where they can continue on without crossing other lanes of traffic. But in all cases, they'll have to yield to pedestrians and other vehicles who have the right of way.

The new policy follows several years of an experiment in which Paris allowed cyclists to pass through intersections more fluidly. The city says the test demonstrated that "the passage of cyclists through red lights isn't accident-prone and avoids certain conflicts between cyclists and vehicles that are stopped at lights"- notably those cases in which a bike is in a car's blind spot.



International transport news round-up

Historic oak tree stalls Serbian motorway construction

A major motorway construction project in Serbia has stalled because of a dispute over a centuries-old oak tree.

The tree is said to be 600 years old, and stands in the western village of Savinac, right in path of the new Corridor 11 motorway. Once completed, the road will connect Serbia's capital, Belgrade, with the Montenegrin coast.

But local people are unhappy about plans to chop the tree down. Some consider it sacred, and believe that anyone who tries to remove it will be cursed. "By God, I wouldn't dare get a digger anywhere near it," says local resident Milan Petrovic.

They've been campaigning for several years for the motorway to be rerouted. In 2013, an elaborate plan was mooted to save the tree by encasing its roots in a steel structure, and erecting glass to protect it from traffic fumes, but it came to nothing.

Construction is now within sight of the tree, and although work has been halted, the government says there's no money to alter the road's route. "Serbia is not a rich country that enjoys the luxury of changing a highway route because of a tree," says Infrastructure Minister Zorana Mihajlovic.

Instead the minister has agreed to a proposal from a local environmentalist who suggested grafting a piece of the old tree onto a new one, so that it could live on in a new location. But local people aren't impressed with that idea, and have challenged Ms Mihajlovic to come and chop the tree down herself.

Electric scooter with swappable batteries hits market in Taiwan

An electric scooter with swappable batteries has gone on sale in Taiwan priced around $4,000. The Smartscooter, made by Gogoro, was available in Taipei from June, and riders are able to change batteries at a number of Gogoro charging stations around the city.

But this will be the only way they can recharge the scooters, leaving owners tied to the manufacturer's network and pricing plans. As part of the initial offer, Smartscooter owners will receive one year's theft insurance, two years of free maintenance, and two years of unlimited access to the battery charging stations.

The hi-tech Smartscooter runs on two easily removable batteries that give it a range of about 100km. It can be integrated with a smartphone and features customisable sounds as well as a digital display. But Gogoro has not yet said how much it plans to charge for the batteries once the two-year special offer period is up.

Scooter is the primary mode of transport on the densely populated island - there are about 15 million for 23 million citizens.

Artist turns India pothole into mock crocodile pond

An Indian artist left frustrated by a huge pothole has highlighted the problem in a novel way - by filling it with a life-size fake crocodile.

Visual artist Baadal Nanjundaswamy turned the 3.7m waterlogged hole in Bangalore into a mock croc pond to try to make the authorities fix it. The hole had been annoying locals for about a month, prompting the artist to spend 6,000 rupees ($94) creating the model reptile.

"Everyone has the potential to express themselves in his or her own way," Mr Nanjundaswamy said after settling the crocodile into its new home, and giving the hole a swamp-like colour scheme. "This is my way of communicating a grievance." The hole was apparently caused by a broken water pipe, and worsened due to recent monsoon rain.

The artist's stunt appears to have worked - only a day later, a group of contractors turned up to repair the damaged road.

Permanent Pedestrian Demand

An opinion piece by Max Robitzsch (TDG)

As a new immigrant to NZ some 10 years ago, my first apartment was on Nelson Street in the Auckland City Centre. A great advantage of the location was that I could walk pretty much everywhere. But one of the things I noticed quickly was that there seemed to be no pedestrian crossings that went to green for me automatically – all required a button push, known harshly among critics as the "beg button".

Coming from a country (Germany) where such buttons tend to be limited to signalised pedestrian crossings with very little or intermittent pedestrian demand (say at a school crossing over a fast rural arterial), this was very surprising to me to find in a central city. Sure, it improves car capacity, but at what cost to urbanity?

Even more surprising was that pushing a button tended to be required even where the pedestrian phase has exactly zero impact on car capacity!

Crossing the southern end of Hobson Street every morning on my way to work, I noticed that car traffic on this southbound one-way stroad* was stopped for a large part of every (pretty long) cycle – yet pedestrians got to cross in front of the stopped cars only for a much smaller portion. And only if they had arrived in time to push the "beg button". Be two seconds too late, and you had to wait another full cycle.

Even allowing for clearance times and the needs of older, slower pedestrians, this always seemed wrong to me. I tried several times to get Council / NZTA (the intersection being an on-ramp as well) to change the phasing, and add what's called a "permanent demand" to the pedestrian signal phasing. No such luck, even today.

So I was bemused when I recently noticed the situation I captured in this photo up on Nelson Street, just around the corner. During construction works, the workers had cordoned off the area around a signal pole, making it impossible for pedestrians to easily reach the push button for the Wellesley St West crossing. Being good Kiwis with a Number 8 Wire attitude, they provided pedestrians with an improvised "permanent demand", simply by taping down the button.

Now, I have my doubts whether ATOC (the Auckland Transport Operations Centre) approved this part of the Construction Traffic Management Plan. Yet I noticed the perplexing absence of traffic chaos caused by giving pedestrians an automatic phase, and even more surprisingly, a lack of NZ Herald articles bemoaning that cars were being held up.

Maybe we should all consider carrying some tape – or even better, add some permanent demand to our signals? Because it certainly is there in our cities, and not only on Queen Street.

* A 'stroad' is a portmanteau of 'street' and 'road': it describes a street, er, road, built for high speed, but with multiple access points. Excessive width is a common feature. Common in suburbia, especially along commercial strips. Unsafe at any speed, their extreme width and straightness paradoxically induces speeding.

Celebrating the Life of Peter Farrington (22/3/1938 - 1/6/2015)

Peter left us on the 1st June this year peacefully. He suffered from multiple sclerosis for the last 25 years. This illness forced Peter to retire early from an outstanding career with the Ministry of Works (MOW) and Transit NZ.

Peter joined the MOW as a drafting cadet in the Napier Office (his home town). He undertook an Engineering Degree at Canterbury University and served as a Senior Roading Engineer in the Te Kuiti Residency before taking his Master's Degree (Transportation Engineering) in Sydney. He returned to MOW National Roads Board (NRB) Roading Division Head Office in the late 1960s. He took early retirement (2001) once his illness set in.

Peter was an active member of the group of traffic engineers who informally formed the kernel of IPENZ Transportation Group during the period 1965-1970. Peter acted as the 1st mailing secretary (in those days it was customary to have a whip-round in the Pub for the postage).

The group as we know it today was formalised in 1972 as a Technical Group of the NZ Institution of Engineers (NZIE) and named as "Transportation and Traffic Engineering Group".

His friends and colleagues said:

John Foster – There will only ever be one Peter Farrington – they destroy the mould when results are beyond perfection. Peter was always the perfect friend, colleague, confidant, and steadfast unflappable team member. His engineering skills and reliable practical judgement are legendary.

Prof Jay Walton wanted to take him back to M.I.T. because of his particular talent with computer code and operations. I shall always remember his patient support over the 3 full days it took for us to find a deeply imbedded bug in the roadway design programme DTM. The successful introduction of a high speed digital computer into all aspects of highway design and administration could not have been achieved without his particular skill of patiently dealing with the many "unenlightened users" that invariably arose.

I shall be eternally grateful for his steadfast support, engineering ability, and people skills in our efforts at Roading Division to drag a reluctant rural roading organisation into the complexities of modern urban highway design including transport demand analysis, traffic signals, intersection treatments, street lighting, and driver communication via signs and markings. Peter has left his particular stamp on far too many aspects of this endeavour to recount here. We wiil never see his like again.

Des Lovatt - Peter was funded by National Roads Board to visit various traffic engineers and cities in the USA in the early 70's. There had been a number of technical reports in various American publications regarding interactive real time traffic signal controllers – with the prospect of allocating green time to match traffic demand on the various approach roads. Up to this time controllers were set and left to run.

There was a particular problem at Ngauranga intersection, just north of Wellington, that I was particularly interested in having been District Highways Engineer in Wellington for five years when the intersection was changed from a semi-roundabout arrangement to signal controlled traffic island arrangement. Peter expected to find working examples of the methods propounded in the literature. He found none. The problem for the great majority of American cities was the regular grid system of streets over many blocks, with signals controlled from a central mechanical machine. This had been a considerable advance on individually controlled intersections, but changing the controller would involve huge expense, so little had been done.

Thus New Zealand became an early adopter of real time controllers and extended green phases according to traffic demand and vehicle approach speed. Peter was in the forefront, and when I think of Peter this story always comes to mind.

Dave Petrie - Was just reflecting the other day that he was the person to teach me the rudiments of intersection design and I have been forever grateful, and only hope that I can achieve even half his level of competence and his great personality.

Tony Harcourt - My memories of Peter are as a friend, colleague and mentor from the good old Roading Division days. In particular, with Pete, Foz and many other old mates at the Ardmore highway design courses; transportation study, design course and project visits to MWD Districts, including on one occasion staying with Pete at his dear old Mum's house in Napier; Roading Division functions and the aftermaths; the sometimes eventful commuter trips home to Upper Hutt on the old units; the several "mates" house moving exercises; Pete's favourite exclamations when things weren't going too well and lot's more. Peter endured much and will be sadly missed

Denise Anderson – I remember Peter as the person to go to for sensible, pragmatic down to earth advice and testing of new ideas. I benefitted from the time that he willingly put in to my development.

Celebrating the Life of Peter Farrington (22/3/1938 - 1/6/2015)

Rob Merrifield – I was less directly involved in Peter's work when at I was at NRB and the original Transit, but certainly saw Peter as one of the quiet leaders in the office, a man with whom it was a privilege to work near. Agreed, his death brings a loss to the profession.
Merv Lauder - Like many others, I too had the pleasure of working with Peter for many years with MWD and later Transit NZ. It was always a pleasure to deal with Peter – he has left a huge legacy for roading and highway authorities in NZ. Peter often said
".....all sweetness and light" which was always a target position for Peter in all he did.

Malcolm Douglass - Peter was the first national secretary of the IPENZ Transportation Group 1971 to 1977. As recorded in our group's history (A Wheel on Each Corner) he was always there willing and unflappable. In the 1960s and 70s when the MWD and Councils were jointly exploring their first round of transportation planning, I recall, Peter's calm responses, quality suggestions and positive support. These qualities were his special hallmark which helped weld good relations between the wider profession and Roading Division. A relationship which he sustained through to his retirement from Transit NZ in 2001.

Alan Parsons – Whenever I hear the opening strains of "An English country Garden" I always think of Pete. It could often be heard in Roading Div., and a fitting reflection of Pete's positive disposition as he went through the day.

I moved to Mary Huse Grove in 1965 to do my 'design time' in MOW Power Division. Peter was living just along the street and working in Roading Div. In conversation we found out that he was planning to go to UNSW to do the Traffic & Transportation Masters course the next year. So, thanks to Pete, I jumped ship to Roading (which had been my first preference) as soon as I could, and then went to Randwick, in 1968. Peter gave me the contact for his landlord in Sydney, so we spent that year in his old flat.

Pete was a genuine, unassuming person. He was always approachable and supportive, and I valued his astute technical advice over the 5 years I spent in the Geometrics and RRU offices, and my later years in Hamilton and Napier. Thinking back over Roading Div. lunchtime walks, 'Foz & Farrington' were the kiwi version of 'Bluey & Curly'.....remember them?

Dave Robertson – Peter was a tutor and mentor to many young engineers and transportation planners in his time in Roading Division. He was knowledgeable and also practical, in his profession. A regular member of the lunch time card players and cryptic crossworders. Well respected as a professional and a good bloke.

Brian Zemanek - Pete was certainly one of the best I worked with.

John Fulton - I remember Peter very well. While at MOW (MWD) I used to occasionally go down to the National Roads Board Offices on the 5th Floor of the Vogel Building for morning or afternoon tea. Peter was always very vocal and humorous in the associated discussions. I particularly remember one Friday afternoon when we were all looking out the window at the Bowen St./Lambton Quay intersection and discussing how badly it was operating. Peter and John Foster started a very animated discussion regarding what was wrong with it.

Both Peter and John came up with the answer together amid peals of laughter! The traffic light phasing was circulating clockwise instead of anticlockwise putting pedestrians in danger at the Bowen St. crossing. We all then stood round a PC while someone logged into the WCC traffic light computer which was running the new SCATS program being distributed by the Roads Board, and reversed the phasing. Having done this we all looked back at the intersection again – utter chaos! It was left that way and in a couple of days all was well with the intersection which was running in a much safer fashion.

Peter finally confessed to the council what they had done, and it was left that way and is still operating in a similar manner today! Peter and I were both involved with the Standards Association regarding the preparation of a new Street Lighting standard. (The first in the world to implement the recommendations of the International Illumination Engineering Committee (CIE)) I will always remember Peter for his common sense and good humour.

Graeme Culling – I remember Peter from the days in the late 1970's as a member of the NZS committee on road lighting – as previously mentioned in John Fulton's notes. He represented the National Roads Board's interests. He had a laid back demeanour – from my memories of him – but what few words he uttered – all made good practical sense.

Alan Nicholson - I remember Peter providing sage advice on the practicability of various ideas that I and others had on how to improve road design and traffic flow conditions. He helped me learn that practicability is an important consideration in traffic engineering.

Ian Appleton - The Scene: A Transit New Zealand management training course in the early 1990s. We have an exercise which is supposed to show that groups make better decisions than individuals. I am in a group with Peter Farrington and some more senior managers (no names mentioned). We do the exercise individually and then collectively. Collectively, the group scores hopelessly. Individually Peter scores by far the best. So in the next exercise I suggest that the group listens to what Peter has to say. No chance. The egos of the senior managers prevail. Same result. I look at Peter quizzically. He just smiles and says nothing.

Bill Frith - In the 80s someone proposed a $30,000 job on a Tee intersection to Peter to stop crash problem. Peter stuck in a chevron and all the crashes went away.

Dave Wanty – Pete was my first boss at MWD Head office and he was always very supportive. When Pete started at MOW he told us he had to draught the alphabet and numbers for one month solid – you mumbled but never complained to

Celebrating the Life of Peter Farrington (22/3/1938 - 1/6/2015)

Pete (except about the districts!). He was as regular as a clockwork and I never forget the day at PSIS wondering why he wasn't in at 8:25 – he walked in later as white as a ghost – turned out he'd been in freefall in the lift. Needless to say they soon got fixed. I greatly enjoyed his yarns and inside words at the Thistle and his leading us temporarily to the Backbencher. Great bloke, sadly missed.

Graeme Hamilton - When I first went to NRB in 1966 the front row team of John Foster, John Brown & Peter Farrington were in place supporting Bob Northcote & others. I recall meeting Pete in Sydney on my way to the UK later that year. It was a great team to be a part of and Friday drinks under Bruce Halley at the Midland Hotel or elsewhere were a fixture.

Mike Jackett - Pete was a mentor in my early days. As you say someone who has made a huge contribution.

Dave Heine – Foster and Farrington – the terrible twins. Farrington the less scary. Seriously, though, Peter was extremely approachable and always gave well considered and sound advice. A real gentleman, fondly remembered.

Bruce Simmons - My recollection of Peter was him arriving in my office in Hamilton District Office to attend a Transportation Study meeting, to hear of the tragedy of the Wanganella (Wahine?) going down. Peter having taken over from John Foz as NRB Rep on the Study. Peter was a most cooperative person to deal with.

Neil Brailsford - Peter was a great guy and that is my lasting impression. One instance I remember was a course in Wellington when we had dinner at the Midland hotel. Naturally afterwards Foster and Farrington guided us to a certain entertainment establishment. The sort of place one didn't frequent in one's home town That's the education we peasants from the Provinces got. Thanks Peter.

Graham Taylor – Adaptation and trials were a magnet to Peter who never got tired of allowing new ideas to be developed with his guidance. Flush medians with new regulatory signs prohibiting overtaking (prior to there being an official sign) were readily embraced as a formal trial to solve a problem. Modified roundabout designs to fit local conditions, single cam chevron signs without preceding full chevrons, etc, were taken in his stride. A true innovator.

Bruce Shephard - I worked at Te Kuiti at the same time as Peter. He was a calm, capable, wise engineer managing road works and construction. Construction works included the SH4 8 Mile Turnoff, and the Mohoenui Hill on SH3 south of Te Kuiti, as well as major roading maintenance projects throughout the district. I recently thought of Peter as I drove over those roads. He showed a good work ethic and managed staff and contractors in a friendly diplomatic way. For one so wise, calm and logical, then why was it that as his marriage to local girl Caroline approached he developed an ulcer?!! He was just a good human being.

Tony Francis - My main memory of Peter was when he worked with John Foster and they were like twins. Peter [and John] were always very professional. I have to admit that some of my humorous colleagues refer to them as 'Faaster' and 'Forrington'.

Robin Dunlop - Peter was responsible for driving the change to international signs in NZ. We had many a debate over one lane bridges and railway crossings. He also drove the major changes in road delineation that Transit NZ did in the early nineties. Peter was also responsible for the signs manual and making the appropriate changes. A gentlemen of the finest order who loved a good strong debate but always accepted the final decision and got on to implementing the changes. He was certainly leading the charge on improving road safety in NZ.

Fergus Tate - Peter was a great investor in people and I benefitted greatly from the time he spent helping me personally.

Wayne King – Wonderful bloke to know and work with. Professional Engineer, Sharp thinker, legendary driver, great sense of humour, super cynic with a fondness for beer (Running the Cutter to the Thistle Hotel). I had the pleasure of working near and with Pete on a daily basis for 18 years. I met him on the 1st day I moved to MOW HO (Jan 1967) as part of the serious computer users group (ICES ROADS/COGO etc). I note it recorded that Pete and John Howe/Joe Havill managed to programme the ICT Tabulator to play "Noughts&Crosses" and never lose. Not bad for what was essentially an adding machine.

It was about 4 years later I joined the NRB team and worked directly for Pete. Tidal-flowing the Hutt Road (pre-Motorway) with signals through a signal controlled intersection was a real practical problem we resolved together (thought to be the 1st in the World). Introducing Yellow Arrows (Te Ngae Rd. Rotorua) was a similarly complex task but for political rather than engineering reasons. Controlling the motorway on/off ramps, Willis, Ghuznee, Vivian & Cumberland (now Victoria) city block with one single 8750 controller was another (pre SCATS) challenge we solved together. Arguably the 1st signal controlled roundabout? Pete's leadership prevailed in all cases.

Barry Dowsett - Pete played the good cop, while Foz was the bad cop. Peter was one of my main contacts in NRB Roading Division – for Highway Scheme approvals in Waikato and Bay of Plenty. He always gave sage advice and I don't recall having to argue too much with Peter's decisions. I was happy to convey them back to some feisty MoW Resident Engineers and regional staff. I too owe a lot to Pete – RIP.

Jocelyn Fulton - I have two long lasting impressions of Pete the first is his persistent whistling as he walked; second is his no nonsense approach to meetings and life in general. Pete was always one to call it as he saw it – a real straight shooter. I enjoyed our lunchtime Bridge in Vogel building and valued the mentoring that I got from Pete, one of my many "Second Dads".

Colin Knaggs – I first met Pete at a MWD Highways Engineering Course in the early 80's where in his dry fashion Pete taught us Geometrics and Pavement rehabilitation design etc. He was a really easy guy to talk to about any roading issues you were have problems with either technically or politically.

Marten Oppenhuis - I took over from Peter when he was forced to end his career with Transit.
The respect he was held in, among all in the industry, was true testimony to the contribution he made over many years - a true icon among us. He was sadly missed among us at the time and we all join his family and close friends in mourning his passing.

Robin Odams – a great guy to work with. Pete gave positive and thoughtful advice. He was always cheerful and ready with a laugh. The courses that Roading Division ran were legendary and he is recognised for his input into them and traffic engineering and design practices in general. There was always "time for a quick one" at the Thistle and a mad dash for the train.

Peter McCombs – Pete was always such a positive person to work with. He had a particular ability to know not only why something was needed but also how it should be done. He was always very knowledgeable and gave sound technical advice in a manner that was listened to and appreciated at all levels. Pete had that special combination of being always energetic, a strong team member, and a very clear thinker combined with a keen wit and a ready laugh. Much missed.

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IPENZ Transportation Group
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Metamorphosis: The Return of the City

An opinion piece by
Patrick Reynolds - transportblog.co.nz

Some of the probable additions to Auckland's skyline [image: Luke Elliot]

The Auckland City Centre is entering a phase of profound change. The rest of this decade it'll be undergoing a more extensive and disruptive renovation than your average Ponsonby villa.

The designers and financiers are at work and the men and machines are about to start. The caterpillar is entering that difficult and mysterious chrysalis phase; what kind of butterfly will emerge?

If even half of what is proposed gets underway almost every aspect of the centre city will be different.

The Skyline

Precinct Property's $500 million total rebuild of the Downtown centre and a new 36 storey commercial tower is confrmed to start next year.

The 39 storey St James apartment tower is also all go [with the re-opening of the ground floor to the public soon]. An apartment tower on Albert and Swanson has begun.

There are a huge number of residential towers seriously close to launching some of which are 50+ floors. These are on Victoria St, Customs St, Commerce St, Greys Ave and more.

The biggest of them all Elliot Towers is rumoured to underway next year. Mansons have bought the current NZ Herald site and said to looking at residential there.

On the same block 125 Queen St is finally getting refurbished bringing much needed new commercial space in the city [+ about 1000 new inner city workers].

Of course the Convention Centre and its associated hotel will start too. Waterfront Auckland have announced new mid rise apartment developments and a new hotel beginning as well.

This list is not by any means exhaustive. Auckland is now a builders' boom town. And it will resemble nothing other than an enormous sand pit for the next few years.

The Street

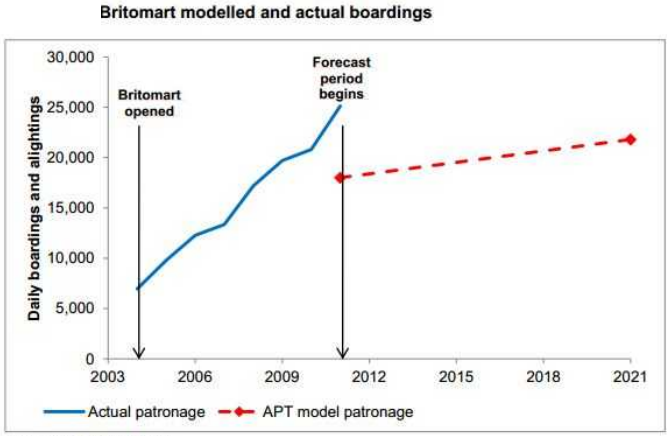
Regardless of the forms of these buildings, they are going to have profound impacts at street level; flooding the footpaths with people, stimulating more and more retail and especially hospitality services.

Add to this the disruption of the works themselves, for example later this year the first stage of the City Rail Link is going to start. Digging up everything from Britomart through Downtown, up Albert St to Wyndam St.

If the proposed Light Rail system goes ahead that will mean the [no doubt staged] digging up of the whole length of Queen St and other places, Dominion Rd, Wynyard Quarter. Street space is becoming more and more contested.

Driving in the city is going to get increasingly pointless, most will avoid it. But unlike last century that won't mean people won't come to the city.

One, because it's become so attractive with unique retail offers, unrivalled entertainment attractions, and a fat concentration of jobs. Two, because people are discovering how good the improving transit options are becoming, so why bother driving? And three, because increasing numbers are already there; it's where they live anyway.



Source: AT, APB&B Study

And that transit boom is going to continue, or even accelerate. Britomart throughput is now running at 35,000 people daily, when planned it wasn't even expected to reach 20,000 until 2021 [see graph; the blue line is still growing at that angle; it is now literally off the chart]:

Why is this happening? A lot of people in wider Auckland still think the city is unappealing or unimportant.

Aren't we spreading new housing out at the edges? Aren't new businesses building near the suburbs in those business parks?

Well ironically one of the reasons so much growth and investment is happening in City Centre is because those same people, the ones that prefer their suburban neighbourhoods to the city, don't want any change near them.

The City Centre is one of the few places that it is possible to add new dwellings or offices at scale, and because it is a very constrained area with high land value this can only be done with tall buildings.

The more suburban people refuse to have growth near them the more, in a growing city, investment has to concentrate where it can, and in Auckland that means downtown.


Auckland's first electric tram 1902

Auckland is still spreading outwards and businesses are growing in suburban centres, but these areas are not appealing or appropriate for all people and all businesses, and nor are they sufficient; the City Centre is growing by both these metrics too, and at a greater pace.

The 2013 census showed that Auckland city is the fastest growing place to live in the entire country, growing at over 48% between 2006-2013, and currently the city is experiencing a new shortage of office space and an interesting reshaping of the retail market.

The education sector is also still strong there, with Auckland University consolidating to its now three Central City sites and building more inner city student accommodation. City growth is strong and broadly based: residential, commercial, retail, and institutional.

There are risks and opportunities in this but what is certain, outside of a sudden economic collapse, is that the City Centre will be a completely different place in a few years, in form, and in terms of how it will operate. And the signs are promising that what we are heading to is an almost unrecognisably better city at street level than it has been in living memory.

What is happening is simply that it is returning to being a city of people.

Tens of thousands of new inner city residents, thousands of new visitors in thousands of additional hotel beds each night, hundreds of thousands of workers and learners arriving daily from all over the wider city each day too. All shopping, eating, drinking, and playing within the ring of the motorway collar.

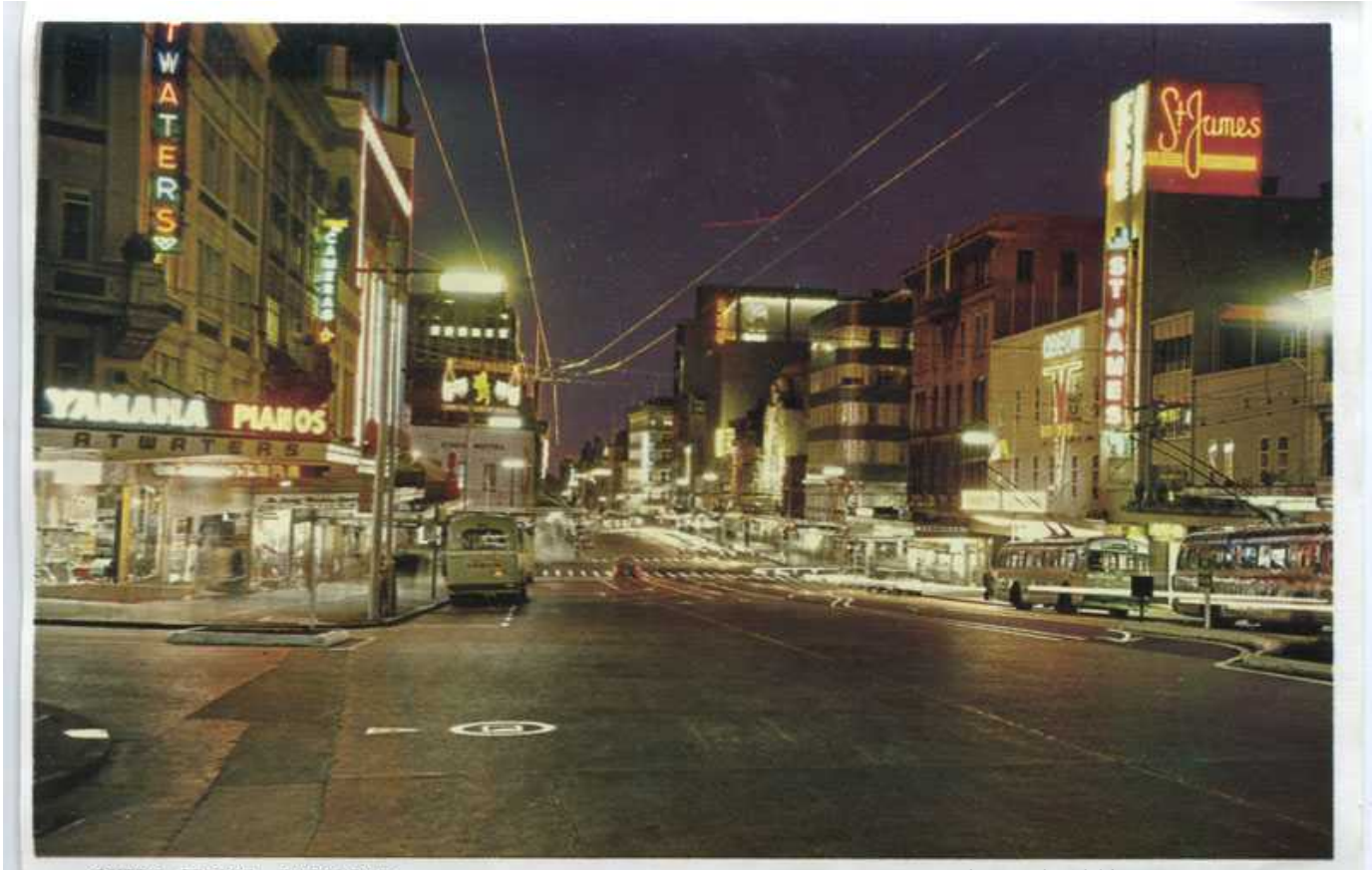
Auckland is moving from being one of the dullest and most lifeless conurbations in the world to offering a new level of intensity and activity. Well, that is certainly the possibility in front of us now.

Auckland has had boom times before, and each of these leave a near permanent mark on the built fabric of the city [the Timespanner blog has examples in great detail]. So it matters profoundly what we add to the city this time.

We are at the beginning of the opportunity to correct the mistakes of the postwar outward boom that came with such a high cost for the older parts of the city. By forcing the parts of the city built on an earlier infrastructure model to adapt to a car-only system we rendered them unappealing and underperforming, and the old city very nearly did not survive this era.

Only the persistence of some institutions, particularly the Universities, enabled it to hang on as well as it did. The car as an organising device is ideal for social patterns with a high degree of distance and dispersal.

It is essentially anti-urban in its ability to eat distance but at the price of its inefficient use of space; it constantly fights against the logic of human concentration that cities rely on to thrive. It not only thrives on dispersal, it also enforces it.



QUEEN STREET, AUCKLAND.

Queen St 1960s

But now the wheel has turned and cities everywhere are booming on the back a of model much more like the earlier one [see here for example: Seven cities going car-free]. This old-new model is built on the understanding that people in numbers both already present in the city and arriving on spatially efficient transit systems providing the economic and social concentration necessary for urban vitality and success.

This seems likely to lead to a situation more or less observable in many cities world-wide where there is an intense and highly walkable and transit-served centre surrounded by largely auto-dependent suburbs.

Melbourne, for example, is increasingly taking this form. And, interestingly the abrupt physical severance of Auckland's motorway collar might just make ours one of the more starkly contrasting places to develop along these lines. A real mullet city: one made up of two distinct patterns.

Bourke St Transit Mall, Melbourne 2014

Frankly I think this is fine, it could make for the best of both worlds.

Those who want to live with the space and green of the suburbs can continue to do so but are also able to dip into a vibrant city for work, education, or especially entertainment, on efficient electric transit, ferries, and buses when that suits.

A vibrant core of vital commercial and cultural intensity sustained by those who choose to live in the middle of it 24/7.

The intensity of this core plus any other growing Metro Centres [will Albany really become intense? Manukau City?] meaning the sprawl isn't limitless and the countryside not pushed so far away that it is inaccessible.

Auckland as Goldilocks; not all one thing or the other; neither all suburb nor all city. People will use or ignore which ever parts they want, and soon members of the same households will be able to indulge their different tastes without some having to leave the country.

What are the threats to this vision?

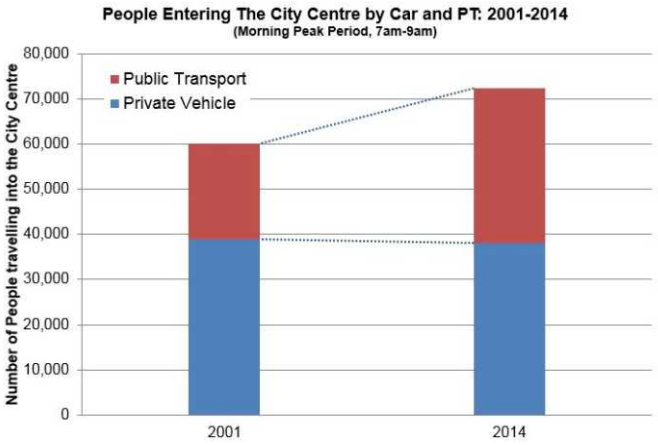
Well we do actually have to build the transit, this means completing the City Rail Link soon as is possible, and ideally replacing a good chunk of the buses with higher capacity and more appealing Light Rail.

To connect these two halves; the success of both the centre and the region it serves depend on it. But also we have to deliver a much better public realm on the streets and especially at the water's edge.

We have to retain and enhance the smaller scale older street systems to contrast with the coming towers, like we have at Britomart and O'Connell St.

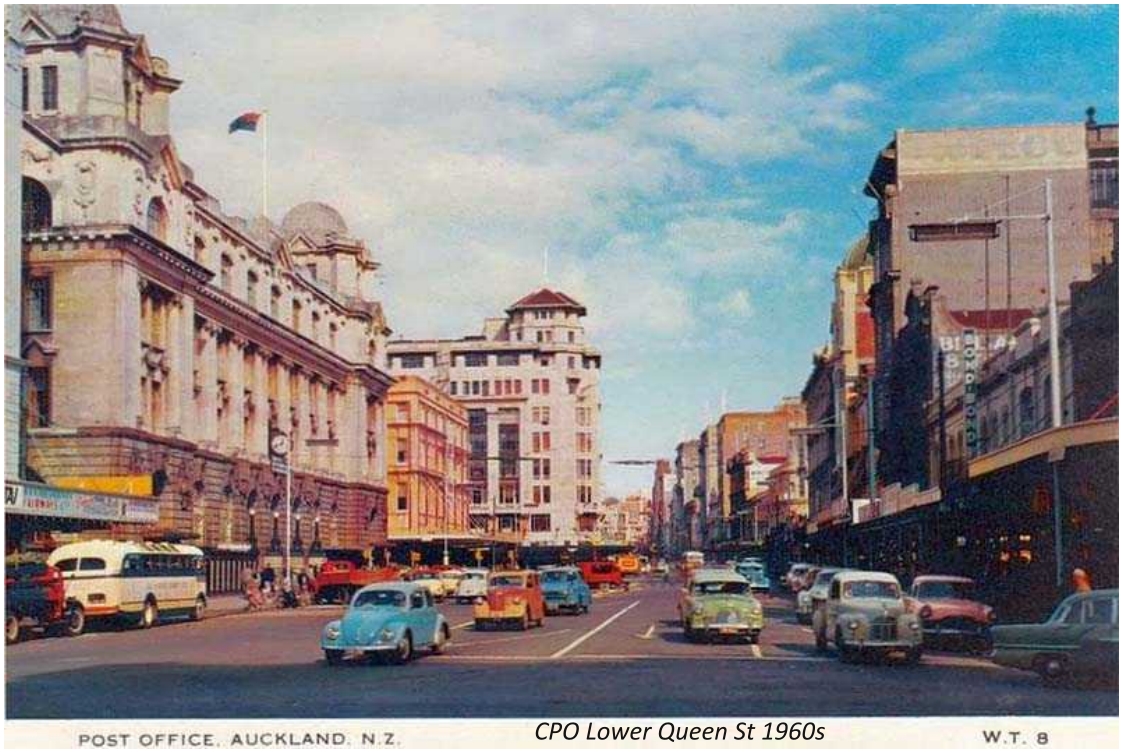
All these moves require leadership and commitment and an acceptance that the process of getting there will be contested and difficult.

I have no fear that people in the wider city won't be happy to choose to leave their cars at home for some journeys, especially into the city, then jump back into them for others across the wider city or out of town. After all it's happening already.

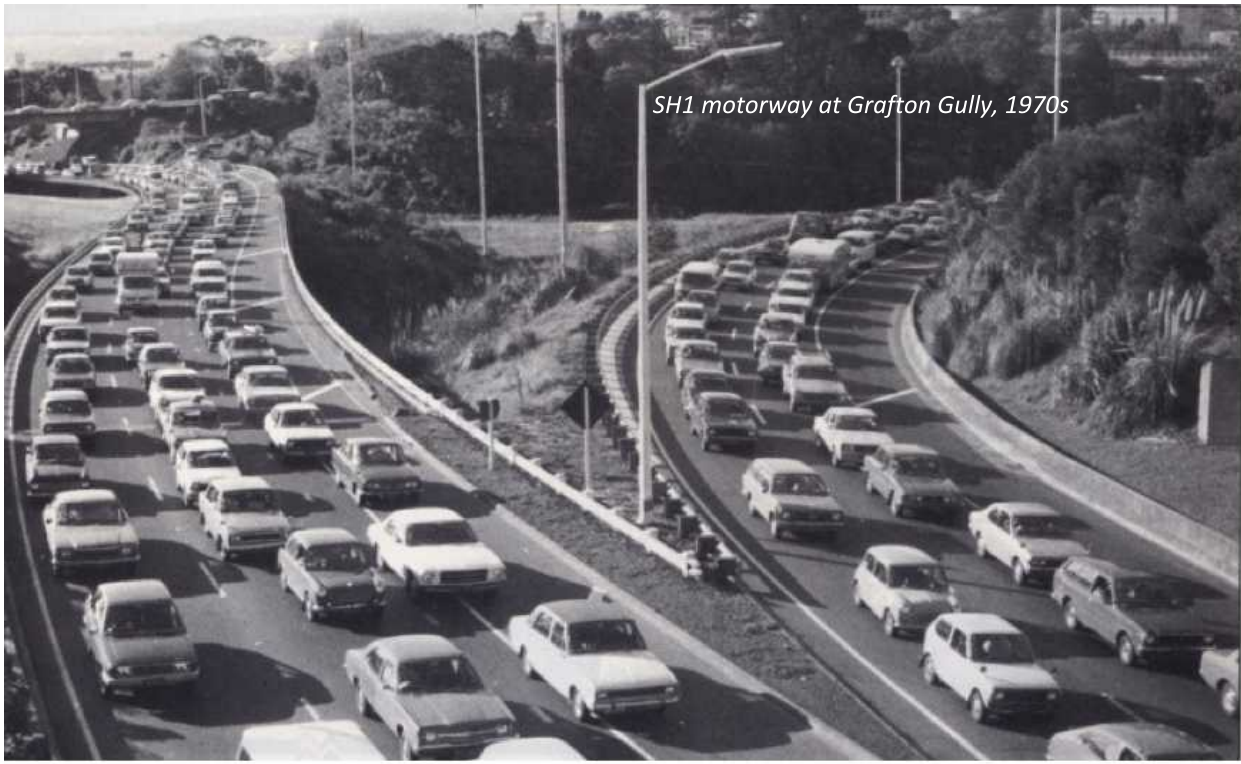


City centre mode share 2001-2104

This is not then a bold prediction, merely the extrapolation of current trends. And it is the trend that tells us more about the future than the status quo. More of the above graph than the below pictures:



CPO Lower Queen St 1960s



SH1 motorway at Grafton Gully, 1970s

Got a good idea?

IPENZ Transportation Group Study Award 2016

The IPENZ Transportation Group aims to advance the knowledge base and practice of the transportation profession in New Zealand. Each year the Group provides a Study Award worth up to **$8,000** for a Group member(s) to undertake study in New Zealand or overseas, to learn about issues that are important and topical in the transportation area, and then to spread that useful and usable knowledge to peers.

If you believe you can help the profession learn more about important transportation issues, apply now for the IPENZ Transportation Group Study Award. The essential requirements are that the study area is relevant to the interests of the Group, and that you document and disseminate your newfound knowledge to your Group peers.

The deadline for applications is **Friday 18th December 2015**.
See below for details.

IPENZ TRANSPORTATION GROUP

IPENZ Transportation Group Study Award

Purpose
To provide an opportunity for a member of the IPENZ Transportation Group to study, collect information or exchange ideas which will advance the knowledge base and practice of transportation engineering in New Zealand.

The topic may be any of relevance to the New Zealand transportation engineering profession. Uses for the funding could include, amongst other possibilities:
• Onsite work experience
• A research project, including incurred costs (travel related to a study tour, etc.)
• A staff exchange within New Zealand or overseas

The award cannot be used for professional fees or for tertiary course costs (there is separate scholarship available for this). An applicant must supply a peer reviewer/mentor/supervisor to monitor and review the study, and the application is to include a statement from that person supporting the research and including a comment on the relevance and practical application of the outcomes.

Bi-monthly updates must be provided on progress. Upon completion of the study, a requirement of the award is the production of a paper to the IPENZ Transportation Group conference, an article suitable for inclusion in the Roundabout magazine and presentations to local IPENZ Transportation Group branches.

Applications must supply supporting rationale for the funding sought. Where funding requirements are for less than the total amount available, the remainder may be offered to the next highest ranking applicant. Note that this award is not intended to support tertiary study. The Transportation Group is developing a separate tertiary study scholarship. Details of this award will be published soon.

Assessment Criteria
Applications should describe the proposal in detail, with estimated costs and timing, and should also address the following selection criteria:
• Relevance of the proposed topic to the New Zealand transportation engineering profession [30% weighting]
• Ability to provide useful and useable outputs (e.g. best practice guidelines that can be distributed nationally) [25% weighting]
• Methods proposed to document, peer review and share the results of the study (in addition to the above requirements) [30% weighting]
• Evidence of relevant track record (i.e. experience in undertaking study or relevant work) [5% weighting]
• Support from relevant third parties highlighting that the new knowledge or information will be useful to them (e.g. NZTA, councils, academics) [10% weighting]
• Commitment of the individual and their current employer (if relevant) to the project
• Timetable of proposed activity (i.e. results able to be realised within reasonable timeframe, desirably within 12 months of the award)

Assessment Process
1. The assessment panel will comprise of at least three people, being members of the IPENZ Transportation Group Research Subcommittee or other suitable members determined by the National Committee
2. The value of the award will be up to $8,000, subject to an adequate application being received. Where the successful applicant requires less than $8,000 the assessment panel reserves the right to offer the remaining amount to the next highest ranked applicant.
3. The award is to be taken up within 12 months of it being offered
4. Payment of the award is to be made 60% in advance and 40% on receipt of an adequate report, following the completion of the study or project (or other arrangement as negotiated).
5. An award in part may be made to one or more persons or groups.
6. The assessment panel's decision is final and no correspondence shall be entered into.

The deadline for applications is **Friday 18th December 2015**. The winner of the award will be announced at the 2016 Group conference in Auckland.

Enquiries or applications should be sent electronically to:
IPENZ Transportation Group Awards Co-ordinator
Daniel Newcombe

IPENZ TRANSPORTATION GROUP

2015 Study Tour
Institute of Transportation Engineers

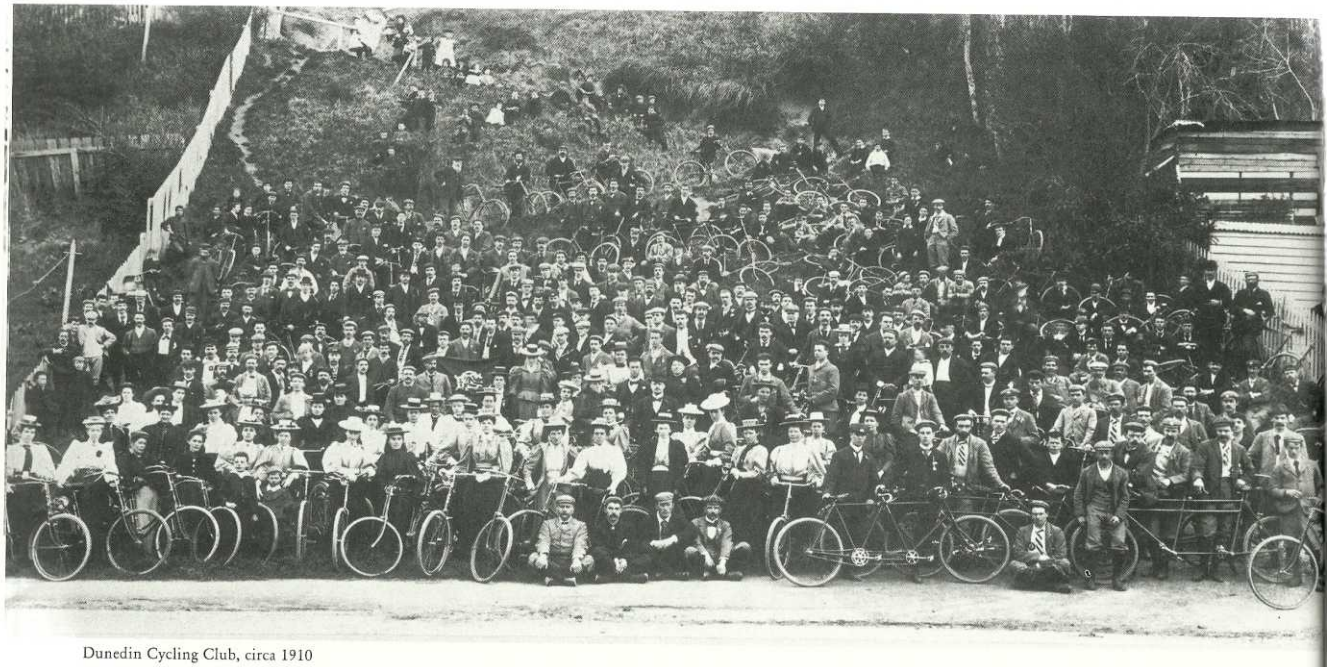
The ITE's International President John Kennedy will shortly be leading a delegation of ITE members and staff to Australia and New Zealand on a technical scanning tour - they will be in NZ over the week beginning 14 September. John is interested in understanding more about the various transport issues at play in NZ, to see some of the innovative transport solutions we're developing and implementing, and to collect ideas and innovations to share across the global ITE community of over 17,000 members. Don McKenzie (current ITE International District Director) has developed an itinerary for the scanning tour that will take the delegation through the main centres, as well as capturing some of the sights and experiences of NZ along the way.

A key part of this information exchange will be meetings with IPENZ TG members in Auckland, Wellington and Christchurch. These are scheduled as follows:

Auckland: Monday 14 September (evening)
Wellington: Wednesday 16 September (lunchtime)
Christchurch: Thursday 17 September (late afternoon)

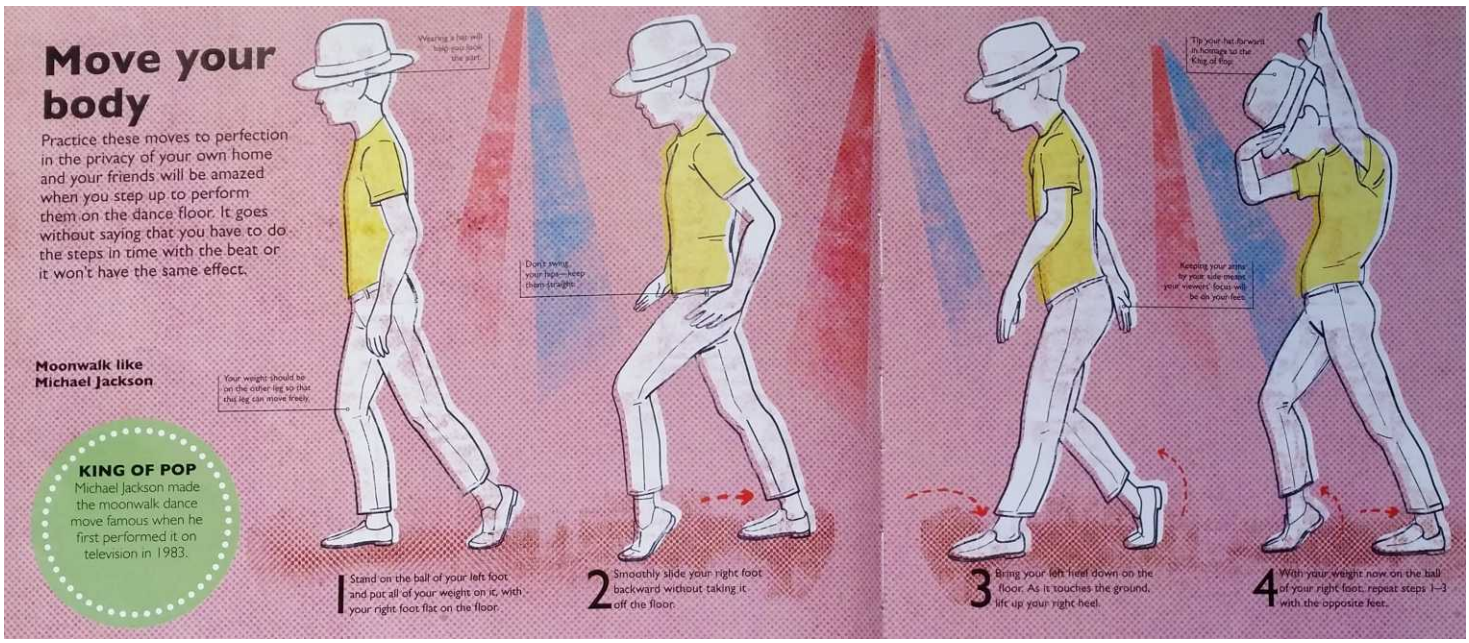
Further details of timing and venues for these meetings have been distributed via each IPENZ TG Branch. Please support this opportunity to hear from John and team, and take part in a truly international sharing of ideas and solutions. For further information about the meetings, the tour or if you're interested in ITE membership please contact Don McKenzie (don.mckenzie@tdg.co.nz mobile 021 656 191)

RIDE—the story of cycling in New Zealand



Dunedin Cycling Club, circa 1910

For those who complain Roundabout doesn't contain enough material on walking, here's something for you. Instructions on how to moonwalk!



Update of RTS14: Guidelines for facilities for blind and vision impaired pedestrians.

RTS 14 is the official guide that ensures that design and operation of road and paths caters for blind and vision impaired pedestrians. It also takes into account the needs of people with impaired mobility. It provides detailed requirements for a continuous accessible path, tactile ground surface indicators and audible tactile traffic signal features.

NZ TRANSPORT AGENCY
WAKA KOTAHI

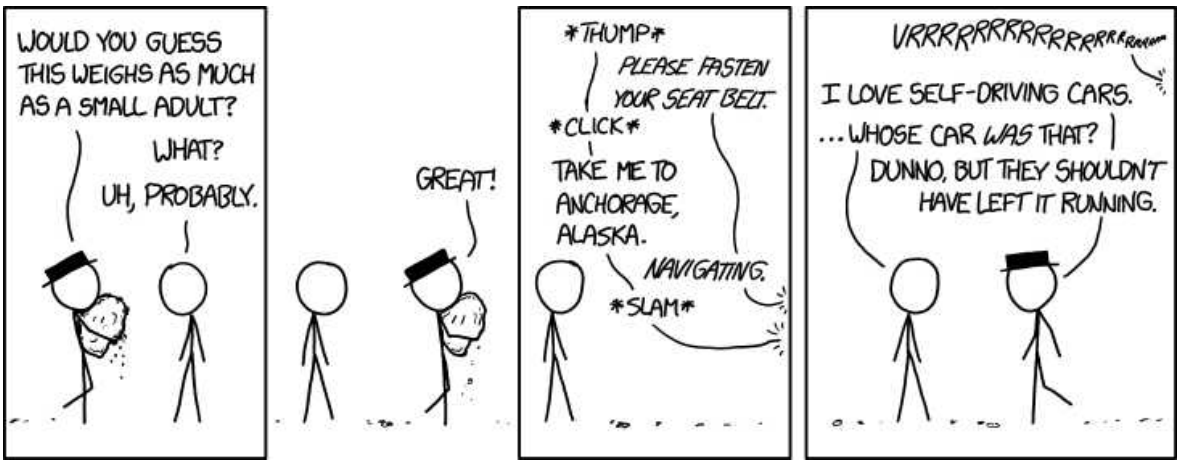
Originally issued in 1997, this third edition has been updated to:

· Remove material now found in the Pedestrian planning and design guide.
· Provide clearer guidance wherever experience and feedback suggested it was needed.
· Provide a new section on shared zones.
· Provide new guidance for where cyclists share with pedestrians on paths and at kerb crossings.

Thanks to all those who contributed to improving this publication.

Download from: https://www.nzta.govt.nz/assets/resources/road-traffic-standards/docs/rts-14.pdf

Contact; Tim Hughes, National Safety Engineer, at Tim.Hughes@nzta.govt.nz



xkcd.com/1559/

Branch updates

Auckland/Northland Branch
The Branch has been very active so far this year and we are pleased to promote the following upcoming event.

On 22 September the Branch is running a careers evening with the University of Auckland. The aim is to encourage University students from a range of degree backgrounds to consider transport as a future career path.

We would like to thank all the companies that are sponsoring this event listed at the bottom of the page, in particular main sponsor the NZ Transport Agency.

The evening will comprise speakers from a broad range of backgrounds talk about how they fell into a career in transport. There will also be an opportunity to informally talk to people from a range of transport companies over some light refreshments.

We are currently looking into a couple of events in October and a very interesting site visit in November, watch this space.

Waikato/Bay of Plenty Branch
Alan was sure he had written something...

Central branch
Mid-year annual quiz night – 27 August 2015 – The Green Man Pub
This annual contest of transport 'street' smarts was once again challenging this year with MWH taking home the top prize! Photos below:

Upcoming Lunchtime Sessions:
Roundtable Discussion with the Institute of Transportation Engineers (ITE) – 16 September, 12-1:30PM – MOT Offices, SAS House 89 The Terrace

The IPENZ Transportation Group will be hosting a delegation from the Institute of Transportation Engineers from the USA, including ITE president John Kennedy and Executive Director Tom Brahms who are keen to learn about the NZ transport environment and share their own experiences. They will be debating some key topics, such as

- What parallels with the international transport issues and approaches do you see on the horizon (or closer) in the New Zealand environment?
- How do you justify funding for active modes?

They are keen to get your interaction on these topics, so please RSVP to Josephine.draper@nzta.govt.nz by 11 September and indicate which of our suggested topics you would like to hear discussion on. If you have a burning question to raise with the delegation please also let us know ahead of time.

NZTA research on economic benefits of Park & Ride – Scheduled for October – IPENZ Offices on Customhouse Quay

Upcoming: Transportation Group Cycle Tour
The Central Branch is excited to be organising social/semi-informative cycle tour around the Hawkes Bay Region for our members. Earlier EoI for this trip has gathered interest from TG members beyond the Central Branch, and we are looking to extend the invitation to others who are interested.

This trip provides an opportunity to explore the cycling network around the Hawkes Bay region by bike whilst liaising with local 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. We are targeting a mid-March 2016 date, with shared accommodation.

If you have not already done so, please indicate your interest in this trip by contacting lead organiser Eliza Sutton at Eliza.Sutton@opus.co.nz

Recent News Article:
Major Shelly Bay revamp tipped
http://tinyurl.com/shellybay

Canterbury-Westcoast Branch
Our highlight for the last quarter was our inaugural 'Quiz Night' held at the University of Canterbury Staff Club. We had a great turn out with nine teams competing for the prestigious title of winner – it will now be an annual event due to the

Branch updates

outstanding success. We even managed to secure The Stig's brother as quiz master for the night!

The teams were:
The Heineken manoeuvre – 1st
Academically Challenged – 2nd
Greek Billionaires Club – 3rd
Old Old Wooden Ship
Martens Mighty Minions – Best Team Name
Team Dam Good
Stephen Hawkins Dance Club
QTP Road Skullers
Silent but Violent – Wooden Spoon (actually it was a toilet brush)

The Quiz kicked off with the presentation of the Life Membership Award to Marten Oppenhuis. Marten has been a leading figure and ambassador of the NZ transportation, road safety and roading design profession for many decades. He has played a key role in mentoring young transportation practitioners throughout the country, both through his industry roles and through his membership of the Institution. This contribution to the profession and was recognised by the Institution in 2007 when he was awarded a Fellowship.

Events coming up

Institute of Transportation Engineers (ITE) Presidents Visit - Evening Presentation/Discussion Session

An opportunity to gain some overseas insight into issues we are facing locally in Christchurch. Themes include:
- Reconstruction lessons – Hurricane Katrina and New Orleans
- Changes in funding and management of the US transport system
- ITE perspectives on other technical matters (cycling/walking, trip generation analysis)

Thursday 17th September, 5.30pm at the CCC Function Room, Worcester Boulevard, Christchurch. Please also RSVP to jared.white@abley.com by 14 September for catering purposes.

Southern branch

Last seen in 2014. We know it's been cold down there, but, still...

TRANSPORTATION GROUP NATIONAL COMMITTEE ROLES

Due to the heavy workload of the National Committee, we are looking for a person to act as a part time administrator. This role involves working closely with the National Committee on the issues related to, but not limited to, the following activities:
- Reviewing, updating and implementing the TG Strategy.
- forming closer relationships with other organisations such as the Chartered Institute of Logistics (CILT), Australian Institute of Traffic Planning and Management (AITPM) and the Institute of Transportation Engineers (ITE).
- Represent the Group's views on various issues, media liaison and representing the Group at various forums.

We are also looking for a person with the appropriate IT skills to administer our website. This initially will be related only to content management. In the next stage, we will need to work with IPENZ regarding the new IT system (see below) IPENZ is implementing and manage an upgrade of our website.

If you think you are the right person to undertake either of these roles or know of someone who might be, please contact me. Details are at the back of the Roundabout. Both roles are paid positions. If there is no response from within the Group, we will undertake an external search for these roles.

Pravin Dayaram
Chair – IPENZ Transportation Group

Roundabout of the month

To be honest, we're not even sure where this 'double decker nest roundabout' is. Or will be, as it is a computer-generated image. But who cares if it will ever become real? We're mesmerised by the up-down-over-and-through arrangement. Seen a better one? Email daniel.newcombe@aucklandtransport.govt.nz

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The image on the left is what pedestrian symbols are meant to look like - more or less. The image on the right is from an NZTA shared path in Auckland. We're not accusing anyone, but it looks suspiciously like the contractor Googled 'pedestrian symbol' and sprayed a symbol usually seen in Clip Art...

Caption competition

This edition's photo comes from Ian Appleton, who took it in India somewhere between Agra and Jaipur.

Neither Ian nor we can read what we presume to be Hindi, so we can only imagine what the sign actually says.

A suggestion has been made. If you think you know better, send your suggestion to: daniel.newcombe@aucklandtransport.govt.nz

Last edition's image of Urie Bezuidenhout enjoying himself at the Conference Dinner received a number of other suggested captions. This one is from Nick Gluyas, MWH.

SH20 Waterview update

Sections of the southbound tunnel (above) are sporting a new smooth look with the application of black paint. Painters began applying the first of two coats inside both tunnels mid-way through last month.

"A black and magnolia colour scheme has been chosen for the tunnels interior," says Section Engineer Joseph Allen. "We've started painting from halfway down tunnel one, heading south. Once that side's been completed we'll re-start at the north end of the tunnel and work back towards the middle.

Magnolia - neutral to warm white - will be used from the roadway up to 4 metres, with black to cover the roof. Using black inside the tunnels serves several purposes, a couple of them to do with driver safety:

- Being a circular tunnel, black avoids the 'driving in a tube effect', which can occur for drivers in long tunnels and replaces it with a rectangular shape appearance.
- Black will help to obscure mechanical and engineering equipment fixed to the tunnels' roof, which reduces driver distractions.
- It will also help with a clean appearance inside the tunnels.

The tunnel lighting and reflective wall finishes inside the tunnel are known to influence driver's sense of well-being and support safe driving. Magnolia achieves the best light reflectance levels necessary to meet the lighting design requirements for safety and minimizes energy usage.

An innovative piece of machinery which stands five metres tall is playing a central role in the final stages of our cross passage construction. Two hydraulic arch forms, shipped in from Brisbane, Australia, are being used to provide the final permanent concrete lining for the cross passages.

"The cross passages appear to be constructed in a straight line between the tunnels but they're actually on an angle," says Senior Engineer Colin Stewart. "The arch forms are an innovative piece of machinery which can adjust its skew to fit the gradient between the tunnels.

Each arch form is 2.5 metre long and has expanding arms which tuck in when being transported through the tunnel to the cross passages by a 20 tonnes crane. At the cross passages the nine tonnes arch form is placed on to a steel track and slides inside.

"When in the operating position, hydraulics are used to expand its arms into place with screwing jacks to secure it," says Colin. "A second arch form follows suit and connects together before toothing boards are wedged in between it (arch forms) and the yellow membrane to stop any concrete from falling out the sides."

The arch forms have the advantage of having windows on either side of its arms so that when concrete is pumped into the two inlets, spotters can see the process. Once the concrete reaches the level of the windows, they're closed and concrete pumping resumes through pump ports on the arch forms' roof.

"When the concrete reaches the top, our team will then assess it, before the arch forms are dismantled and moved to the next cross passage," says Colin. After the permanent lining of each cross passage, the mechanical and electrical and services fitout will then take place inside.

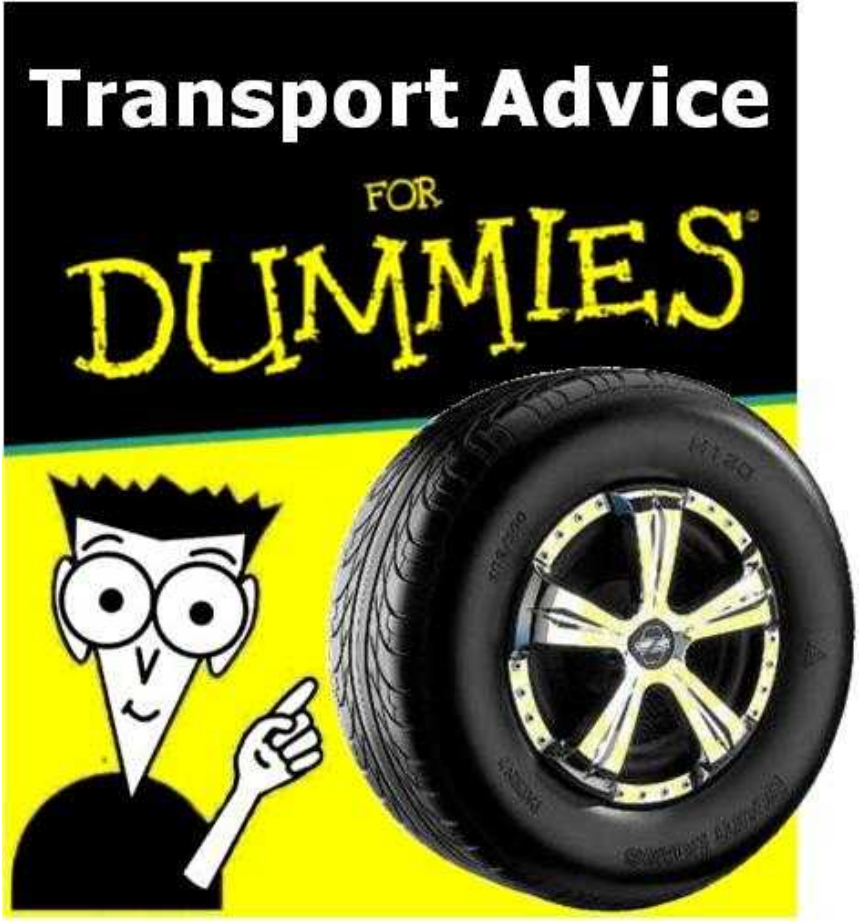
If you want to find out a bit more information on the project, visit: www.nzta.govt.nz/projects/waterviewconnection or www.facebook.com/AliceTBM for regular updates

Photo Competition

Ian Appleton has shared some photos from his trip to India. Of particular interest were a collection of images on zebra crossings.

To a passing driver these crossings may seem perfectly normal - perhaps a bit under-utilised by pedestrians for some reason - but when viewed from the footpath it becomes clear that something is not *quite* right with their design...

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



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 see that the Auckland Council and the government have started something called the Auckland Transport Alignment Project. What's that all about?
Mike

Dear Mild
This 'transport alignment' is a lot like taking your car to the garage for a 'wheel alignment'.

A guy you've never met before takes your car away, then brings it back in exactly the same condition but charges you an excessive amount for the luxury, and you suspect he didn't do a bloody thing, but you can't say anything, in case he tells you there is something even more expensive wrong with your car.
~Transport Guy

Dear Transport Guy
I see there was a trial down south where they tried marking the road so cyclists had room at the side and cars in both directions had to share the middle of the road. What a stupid idea making cars drive straight at each other! Who thought of that?
Norman, Whangarei

Dear Not Normal
You are quite right, of course, and this is another of those preposterous experiments from the 'Let's try something that works elsewhere in the world' file; subcategory: 'Let's acknowledge that cyclists are not getting a fair deal'.

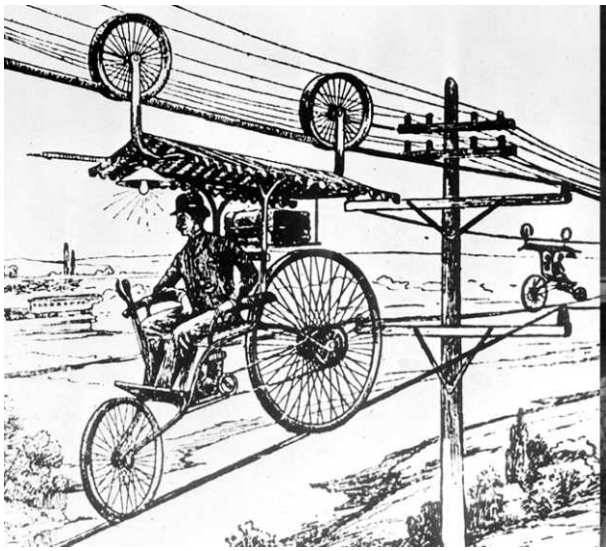
I totally agree. Cars should not have their way impeded and drivers shouldn't have to look out for other road users or change their course for the safety of themselves or others.

It is ridiculous that cyclists should think that just because they are vulnerable to being struck by large fast-moving vehicles, they should have a clear, continuous and unobstructed section of road that doesn't contain broken glass, pot-holes, drainage grates, parked cars, pedestrians, etc.

Why, on a recent 50km car trip I saw a good 300m of cycle lane. It beats me why cyclists can't just ride back and forth on that, or on other bits of leftover carriageway shoulder.

Why do they need a 'network' that 'connects' to 'places'?

Let's hope that's the last we see of that wacky kind of carefully monitored and managed trial.
~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