

Roundabout

Magazine of the Transportation Group NZ

Issue 163 March 2020

Christchurch Conference: The best ever? Or the last ever?



Equity in Transportation

Stantec

TRANSPORTATION
GROUP NEW ZEALAND

JACOBS WAKA KOTAHİ 3M

Also in this edition:

- Award winners - Katy Marriott and John Foster - Sydney LRT
- Jerks drive expensive cars - Electric buses - New NZTA strategies
- And much more

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***"Transportation Group members Jeanette Ward, Gemma Dioni, and Emily Cambridge meet regularly over breakfast and hatch plans to save the world."
Page 34***

***"When Katy was studying for her civil engineering degree in the early 1980s, she was one of only two women in the class."
Page 20***

***"The answers were unambiguous: self-centred men who are argumentative, stubborn, disagreeable and unempathetic are much more likely to own a high-status car such as an Audi, BMW or Mercedes."
Page 12***

***"Vehicle emissions represent over 40% of Auckland's carbon emissions and electrifying our bus fleet is critical to achieving our climate change goals."
Page 17***

Roundabout is the magazine of the Transportation Group NZ, 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 Transportation Group NZ or the editor, except the editorial of course. There is no charge for publishing vacancies for transportation professionals, as this is considered an industry-supporting initiative.

Correspondence welcome, to Daniel Newcombe:
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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 Transportation Group NZ, you are most welcome to join. Just fill in an application form, available from the Group website: www.transportationgroup.nz

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Editorial



The Transportation Group is made up of diligent professionals who strive through their work and their research to help develop a better transport system for New Zealand and New Zealanders.

We share information and support for each other, and this engagement lasts for

decades, with each generation passing on lessons to the next.

Recently we lost two significant figures in our Group and of our profession – Katy Marriott and John Foster.

I first met Katy around 15 years ago and then worked with her for many years before she left Auckland and returned south.

She was one of those special people who exuded warmth and humour despite working in what could be quite a dry working environment. She encouraged and supported me as a young professional, getting me along to my first Group conference, cajoling me into joining the local branch and helping me see that my work was part of a bigger contribution we all make to helping the industry and wider community.

From the stories I've heard since she passed, it appears I wasn't alone. She touched many people's lives, becoming much more of a friend than a colleague. I probably thought of her more as a mother figure than a colleague.

That's not to say she didn't know her stuff. Katy was an important contributor to the industry and helped numerous transport agencies over several decades.

Our Group grows and continues not by individuals collating technical material, but by creating a collective of engaged and engaging minds.

I didn't work with John but came across him many times at Group conferences and events. He was clearly a colossus within the profession, and often expressed very strong opinions I didn't always agree with (like keeping the Group membership focused on engineers rather than broadening it to include planners, designers, etc.). But I always respected his intellect and contribution to the profession and again the stories since he passed show just how much he was admired.

We have material on both Katy and John later on in the magazine.

So, it is a timely reminder that we are all part of a bigger and enduring thing – our profession. And we have a responsibility not just to do the best we can in using our skills, but also in how we deal with our colleagues.

Support them, encourage them, guide them. Our Group grows and continues not by individuals collating technical material, but by creating a collective of engaged and engaging minds. You all have a role in that – be the best you can be at passing the torch to the next generation.

Covid-19 and the Group

We were extraordinarily lucky to have been able to hold the conference in what turned out to be the final week before widespread restrictions on social gatherings and travel were put in place.

The conference team did a great job with providing hand sanitiser and hygiene equipment. I have never been amongst so many friends and colleagues and not hugged or shook hands.

It was great seeing people at the conference. It may be a long time before we gather like that again.

I think all of our Group events and planning going forward will be affected by Covid-19 - making it unlikely we will be meeting face to face in any numbers for the foreseeable future.

For that matter, it is not clear what Covid-19 will do to the travel patterns that underpin our work.

Large volumes of people are not travelling at all anymore, as they work from home, and once the pandemic passes there is no certainty that the activities and businesses will revert to their previous arrangements.

Many businesses will have failed, some may decide remote or dispersed working is the new normal, whilst others may take years to return to previous operational levels.

It remains to be seen how significantly this affects our collective work into the future, but it was great seeing people at the conference. It may be a long time before we gather like that again.



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Daniel Newcombe
Roundabout Editor
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Chair's Chat



The last couple of months has seen me busy organising a street activation with several other group members, see the full article in this edition of Roundabout.

The process has highlighted the effort to close a street to traffic and the need to keep focused and not give up at every hurdle. Between three of us we kept the faith and boxed on, and were rewarded with a successful day.

Since my last Chairs Chat we have been working on resolving an issue with the group's financial reserves.

Up to the end of the 2017/2018 financial year, Engineering New Zealand (ENZ) provided the monthly reports with the Transportation Group's income, expenses, our term deposit investments and the accumulated funds (reserves).

At 30 September 2018, the Transportation Group had \$150,000 in term deposits and funds in the Operating Account of \$224,496. As of 1 October 2018, both the group's term deposits and the total accumulated funds were removed from the monthly reports.

After questioning this it was found that the Engineering Board had full control of the term deposits and accumulated funds. We were informed that the investment policy of surplus funds is governed by the board and Technical Interest Groups (TIGs) did not have authority over these funds.

This was disappointing as no consultation or communication had taken place. This issue was also relevant to MUGS and SNUG as they had reserves that they were planning to use for research and the preparation of industry guidelines.

After expressing our concern in a letter to Ben Holland and Susan Freeman-Greene, and after at least six other affected TIGs also raised concern, we were invited to a workshop in February at ENZ.

Melanie Muirson (Treasurer), Nathan Harper (MUGS), Jeff Greenough (SNUG) and myself attended the workshop along with other TIG representatives. ENZ genuinely apologised for the pooling of the reserves and the lack of communication.



They will be reinstating the reserves to our financial statements. We also agreed that a forward planning process on accessing of reserves will be implemented and this will be part of the annual budget approvals.

This was a good outcome and the result of the TIGs collective voice. The National Committee will undertake some long-term financial planning with input from members to be sought in the coming months.

Just to finish, another mention of my lovely new street. I remembered that when researching the house some years ago I had found some photographs from the early 1900s, one was of a man with a bicycle out front.

It seems very fitting that now this street is a major cycleway route, and then there is me with my bike, the house looking less glamorous then it was back then!

Jeanette Ward
National Committee Chair
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Tribute to John “Foz” Foster (1932-2019)



From those who knew him:

His Glory Days began close to 1960 when he graduated from Auckland University.

Foz first crossed my Wellington Hotel doorstep in the mid 1960's when a fresh

bunch of new customers from the newly constructed Vogel Building (Ministry of Works HQ) started to patronise my bar. Primarily a blue collar pub, these new clients stood out with their white collars, suits, ties and wicked sense of humour. Initially I thought they may be barristers, but their use of more common language suggested otherwise.

Gradually it became obvious that they were a group of MoW technical chaps assembled from many areas of specialisation and charged with giving the MoW a technical computing capacity.

Foz, Keith Morris, Peter Farrington, Frank Sillay, Bill Smith, Ron Fisher, John Robinson and Wayne King were some of the key actors. They met regularly and frequently at unusual hours. This had something to do with the MoW not actually having a big enough computer yet, and having to rely upon borrowing from others like IBM or the Treasury after hours. Foz cobbled together a cluster of traffic engineers and conceived the Transportation Group, as it is known today.

Dr. John Robinson (JVR) while he was away on a years teaching sabbatical at MIT (USA) met a group of engineers with computing skills. In the following few years Prof. Dr. Jay Walton, Bill Hester and Frank Sillay from MIT made their way south to Wellington for permanent and temporary assignments.

Jay brought the recently semi-developed ICES program from the MIT Civil Engineering Computer Laboratory. Over the next five years this team assisted by ring-ins brought the “ICES bag of tricks” to life. Foz was particularly successful in breathing life into the road design, coordinate geometry and transportation assignment programmes.

Now let me introduce my sister hotel, The Thistle Inn just down the road. For a great number of reasons they found it convenient to also patronise this establishment.

Foz from Roading Division used the MIT programs to design the Manakau to Utiku (Road of National Significance) and produce full contract documents. This success was later cited by Cabinet as the first commercially valuable engineering solution to be computer based, and sufficient for Cabinet to authorise purchase of a big computer (IBM360/40) by the MoW for engineering computing.

Foz's interest moved onto Transport Modelling. By the early 1980's Foz and his team had upward of eleven active transportation models running. The Model Users Group (MUGS) was established, and later absorbed into the IPENZ Transportation Group as a sub-group.

Work with the transportation models showed that there was a weakness with traffic signal technology in many New Zealand cities – as there was a plethora of traffic signal linking systems in use. Foz convinced NRB to adopt SCATS as the NZ Standard signal linking system. The SCATS NZ User group was conceived, and subsequently absorbed into the IPENZ Transportation Group as SNUG.

2007 saw the 40th anniversary of the MoW Systems Lab held at my mates place – Speights Ale House in Petone.

Since that date, many of the key actors and players of the original 1968 team have met regularly for lunch and a cooling libation (or two) at Speights. As age has caught up with us, our ranks have gradually dwindled. First Pete then Bill, Ron, JVR and most recently Foz have moved on to another venue, presumably, and hopefully with free beer?

Foz cobbled together a cluster of traffic engineers and conceived the Transportation Group, as it is known today

Foz was our most sagacious customers with the ability to tell the tallest of stories rivalling Billy Connolly, often with a hint of truth, turning fact into a fable, and fiction into sound advice.

He was a magnanimous yet robust debater that a few failed to see that he was only testing the conviction of their view.

Technically his last success was to almost single handedly convince the Court that the NZTA SH1 Basin Reserve Flyover project was fatally flawed, pulling out his favourite description of the proposal that there was “a Sock in the Brew!”

He was last able to join us at the 2019 June Speights meeting of the MoW/NRB crew but missed the group lunch in October with the lame excuse that he was in hospital. He was on parade with full Blanco when he attended and presented at the MUGS Conference a few days later. He left us in December.

He was Foz. Leader in Traffic & Transportation Engineering for 50+ years, Life Member of the Transportation Group & Fellow of IPENZ.

“Vale our Hero”.

For more information on Foz and the other Foundation members of the Transportation Group, check out the Group's “Wheel on each corner” book.

Transportation Group Conference 2020 - Christchurch

New Zealand's leading conference on transport issues was held in Ōtautahi, Christchurch last week and what an action packed three days we had.

Over 200 delegates had the pleasure of hearing from exceptional speakers who shared their expertise and experiences, and talked about important issues of creating places and streets for people that are safe, delightful, equitable and inclusive.

Awesome walking tours and social functions contributed to an unforgettable event.

Be sure to check out the June edition of Roundabout for a full review of the best Transportation Group Conference to date!



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Best Abstract Presentation

Te Tupu Ngātahi design framework

Elaine Chen, Beca

Elaine's 'abstract only' presentation covered the complex and wide-ranging topic of Auckland's growth programme in a concise and comprehensible manner. Judges were impressed with her insights as the design led within The Te Tupu Ngātahi alliance and how the framework was contributing to a connected, sustainable and more equitable city



Best Young Author, sponsored by ITEANZ Multi-Modal Traffic Dynamics of Christchurch CBD

**Kyungrok Oh,
University of
Canterbury**

This well-structured paper summarises a study to better understand users' perceptions, behaviour and the safety

performance of a sample of four way stop controlled intersections.

Highly Commended Student

A freight distribution exercise

Patricio Gallardo, University of Canterbury

Using the forestry industry as an example this paper looked at the issues associated with modelling freight distributions at a facilities-based level this paper has been the result of integrating different methods in order to cope with limitations on shipment data availability

Best Student, sponsored by ITEANZ

Multi-Modal Traffic Dynamics of Christchurch CBD

Kyungrok Oh & Hee Seung Lee, University of Canterbury

This was a well-constructed piece of work which reviewed current literature and then tested the impact of six isolated bus priority systems in traffic flows within the Christchurch CBD with some well-presented and interesting results.

Best Think piece

Resilience based design of transportation systems

Pathmanathan Brabhakaran, WSP

Recognising New Zealand's location, high seismicity, rugged terrain and a harsh and variable climate together with the fact that climate change is resulting in more frequent severe weather events and potentially higher sea levels; this think piece promotes a resilience focus in the planning, conceptualisation, development and design of transportation infrastructure, as well as management of our transport operations.

Highly Commended Practice Paper

Managing downstream effects of the CNC

Shane Turner, Abley

This Practice Piece discusses the development a downstream effects management plan for the Christchurch

Northern Corridor and the range of concerns raised by the public and stakeholders on how this traffic will impact on the community and the safety and access of other road users.



Best Practice Paper, sponsored by SIDRA Solutions

Making raised intersections work for walking

Jeanette Ward, Abley

This paper explores the existing guidance and reviews a range of existing raised priority intersections to better understand when it is not appropriate, because of the potential adverse

impact on pedestrian level of service, to use only a raised intersection platforms at non-signalised intersections

Highly Commended Research Paper

Te Ara Mua – Future Streets Preliminary Outcomes

Hamish Mackie, Mackie Research

This research paper provide the initial findings of a case controlled before and after study that aims to make walking and cycling safer and easier as well as seeking to reflect cultural identity in Māngere, Auckland. Key metrics included the change in speeds, conflicts between vehicles and pedestrians and cyclists and reductions in deaths and serious injuries



Best Research Paper, sponsored by SIDRA Solutions

LOS-less planning: VKT for equitable outcomes

**Lewis Thorwaldson,
MRCagney**

Well aligned with the conference theme this research paper recommends the use of change in vehicle kilometres of travel be adopted as the primary

metric for evaluation the impacts of projects and not the minimisation of delay which is encompassed in the traditional level of service approach to evaluation.



AA Award for Best Conference Paper

Road lighting – Its night sky impact

William Frith, WSP

**Research & Innovation,
Michael Jackett, Jackett
Consulting & Julian
Chisnall, NZ Transport
Agency**

This well-structured and informative research paper documents a two-part study the begins to investigate the impact of street lighting on sky glow.

2020 Conference Award Winners continued

Transportation Group NZ Tertiary Study Grant 2019 Tamara Bozovic, University of Auckland

Tamara's research aims to identify how the quality of the walking environment and wider transport system influence Aucklanders' choice as a mode of transport, so to deliver practical insights to practitioners. It examines the roles of the quality of the street environments and the wider transport system – what matters, how much, and how these vary across individual differences. The deliverables will include results from quantitative and qualitative analyses of data relative to Auckland adults, as well as a theoretical model relative to the choice of walking using these data and international literature. Overall, the work should help understand more specifically what "walkable" means, for Aucklanders. The results are expected to be useful for other New Zealand urban areas, the preliminary results showing the importance of wider transport systems design practices.



Best contributor to Roundabout Amanda Klepper, NZ Transport Agency

For her story "Getting confused at a higher level" in the September edition.

People's Choice best award - Soapbox A fairer way toward transport pricing? Nick Lovett, Christchurch City Council



People's Choice Award - Poster NZ cycle network proximity analysis Ben Jassin, Abley

People's Choice best award – Learning café Carrington Road paired crossing Ina Stenzel & Brian Wolfman, Auckland Transport



People's Choice best award - Oral Speed management – practicality vs perception Charlotte French, GHD



Conference convenor Gemma Dioni





If you drive an expensive car you're probably a jerk, scientists say

The science is looking pretty unanimous on this one: Drivers of expensive cars are the worst.

A new study has found that drivers of flashy vehicles are less likely to stop and allow pedestrians to cross the road -- with the likelihood they'll slow down decreasing by 3% for every extra \$1,000 that their vehicle is worth.

Researchers from the University of Nevada, Las Vegas speculated that the expensive car owners "felt a sense of superiority over other road users" and were less able to empathize with lowly sidewalk-dwellers.

They came to this conclusion after asking volunteers to cross a sidewalk hundreds of times, filming and analyzing the responses by car drivers.

Researchers used one white and one black man, and one white and one black woman -- also finding that cars were more likely to yield for the white and female participants. Vehicles stopped 31% of the time for both women and white participants, compared with 24% of the time for men and 25% of the time for black volunteers.

But the best predictor of whether a car would stop was its cost, researchers discovered. "Disengagement and a lower ability to interpret thoughts and feelings of others along with feelings of entitlement and narcissism may lead to a lack of empathy for pedestrians" among costly car owners, they theorized in the study.

And the discovery of a car-value-to-jerkish-behavior correlation isn't new; the research, published in the *Journal of Transport and Health*, backed up a Finnish study published last month that found that men who own flashy vehicles are more likely to be

"argumentative, stubborn, disagreeable and unempathetic."

According to that survey of 1,892 drivers by the University of Helsinki, those deemed to have more disagreeable character traits were "more drawn to high-status cars."

The answers were unambiguous: self-centred men who are argumentative, stubborn, disagreeable and unempathetic are much more likely to own a high-status car such as an Audi, BMW or Mercedes

But it also found that conscientious people often favour higher-priced vehicles, too. If you're reading this while stuck in traffic in your brand new BMW: yes, you're definitely in that category.

"I had noticed that the ones most likely to run a red light, not give way to pedestrians and generally drive recklessly and too fast were often the ones driving fast German cars," Helsinki University's Jan-Erik Lönnqvist said in a press release.

He set out to discover what kind of person is more likely to buy an expensive car, creating a personality test of Finnish car owners.

"The answers were unambiguous: self-centred men who are argumentative, stubborn, disagreeable and unempathetic are much more likely to own a high-status car such as an Audi, BMW or Mercedes," the press release states.

"These personality traits explain the desire to own high-status products, and the same traits also explain why such people break traffic regulations more frequently than others," Lönnqvist added.

His study cited previous research that indicated drivers behind the wheel of a costly vehicle are more likely to flout traffic regulations or drive recklessly.

But he also found people with "conscientious" characters seek out pricey models, too.

"People with this type of personality are, as a rule, respectable, ambitious, reliable and well-organised," the statement said. "They take care of themselves and their health and often



ITE Update



Last time I gave a very broad introduction to ITE (Institute of Transportation Engineers) and an overview of the membership.

To break the structure down a bit, ITE is split into a number of Districts, Sections and Chapters. There are nine Districts with the USA (which includes Puerto Rico), one for Canada, and a Global District which includes Australia and NZ (ITE-ANZ Section). I'd like to outline the Global District, and the role that one of our own, Don McKenzie from Stantec based in Auckland, has had in the formation of this Global initiative.

The Global District of ITE has a long-term objective of connecting ITE members in North America with transportation leaders and practitioners throughout the world and vice versa.

In mid-2017, the ITE International Board of Direction endorsed a proposal from the then Global District 8 Director, Don McKenzie (Stantec NZ), to form a working group whose aim would be to develop the framework for the formation of a Global District Board.

Don convened on line meetings of the Global District Board Formation Working Group throughout 2017 and 2018 to initiate the formation of the District Board. Due to the many countries and time zones involved, these meetings were held online. To give you an idea of some of the involvement, ITE has members in 75 countries.

Although the only current ITE Section outside of North America is ITE-ANZ, the District under the new leadership of Daniel Przychodzki (from the City of Greater Dandenong, Melbourne) aims to build other sections and chapters throughout the world, harnessing the passion of ITE members, many of whom trained in the US and then returned to their home countries.

ITE is also focusing on leveraging interest and activity from a very successful senior executive team visit to Australia and NZ in late 2019 aiming to elevate the presence and engagement of ITE- ANZ members.

Some of the current initiatives will include:

- quarterly inclusion of ITE- ANZ members and activities in the ITE Journal,
- connection of ITE-ANZ YITE (Young ITE) with other younger member groups in North America,
- increased participation by ITE-ANZ members at the ITE Annual Meeting in New Orleans (August 9-12, 2020),
- free access of all ITE professional development webinars on-demand, and
- pilot testing of live participation of US experts in a ITE-ANZ technical seminar.

As part of the Global initiative, in 2019 ITE established new student chapters in Pakistan and India, and most importantly the University of Canterbury, NZ. It is ITE's hope that as students graduate from these universities we will establish new professional chapters in those locations, and in NZ to work alongside and complement the fantastic work done by Engineering NZ and the Transportation Group.

ITE also has MOUs with a variety of sister organizations – World Road Association (PIARC), Chartered Institute of Highways and Transportation (UK), Korean Society of Transportation (KST), IEEE-ITS Society, etc. – for the purposes of sharing knowledge on transportation issues worldwide.

Don has recently stepped down as the ITE Global Director, but to show you some of the opportunities that can come through ITE, here are some highlights from his past year.

- Communication and discussion with professional colleagues in South Korea where ITE has an established Memorandum of Understanding with the Korean Society of Transportation.

A delegation of KST members joined the ITE Annual Meeting at Austin in late July 2019 where we discussed various issues of relevance to both KST and ITE including the responses to the rapid rise in micro-mobility devices across the world and how authorities were dealing with these issues; the appropriate form and content of transportation assessments especially for larger more integrated transport projects

- Facilitation and support to the ITE Australia New Zealand Section around their promotion of new/rejuvenated student chapters in University of Canterbury, Christchurch and Monash University, Melbourne.

Another new student chapter of ITE has been officially formed at the National Institute of Technology, Warangal, India

- Laura Aston (ITE Australia) and Don are currently representing the ITE Global District on the ITE Strategic Planning Committee. We are encouraging the committee to adopt a more global perspective for the next strategic plan adopted by ITE International

- Don attended three International Board of Direction meetings across North America during the year – New Haven Connecticut, Austin Texas and Washington DC.

Each of the Board meetings involved generally a day



A photo from our combined Eng NZ/ITE dinner in Auckland

and half of business meetings plus connection with other parts of the ITE activity be it attendance at the District meeting in Newhaven; the main ITE Annual Meeting in Austin Texas, or participation in subcommittees of the Board such as the nominations committee and interviews (identifying and selecting nominees for the next International Vice President) and the strategic planning committee

- Throughout the year Don provided mentoring for one of the Leadership ITE groups comprising younger and leadership-aspiring ITE members. The 2019 group with whom he was associated were tasked with delivering a research/action-focussed project which was aligned with the future direction and growth of the Global District. In previous years other Leadership/ITE groups has explored transportation and health, person trip generation and information sharing

- In November 2019 Don helped to facilitate a short tour of some of the ITE leaders including President Bruce Belmore, Chief Technical Officer Jeff Lindley and ITE CEO Jeff Paniati. We had a couple of days around Auckland and help them see and gain an appreciation of a few of the more significant transportation-related projects within Auckland including CRL and the Waterfront America's Cup Redevelopment.

During their time in Auckland the ITE leaders had conversations with some representatives of Engineering NZ Transportation Group and also NZTDB Trips and Parking Bureau about future collaboration efforts.

- Conversations and communications with a Global District Working Group comprising ITE members and

leaders including people in US, India, Australia, Germany. We are working towards the formation of a structure and organisational arrangement that would work better in connecting ITE members around the world and promote

Don has put in tremendous effort over the past couple of years to grow the ITE beyond its largely North American borders.

The development of Sections throughout the world over the next few years will only help to grow and develop the understanding of transport issues throughout the world and give us a platform to share that knowledge and help with global solutions.

Next issue I'll focus on some of the initiatives being undertaken and developed within ITE and discuss some of the structure of the organisation, so you get to know what ITE does and how volunteers help.

ITE NZ News

One of NZ's pioneers in developing the private traffic and transport industry in this country and long serving and highly-dedicated ITE member (being the Global District Director prior to Don), Peter McCombs was made an Honorary Member of ITE during a reception in Washington DC on 11 January this year.

Other events recognising his achievement occurred at the ITE-ANZ Breakfast in Melbourne on 27 February and will occur at the ITE Annual Meeting in New Orleans in August.

I'm sure that all of you who have had any involvement with Peter over the years will join with me in expressing



Bev and Peter McCombs along with ITE International President, Randy McCourt

our heartiest congratulations on this well-deserved honour.

In the 90 year history of ITE, only 83 people (including Peter) have ever been made Honorary members, and Peter is the first for NZ.

This shows the high regards he is held in on the international stage and reflects Peter's dedication to collaboration and willingness to develop transport professionals over the years – Don and I are certain two that have benefited from his tutelage, among many in the industry.

Other ITE News

To give you an idea of some of the ITE news and events, here's some recent releases and information. You can also go to the ITE website at ITE.org to view upcoming webinars, reports and research coming out of the US.

One of the recent releases is the 2020 Developing Trends Facing the Transportation Profession Report.

Through this report, ITE aims to create a dialogue among councils and committees for the most recent transportation technologies, research, and practice areas. The report contains over 30 topics crosscut between #safety, #operation, #design, #data, #workforce, #CAV, #ethics, and #micromobility.

There are also a number of podcasts available through the site, with one of the most recent on Equity in transportation; well worth a listen if you have 30 minutes to spare.

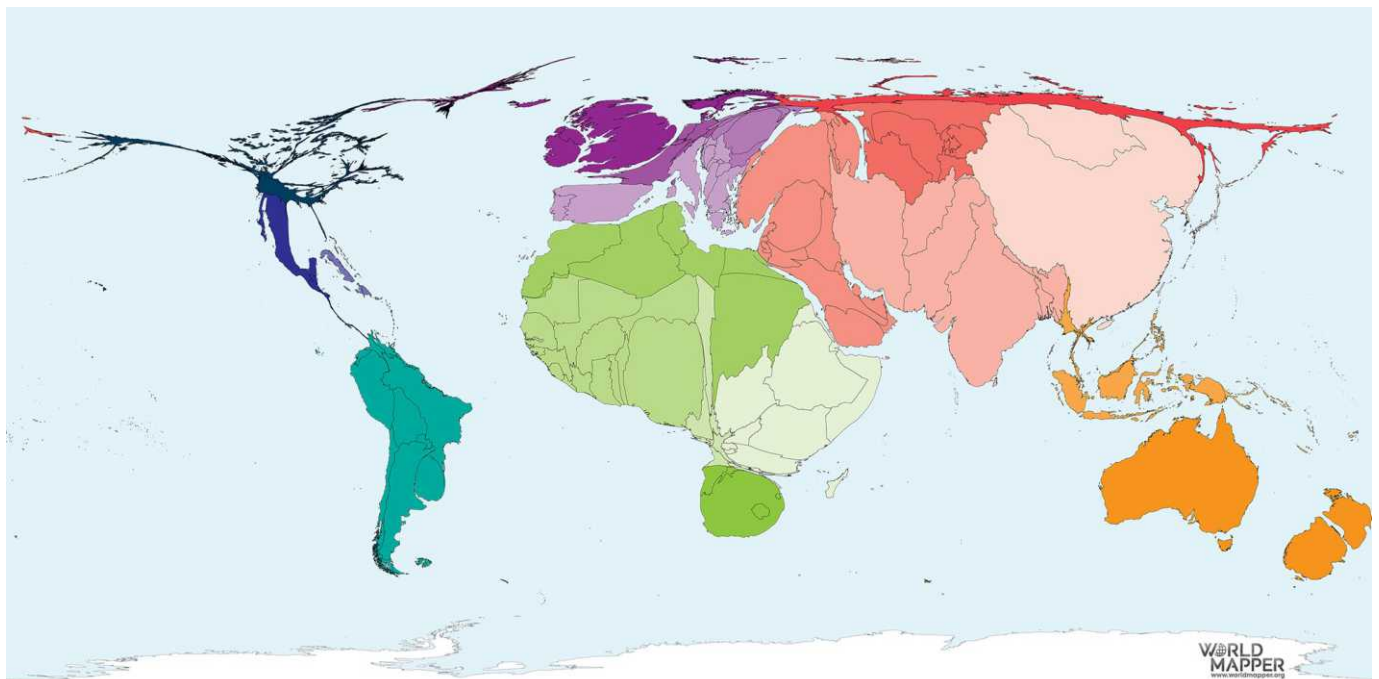
Finally, many of you will have seen the recent release of the Trip Generation Manual and the 10th Edition Supplement. One of the big advances in the new manual is the application multi-modal trips to trip

generation rates. Through the supplement, users can;

- Become familiar with the new elements of the Trip Generation Manual, 10th Edition Supplement including the new and updated land uses
- Learn how to estimate walk, bicycle, transit, motor vehicle and truck trip generation for multiple land uses
- The Supplement which provides significantly expanded multimodal data. The Supplement is included in purchases of Trip Generation bundles or can be purchased separately as an add-on to previously purchased bundle.
- There is a significantly expanded and enhanced data set with more than 1,700 new data points, as well as new urban, person-based trip data.

The ability to access the ITE trip generation data set has also been significantly improved through the introduction of searchable electronic material previously only available in hard-copy format and first-ever access to the underlying data through a new web-based application.

David Mitchell
ITE-ANZ NZ Representative
David.mitchell@nzta.govt.nz



The world in proportion to sheep

New traffic cameras catch out Abu Dhabi tailgaters



Police in Abu Dhabi are closing in on reckless tailgaters with new traffic cameras to catch out offenders being rolled out in just two days.

The force recently released a video on social media putting motorists on notice that the monitoring technology will be activated on the emirate's roads in just two day's time.



Police said that drivers who did not leave a safe distance from the vehicle in front of them would be sent a text message warning them

that they would be fined the next time they tailgate.

If caught again by the smart system, motorists will be given a fine and slapped with four points on their licence.

It is unclear what distance the cameras will deem to be tailgating but it will likely depend on the speed limit on the road.

Captain Mohammed Al Eisaei, head of traffic studies and research at Abu Dhabi Police, said the move aims to reinforce good behaviour on the road.

"Tailgating was one of the most influential reasons for serious accidents in 2018 and 2019," said Captain Al Eisaei.

He said that motorists should use the 'two-second-rule' to avoid tailgating.

"A safe following distance behind any vehicle is generally known as the two-second-rule; the rule is that a driver should ideally stay at least two seconds behind any vehicle that is directly in front of his or her vehicle," he said.

"The two seconds rule is useful as it can be applied to any speed," said Captain Al Eisaei, "Drivers can find it difficult to estimate the correct distance from the car in front, let alone remember the stopping distances that are required for a given speed."

Safe distance dots will be marked on two highways connecting Abu Dhabi with Al Ain and Dubai to encourage motorists to drive more safely.

Police said an awareness campaign about the new cameras and the dangers of tailgating will be introduced in five languages.

Also in Abu Dhabi: Congestion tolls have finally been implemented in Abu Dhabi City. Tolls are implemented on the four bridges connecting Abu Dhabi Island to the rest of the metropolitan area (see image).

Source: *The National*



Electric buses for Auckland: Vector and AT sign MoU

Auckland's 1360-strong bus fleet is one step closer to becoming fully electrified after Auckland Transport (AT) and Vector announced a Memorandum of Understanding (MoU) to explore the impacts of a full implementation.

Commencing immediately, Vector and AT will carry out a feasibility study to assess the impact of a fully electric bus fleet on the Auckland electricity network, and to identify opportunities where innovative energy technologies could be used to assist the transition and help avoid large network upgrade costs.

The MoU is a direct response to AT's Low Emission Bus Roadmap, published in late 2018, that outlined its commitment to have all new buses in Auckland being electric from 2025, with the whole fleet fully electric by 2040.

Auckland Mayor Phil Goff says electrifying Auckland's bus fleet will be an important part of the city's response to climate change. "Electrifying the bus fleet would stop around 70,000 tonnes of CO2 from entering the atmosphere every year and address the problem of pollution from black carbon, which is at high levels in areas such as the city centre," he says.

"In 2018 I committed Auckland to ensuring that all replacement buses purchased from 2025 would be non-carbon emitting. Bringing forward that date would be even better and would be possible if the government was to extend to public transport vehicles an incentive scheme similar to its feebate for private electric cars.

"Vehicle emissions represent well over 40% of Auckland's carbon emissions and electrifying our bus fleet as well as encouraging a shift from cars to public transport is critical to achieving our climate change goals," Phil Goff says.

AT currently operates 3 electric buses, and is supporting the electrification of the bus fleet on Waiheke Island, with 6 electric buses due to arrive this year, and more new services being negotiated to start from 2021.

AT's Bus Services Manager, Darek Koper says a faster transition to electric buses requires a detailed assessment of the future demand on the electricity network.



"Auckland Transport is assessing options to accelerate the Low Emission Bus Roadmap and is looking at zero emission alternatives to buying new diesel buses. We're excited to be working with Vector assessing what electricity requirements are needed for a large fleet of electric buses. This study will also help to understand what investment is needed in our electricity network to support full transition to a zero-emissions bus fleet."

Vector is already involved with several initiatives supporting the electrification of the transport sector, including residential electric vehicle (EV) smart charging and vehicle-to-home trials (using EVs to power homes), charging infrastructure projects in collaboration with the Energy Efficiency and Conservation Authority (EECA), and also maintains 29 public EV chargers across the city.

Two reports will be produced as part of the MoU, the first exploring a route and service profile, which will model the electricity demand that a fully electrified bus fleet will require. The second report will provide guidance on the electricity network infrastructure upgrades required at each bus depot, as well as likely timings and costs. These 2 reports are expected to be delivered by June 2020.

Buses make up 87% of the carbon emissions produced from public transport, so converting them from diesel to electric will also be a significant step towards meeting New Zealand's 2050 zero-carbon emissions goal.



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Tributes to Katy Marriott



From Tim Mueller:

My first job in New Zealand was working for Katy at ARTA back in 2006. Katy picked my family and me up from Auckland airport when we first arrived from the UK. We had never met, but Katy offered to pick us up and drop us off at our rental. I thought to myself at the time, how incredibly generous, and what a fantastic person. Fourteen years later, my opinion of Katy hasn't changed. It was the start of a great friendship.

ARTA had been established a relatively short time, everything needed to be set up for the first time including the Regional Land Transport Programme, which was Katy's responsibility.

Katy was like a very well organised whirlwind. Running a team, but very hands on, involved and leading every decision that needed to be made. I looked up to Katy with admiration and was grateful for her friendship. Katy was confident, she knew what she wanted and work tirelessly to achieve it.

Katy had the standing in the industry that meant that people came to her for solutions to problems. Working for ARTA was difficult as the city councils still produced their own transport plans and programmes and were proposing to spend their own money on transport projects that their ratepayers had approved, so why should they be told what to do by ARTA?

Katy had worked for North Shore City Council for many years and was a highly respected as a roading engineer across the region, consequently through her mana and her ability to develop professional relationships; a difficult job – persuading the councils to take ARTA seriously - was made to look easy.

Katy saw herself as an engineer, she was proud of the standing that she had in civil engineering. She was aware that was a role model for younger women in a male dominated industry.

Katy left ARTA six months after I started and began working (off and on) as an independent consultant which meant whenever I came across a difficult problem, I could call on Katy's expertise and abilities. Over the years my relationship with Katy developed from boss to trusted advisor to friend. I just enjoyed being in her company and will miss her.

The following is Katy in her own words from an interview she did on experiences from people who have dealt with a mental health issue.

Tell us about your experience.

In 1994 I was diagnosed with post-natal depression after the birth of my second son. The two boys were aged three months and eighteen months old and we had recently returned home after our OE in England.

I spent sixteen months being prescribed every anti-depressant on the market under the supervision of a range of health professionals, including a common drug that I had a severe allergic reaction to (the fourth person in NZ to have this reaction - my white blood cell count dropped to dangerous levels).

I was also assessed by a social worker to see if I was capable of looking after my two boys or if they should be taken into care. We had the interview at my Mum's house (I was on Prozac and my family called the mental health crisis team because I was nauseous and hallucinating – they gave me Valium to put me to sleep while they tried to think of another drug to try). Mum put out her best china cups and served afternoon tea

and my children weren't taken into care.

In 2015 I was diagnosed with neuro-endocrine cancer which is incurable and was so advanced that surgery was not an option. Since then I have been on palliative care and have had to cope with all the mental issues that accompany a serious diagnosis.

I have had this disease for about 30 years and it is possible that the post-natal depression was linked in some way to the cancer. I have been through a grieving process, realising that my entire marriage and my children's lives have been tainted by this insidious disease.

What strategies did you put in place to cope with what was happening?

Because anti-depressants don't work for me I had to rebuild my life around a mental "limp". Thinking of my emotions as a part of my body that had been damaged helped me to deal with the depression.

When I had a bad day I just imagined I was on crutches with a broken leg and had fallen over. I lowered my expectations about what I could achieve. It meant that I

was surviving, rather than living, each day but that was all I could manage. I also went back to work part time in 1994 to give me something to do each day – a reason to get up and dressed in the morning.

What support did you get from your family, friends and colleagues?

When my life fell apart I found the thing that remained strong was my Christian faith, the understanding that I was loved by God. At times this was the only thing I had to cling to.

It is very hard to build a new support system when you become ill and so I think everyone has to have something to fall back on in tough times: long term friendships, sports, hobbies, beliefs, work. If life is good for you at the moment then put time into building these support systems because it is easier to do now than when you become ill.

My close friends and family relieved the burden of housework, cooking and the practical necessities of life which was a huge help. Lots of people say “what can I do to help?” but few people actually offer to clean your toilet!

What advice would you give to someone going through or supporting someone who was going through a similar situation?

If you are supporting someone then please remember that mental illness does not define a person. Please don't say “How are you?” with a concerned frown on your face every time you meet someone who is ill, physically or mentally.

They are still the same person they always were and still like the same things. I love it when someone sends me a joke or silly text message, takes me out for coffee, or suggests a movie night. My close friends know that I will ask for help when I need it and so they don't have to continually ask if I need help.

If your friend is having a bad day then let them dump all their feelings on you and just give them a hug (or other appropriate gesture!). Being loved, no matter what, is one of the best feelings when you are down.

If you find yourself in a low place then be gentle on yourself. Find a friend you can talk to and just tell them what's going on, even if they can't do anything to help.

Talking to someone sympathetic who won't try to “fix” you can be really therapeutic. You are not a problem to be solved but a person who is going through a low spot that many, many people go through and come out the other side.

Take time – declutter your life and step back from the busyness of life. I have lunch each week with a close friend and we talk about anything except our illnesses (we do of course catch up on any significant treatments etc if we want to talk about them).

Look for ways that you can be a friend to others – even if it's just sending a supportive message (I do a lot of texting!). Helping someone else makes you feel good and turns your focus outward rather than inward.

One thing I used to do was visualise myself floating in the sea going up and over the waves then crashing into the troughs and then floating over the next wave. It helped me to see the bigger picture, that while I might be down at the moment, a new wave would come soon and lift me up again.

If this story has raised any issues with you and you need to talk to someone, please call 0800 111 757 to talk to a trained counsellor at the Depression Helpline about how you are feeling or to ask a question. You can also text 4202



From Ian Appleton:
Seen in Belfast near
Queens University

A tribute to Katy Marriott (1963-2019)



Katy Marriott passed away in December 2019. At the 2020 Transportation Group Conference she was honoured with a Life Membership by Chair Jeanette Ward. The tribute to Katy that was presented at the conference dinner is reproduced below.

"Katy Marriott was a member of the Transportation Group for

many years. Sadly, Katy passed away in December last year. I had been thinking about Life Membership for Katy before she passed away and I am so pleased that her husband Andrew and her children Stephen, Peter, and Hannah supported us awarding a post humous Life Membership to honour Katy's contribution to our industry.

Many of her colleagues and peers have also supported this and provided me with material for this tribute. Thank you in particular to Tim Mueller and Pravin Dayaram.

I met Katy at the 2011 TG Conference in Auckland, I was impressed with the tough questions she asked of the speakers and I thought who is this lady? We ended up having quite a few coffee chats over the years and I recall her telling me how few women there were when she was studying for her civil engineering degree in the early 1980s. Andrew confirmed that she was actually one of two women in the class.

Following graduating from Auckland university she worked with Worley (now Aecom). Her career developed from there. When Auckland Regional Transport Authority, also known as ARTA, was established in the 2004, everything needed to be set up from scratch including the Regional Land Transport Programme. Katy joined the organisation and took on that mammoth responsibility of preparing the RLTP.

Tim told me Katy was like a very well organised whirlwind. She ran a team, but was very hands on, involved and leading every decision that needed to be made. Working for ARTA was difficult as the city councils still produced their own transport plans and programmes and were



proposing to spend their own money on transport projects that their ratepayers had approved, so why should they be told what to do by ARTA?

Katy had worked for Takapuna and North Shore City Councils for many years and was highly respected as a transport engineer across the region. Consequently, through

her mana and her ability to develop professional relationships the difficult job of persuading the councils to take ARTA seriously was made to look easy.

Once Katy had sorted them out, she left ARTA and began working as an independent consultant.

Around this time Katy became the Treasurer of the TG National

Committee from 2006 to 2009. Katy was actively involved in conferences and events during this time and for years to come.

Her reputation lead to her assisting other road controlling authorities with RLTPs and big picture projects. When AT was formed in 2010 Tim suggested to Stuart McDougall that some real horsepower was required to develop the RLTP and Katy was the woman for the job.

Not long after the earthquakes Katy and Andrew moved to Christchurch as Andrew is a Heritage Engineer and was very much needed down here. Katy expertise was also utilised, she worked for both ECan and CCC in the recovery phase.

Unfortunately, in 2015 Katy was diagnosed with neuro-endocrine cancer. Katy took time out for treatment. It was tiring but she and Andrew completed the design and construction of their passive house in 2016.

In 2018 Katy attended the TG conference in Queenstown, Pravin was chatting with her and found that even in her illness Katy wanted to be involved in the industry and wanted stimulation. Things progressed from here and she took a part time role with Harrison Grierson.

Pravin tells me she was open about what she could contribute and her limitations due to being ill, but he knew her experience and passion would be valuable to both clients and peers and did not hesitate in bringing Katy into the team.

Katy was confident, she wanted to make a difference and was a role model for younger women in a male dominated industry. Katy had the standing in the industry that meant that people came to her for solutions to problems. She will be greatly missed. It gives me great pleasure to award this life membership to recognise Katy's contribution and that Andrew is here to accept this, the first female to receive a life membership from this group."





2020 3M Award Winner



3M Traffic Safety Innovation Award

Auckland Transport has won New Zealand's premier road safety award for an innovative approach to dealing with residential traffic

speed management.

The 3M Traffic Safety Innovation Award for 2020, which recognises exemplary innovation and effectiveness to save lives and injuries on roads, was presented at the Engineering NZ Transportation Group's annual conference in Christchurch recently, attended by more than 200 of NZ's transport professionals and advocates.

The objective of the Residential Speed Management (RSM) programme was to shift from an individual-street to an area-based speed-calming approach, and to shift to a proactive speed-management approach by identifying areas in need of speed-calming measures. The team developed a programme for investigation and construction of prioritised speed management schemes. However, the key innovative approach employed in this project was to create a robust criteria capturing key indicators, which enabled regional prioritisation of area-wide speed-calming schemes.

Establishing a regional prioritisation criteria to create the RSM programme promoted Safe System approach by taking a proactive, evidence-based, approach to speed-management that targets investments to reduce deaths and serious injuries.

"Our 2020 winner demonstrates an effective and innovative approach to improving safety in residential areas, which will have real benefits for our communities," says Transportation Group National Chair, Jeanette Ward.

"Auckland Transport is being congratulated through this award for developing such an innovative and effective project, which could be applied to residential areas in other parts of the country."

Judges for the 3M award considered the specific features of the many projects submitted, particularly in terms of innovation in thinking and technology, problem-solving as well as the real benefits in reducing trauma. Cost-effectiveness and transferability to other areas were other key criteria.

Finalists for this hotly-contested award came from many areas of the transport profession.

The winning team was made up of the following members:

Pragati Vasisht (Team Leader), Shane Silcock, Fransiska Amos, Veraina Tanielu, Raman Singh, Melanie Alexander and Randhir Karma

The other finalists were:

Auckland Council – Sale Street Tactical Urbanism Intervention

Hamilton City Council – Thomas Road / Gordonton Road Intersection Safety Improvements

Abley Ltd – Safer Journeys Risk Assessment Tool (Mega Maps)

WSP Ltd – Vision Zero Approach to a Collaborative Programme



3M Science.
Applied to Life.™

York to ban cars from city centre

Private cars are to be banned from York's medieval city centre by 2023, under plans approved by councillors.

The City of York Council wants an end to "non-essential" car journeys within the city walls. The authority, which is run by the Liberal Democrats and the Greens, wants to make the city carbon neutral by 2030 - 20 years ahead of the UK government's net zero target.

It said those who rely on cars, such as disabled residents, would be exempt.

The idea was proposed by Labour councillor Johnny Crawshaw but received support from a majority of councillors, according to the Local Democracy Reporting Service.

"People's first response might be to be a bit anxious about what we're proposing," Mr Crawshaw said. "That doesn't mean it's not the right thing to do. The public mood is changing, particularly in relation to climate change."

York is not the first UK city to consider some form of ban on cars - Bristol recently approved plans to bar diesel cars from entering parts of the city centre.

Mr Crashaw said it was not about preventing visitors and residents from accessing the city centre, but to do with improving air quality and cutting congestion.



Reducing the number of cars in the city centre would mean faster and more reliable public transport from the suburbs and villages and would make cycling safer, he said.

Liberal Democrat councillor Stephen Fenton said he supported the plan, but said restricting car journeys would have significant implications.

"We need to understand the reasons for journeys into, within and around the city, to what extent they are classed as essential and where are the gaps we need to fill to make this a reality," he said.

The council's executive member for transport will be required to develop a plan, subject to consultation, to implement the scheme.

Source: BBC

Going 100% Green Will Pay For Itself in Seven Years, Study Finds

A Stanford University professor whose research helped underpin the U.S. Democrats' Green New Deal says phasing out fossil fuels and running the entire world on clean energy would pay for itself in under seven years.

It would cost \$73 trillion to revamp power grids, transportation, manufacturing and other systems to run on wind, solar and hydro power, including enough storage capacity to keep the lights on overnight, Mark Jacobson said in a study published in the journal *One Earth*. But that would be offset by annual savings of almost \$11 trillion, the report found.

"There's really no downside to making this transition," said Jacobson, who wrote the study with other researchers. "Most people are afraid it will be too expensive. Hopefully this will allay some of those fears."

Some of Jacobson's past findings have been questioned, notably a 2017 journal article that criticized his methodology on measuring the cost of phasing out fossil fuels.

The biggest challenge of ditching fossil fuels may not be economic. Even some clean-power advocates acknowledge technology isn't available yet to run power grids entirely on renewables without

jeopardizing reliability.

The report published looked at 143 countries that generate more than 99% of the world's greenhouse emissions. The savings would come from not extracting fossil fuels, using higher-efficiency systems and other benefits of shifting entirely to electricity.

It follows a paper Jacobson published in 2015 laying out a state-by-state plan for the U.S. to convert to 100% renewables.





Are flying cars just a pipe dream?

There is something about the idea of a flying car that sparks the imagination - maybe it is the association with futuristic sci-fi movies or just the idea of finally finding a way to beat the traffic that appeals. And there are hundreds of firms competing to come up with the perfect airborne vehicle, with around 175 new designs currently vying to get made.

But can a sky-high commute ever be achieved and, if it can, will it be affordable for the average harassed commuter? Two German firms working to make electric vertical take-off and landing (eVTOL) aircraft a reality attended a recent tech summit in Lisbon.

Volocopter and Lilium are friendly rivals in the flying taxi space and their crafts look very different. Lilium's is a slick white machine more like a plane, while Volocopter's futuristic design combines the looks of a drone and a helicopter.

Lilium's electric-powered vehicle is capable of flying for one hour on a single charge, but the challenges for the firm are moving from a two-seater model to one that can carry more passengers and to switch from vertical to horizontal flight. Volocopter is planning shorter journeys from bespoke Voloports and by 2035 aims to have dozens of these across Singapore, able to handle 10,000 passengers a day. Eventually it wants its craft to be able to land anywhere.

In October, Volocopter flew its taxi across Singapore's Marina Bay - a short journey, nearly abandoned because of a heavy downpour. Test flights are incredibly important if firms like Lilium and Volocopter want to gain regulatory favour, but they are a long way from a regular commute. However, both firms claim that once their machines take off, they will be affordable for the masses.

Volocopter's founder Alexander Zosel says his company was founded on three principles. "To be the quietest possible aircraft, the safest possible, and not to do toys

for boys but to democratise air travel."

Both want to become airborne for real in two to five years, initially with a human pilot. To become fully autonomous will take a few more years beyond this time frame. Mr Zosel thinks flying taxis may even beat normal ones in the race to become autonomous.

"On the ground I think it will be difficult to mix between human drivers and autonomous cars, but in the air there is so much space and we don't have pedestrians to worry about." Mr Wiegand admits an air full of drones sounds scary. "But they will be at two or three kilometres altitude so you can't hear them or see them."

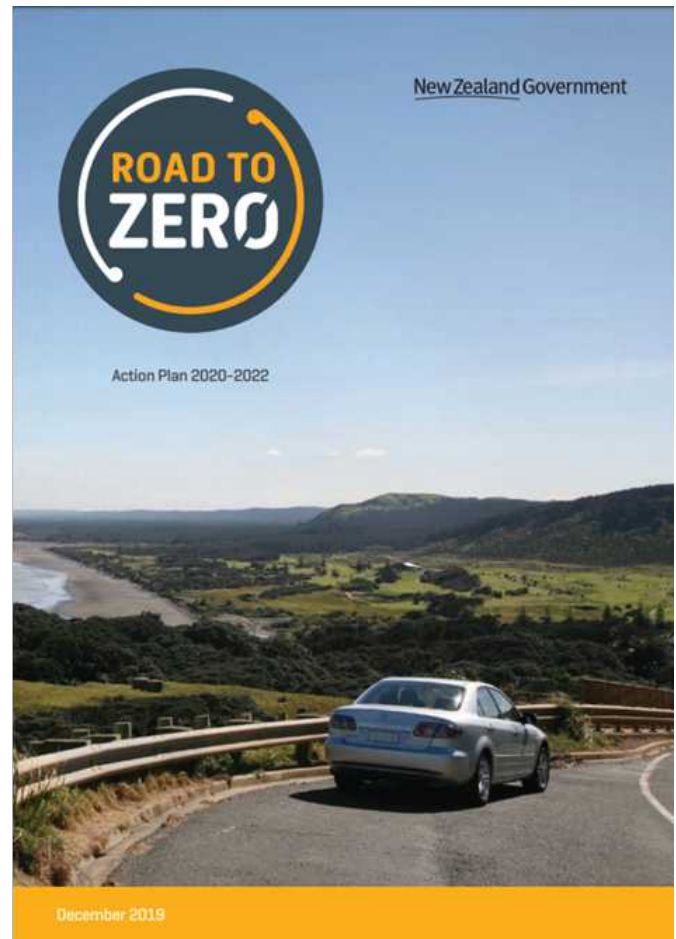
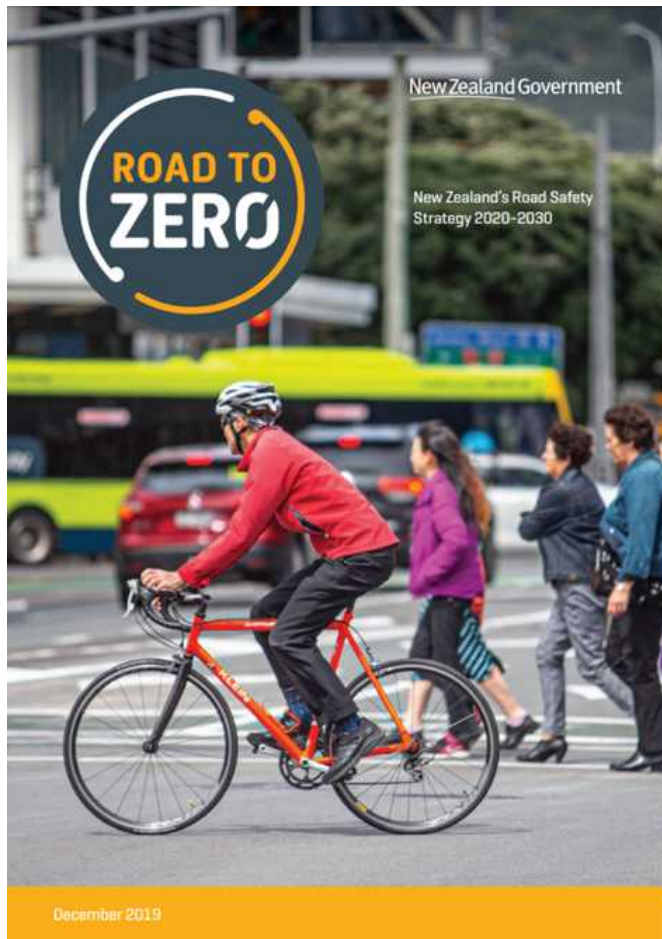
It is not just start-ups planning airborne taxis. Uber has plans to pilot its flying taxis in Dallas, Los Angeles and Melbourne, with operations due to launch in a similar time frame, around 2023. But the time and expense of designing such vehicles mean that sometimes even the big players drop out.

Airbus had been working with car maker Audi on a drone but that work was recently put on hold. Audi said it was looking to work with other VW brands, such as Porsche, which is investigating flying taxis with rival Boeing. Announcing the change of heart, Audi said it thought it would take "a very long time" before flying taxis were ready for mass production. Experts remain sceptical about how soon these plans can be realised.

"Powering a helicopter requires a completely different level of battery power, endurance, and reliability than powering a car. We're a long way from there; it may take many decades," said aerospace expert Richard Aboulafia. "And if it happens it will be a luxury for wealthy people. I'd be happy if in 20 years we had driverless cars, let alone something that travels in three dimensions."

Source: BBC

Road safety strategy and first action plan launched



What is Road to Zero

The Road to Zero is the country's new road safety strategy 2020-2030 for New Zealand.

It sets out a vision of a New Zealand where no one is killed or seriously injured in road crashes. Based on the world-leading Vision Zero approach that says death and serious injuries on our roads are unacceptable and preventable.

We invited public consultation in July-August 2019 and received over 1,000 submissions. The final strategy and action plan have now been published

Case for change

On average one person is killed every day and another is injured every hour in road crashes nationwide. Over 50% of New Zealand's roads have a medium-high or high infrastructure risk rating. Adding median barriers or other safety infrastructure can increase crash survival rates by up to 90%.

87% of New Zealand roads also do not have a safe and appropriate speed limit. New Zealand has a high proportion of unsafe vehicles. About 45% of the light vehicles in New Zealand's fleet have a safety rating of 1- or 2 stars out of five – and you're 90% more likely to die in a 1 star car than a 5 star car.

A target of 40%

The Road to Zero road safety strategy sets an ambition to reduce deaths and serious injuries on New Zealand

roads, cycle lanes and footpaths by 40% over the next 10 years, which would prevent 750 deaths and 5,600 serious injuries in that time compared to current trauma.

You can calculate a 40% reduction in your region's road trauma at the following [link](#)

15 priority actions in the first Action Plan

The first Road to Zero action plan outlines 15 priority road safety interventions for the next three years, including boosting investment in road safety infrastructure, improved drug driver testing, a package to improve the safety and accessibility of footpaths, and introducing a new approach to tackling unsafe speeds on our most dangerous roads.

There was also strong feedback on the need to improve driver skill and behaviour as a key to reducing deaths and serious injuries on our roads. A priority action in the action plan will improve access to driver training in schools and to the driver licensing system to ensure more people are competent and safe drivers.

Further action plans will be developed over the next 10 years.

For more information (including the final Road to Zero strategy, first action plan, the summary of submissions document, and a road safety myth-busting document) visit: www.transport.govt.nz/zero



Accessible Streets legislation consultation

The Government has released for consultation a set of Rule changes known as the Accessible Streets Regulatory package. These rules are designed to improve safety for footpath users, encourage active modes of transport, and support the creation of more liveable and vibrant towns and cities.

There is a lot to take in within this package, but essentially it proposes to change a number of rules mostly around use of roads and paths (including footpaths, shared paths and cycle paths) by pedestrians, cycles, scooters and other powered/unpowered “transport devices”. Proposed rules include:

- Reclassifying the types of devices that can use paths and lanes
- Setting a maximum 15kmh speed limit for device use on footpaths and clarifying path behaviour rules
- Allowing people cycling to also use footpaths (or only children up to 16)
- Creation of a new Land Transport Rule for “Paths and Road Margins” to clarify use of these areas
- Allowing scooters, skateboards and other devices to legally use cycle lanes and cycle paths
- Requiring lights and reflectors for night-time use of powered transport devices
- Allowing cycles and transport devices to travel straight ahead from a left-turn lane
- Allowing cycles and transport devices to carefully pass slow-moving vehicles on the left
- Giving buses and cycles priority over turning traffic when crossing an intersection from a separated lane
- Giving priority to path users over turning traffic at side-roads where appropriate markings are installed
- Setting mandatory minimum passing gaps when overtaking cycles, horses and other active users on the road
- Clarifying how RCAs can restrict parking on berms
- Giving buses priority when exiting bus stops

Further details of the proposed rules and other background information can be found at <https://www.nzta.govt.nz/about-us/consultations/accessible-streets> - submissions close **5pm Wed Apr 22nd**.

The Transportation Group will be coordinating the development of a membership submission on these proposals. A draft submission will be made available later for comment, but members are welcome to send in feedback now on any aspects of the proposed rules – send to Glen Koorey glen@viastrada.nz

Uber and Lyft finally admit they're making traffic congestion worse in cities

UBER

lyft

Uber and Lyft have long argued that ride-hailing apps have the potential to make cities better by easing traffic and reducing personal car ownership. And every time a study emerges that counters that narrative by exposing ride-hailing's worsening effects on congestion, the two companies respond by casting doubt on the studies' findings.

Well, this time the data is coming from inside the house. Uber and Lyft tapped transportation consultancy Fehr & Peers to examine their combined vehicle miles traveled (VMT) in six cities in September 2018, and compare that number to the total VMT in each area for the same month. The results show that while they are vastly out-stripped by personal and commercial vehicles, Uber and Lyft are still responsible for significant shares of VMT in those cities.

The analysis looks at Boston, Chicago, Los Angeles, San Francisco, Seattle, and Washington, DC. The results are presented on two levels: the regional area, including the surrounding towns and suburbs, and the "core" county of each region that contains the main part of the city with the densest concentration of jobs.

The findings show that Uber and Lyft account for just 1-3 percent of VMT in the broader metropolitan areas of each city. But those numbers spike when zooming in on the core county of each city. In San Francisco County, for example, Uber and Lyft make up as much as 13.4 percent of all vehicle miles. In Boston, it's 8 percent; in Washington, DC, it's 7.2 percent.

These figures suggest that Uber and Lyft are hitting some cities harder than previously thought. An independent study commissioned by the San Francisco County Transportation Authority looked at 2017 traffic patterns in the county and concluded that TNCs generated about 6.5 percent of the total VMT on weekdays, and 10 percent on weekends. (TNC, which stands for transportation network company, is an industry term used to describe ride-hailing apps like Uber and Lyft.)

The findings from Fehr & Peers show totals "nearly twice that previous estimate," said Gregory Erhardt, a professor of civil engineering at the University of Kentucky who has researched Uber and Lyft's effects on public transit ridership. "This difference may be due to the continued increase in TNC use over the intervening two years."

But some cities aren't as hard hit as others. Uber and Lyft represent lower percentages of total VMTs in Chicago, LA, and Seattle. And New York City, the largest market for both companies in the US, was left out of the analysis altogether, likely because of the city's low rate of car ownership and extensive public transportation network.

The study also examined the various phases of ride-hailing, from a driver with an empty car looking for a fare to one with a passenger on their way to a destination, and the effects on congestion. The memo shows that on average, just 54 to 62 percent of the vehicle miles traveled by Uber and Lyft vehicles were

with a rider in the backseat; while a third of VMT occurs with no passenger in the vehicle, also known as deadheading. (New York City is trying to attack this problem of deadheading by passing laws tying driver wages to the amount of time they spend with a passenger in their vehicle.)

The ride-hailing companies are seizing on the distinction between their own VMT and the total for personal and commercial vehicles as a way to soften the blow. "The research shows that despite tremendous growth over the past decade, TNC use still pales in comparison to all other traffic," Chris Pangilinan, Uber's head of global policy for public transportation, writes in a blog post, "and although TNCs are likely contributing to an increase in congestion, its scale is dwarfed by that of private cars and commercial traffic."

Lyft's response to the city is even more positive in its spin. "We know that personal vehicles are the biggest factor, with 76 percent of Americans commuting alone to work," Peter Day, head of policy and analysis at Lyft, writes. "But, we also need to know rideshare's role as we continue striving to help solve challenges cities face."

To be sure, Uber and Lyft have weathered criticism about pollution and traffic congestion for years. And the company has tried to address it through a variety of means, including its bike- and scooter-sharing services, its effort to integrate public transportation scheduling and ticketing into its app, and its incentive program to get drivers to switch to electric cars. Uber also supported New York City's recent push for congestion pricing.

But the fact that there are more private cars than Uber and Lyft vehicles in any given city is not a revelation. The number of miles of added driving is the relevant statistic, and for once, it's the ride-hailing companies' own data that underscores this.

Transportation experts are mostly fed up. "As Uber & Lyft add to city traffic, lose \$billions, and undermine transit, we need to ask ourselves what transportation problems they solve," former New York City transportation commissioner Janette Sadik-Khan tweeted. "New data from TNCs show that they are convenient cabs, not the transportation revolution they promised."

Source: The Verge

Introducing NZTA's 'Arataki'



Arataki is the NZ Transport Agency's new 10-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system.

It's about being more transparent about what the Agency sees coming nationally and regionally, and about how the Agency wants to work with other transport organisations to shape the best land transport system for New Zealand.

Like any good plan, Arataki will evolve over time to reflect changing priorities and new information. This first version is a first step towards developing a richer, shared understanding of what the land transport system needs and how we can meet those needs together.

The Government Policy Statement on Land Transport (GPS) continues to provide the strategic direction for the National Land Transport Programme (NLTP). The role of Arataki is to help us meet today's priorities in a

way that is informed by the objectives and needs of the system over the longer term.

The Agency is releasing this first version of Arataki now so that it can be one of many inputs in the development of the next NLTP, to give effect to the next GPS (2021-30).

There will be evidence and insights in Arataki that are useful in shaping Regional Land Transport Plans (RLTPs) and other spatial plans. The Agency also wants to share the 'system view' that will be used to prepare the Investment Proposal as it's bid alongside RLTPs, for funding under the NLTP.

But the Agency needs to be informed by its co-investment partners. The Agency is keen to hear thoughts and feedback on this first version of Arataki.

This feedback will go into an update of Arataki in April 2020 after the draft GPS is released for engagement, and then a further version of Arataki will be released in August 2020.

Find information about Arataki [here](#)

Your questions or feedback are welcome via arataki@nzta.govt.nz





More than half of drivers don't look for cyclists and pedestrians before turning, study finds

University of Toronto Engineering researchers studied the eye movements of drivers at busy Toronto intersections and found that more than half failed to make necessary scans for pedestrians or cyclists at right turns.

During a summer that has seen a string of vehicle-pedestrian and vehicle-cyclist accidents in the city—with 21 fatalities as of June—this study gives new insight into a driver's misallocation of attention when making turns on busy city streets.

"There are a lot of visual and mental demands on drivers at intersections, especially in a dense, urban environment like downtown Toronto," said Nazli Kaya, who is leading the research under the supervision of Professor Birsan Donmez, Canada Research Chair in Human Factors and Transportation.

"Drivers need to divide their attention in several directions, whether it's other vehicles, pedestrians or road signs and traffic signals—traffic safety instantly becomes a major concern," she said.

This is the first study to date that used eye-tracking equipment to accurately assess where drivers were looking when turning at an intersection.

The participants ranged in age from 35 to 54, all with more than three years of driving experience. The drivers were required to make right turns at Palmerston Avenue from Bloor Street, a signalized four-way intersection, and at Major Street from Bloor Street, an uncontrolled T-intersection leading to a smaller road. Both locations required drivers to safely turn right across a dedicated cycling lane along Bloor Street.

The researchers' study found that:

- Eleven of the 19 drivers failed to gaze at an area of

importance, where cyclists or pedestrians would be located, before turning.

- All attentional failures were related to not making frequent over-the-shoulder checks for cyclists.
- There were more failures turning into Major Street, due to parked vehicles blocking drivers' views of the bike lane.
- Attentional failures were more likely for those who drove more frequently in downtown Toronto.
- It appeared that drivers less familiar with an area were more cautious when turning.

"The results were quite surprising," said Donmez. "We didn't expect this level of attention failure, especially since we selected a group that are considered to be a low crash-risk age group."

Donmez believes changes to road infrastructure is needed to improve traffic safety, pointing to the inconsistent implementation of bike lanes as one of the many hazards facing Toronto streets. "I think it's an infrastructure issue. I don't think it's an education issue. When you look at the bike lanes in the city—they appear over here, but disappear there—the more unpredictable the road rules are, the more challenging it is."

Until those infrastructure changes are made, "Drivers need to be more cautious, making over-the-shoulder checks, and doing it more often," said Donmez.

"The takeaway for pedestrians and cyclists: drivers aren't seeing you. Not necessarily because they're bad drivers, but that their attention is too divided," added Donmez. "When crossing a street, your assumption should be that the car doesn't see you."

New cars producing more carbon dioxide than older models

New cars sold in the UK produce more carbon dioxide than older models, according to new research that suggests the industry is going backwards in tackling the climate crisis.

Cars that reach the latest standards of emissions use cleaner internal combustion engine technology to combat air pollution, but the relentless rise in demand for bigger, heavier models meant that average emissions of the greenhouse gas rose, according to the consumer group Which?

There is cleaner engine technology but the rise in bigger, heavier models meant that average emissions of greenhouse gases rose

The latest generation of cars produced 7% more emissions than those manufactured to earlier standards, testing of 292 models released in the UK since 2017 found. Cars account for just over 18% of UK emissions, according to government figures, and reining back pollution from the sector is seen as crucial to efforts to cut the country's carbon emissions to net zero by 2050.

Lisa Barber, editor of Which? magazine, said: "It is shocking to see our tests uncover increasing levels of carbon dioxide emissions for the latest cars that are being built and sold to UK consumers.

"Manufacturers must ensure that they are doing everything in their power to create cleaner vehicles that are fitter for our planet and its future."

Overall, cars that met the latest emissions regulations (standards known as Euro 6d and Euro 6d-temp) produced 162.1g of CO₂ per kilometre, 10.5g more than those in the previous generation (Euro 6b and Euro 6c).



That was far above the 95g target carmakers must meet across all EU sales in order to avoid steep fines. Manufacturers across Europe are racing to make and sell new electric models in order to meet the rules, although many are relying on hybrid models that combine internal combustion with battery power.

Mike Hawes, chief executive of the Society of Motor Manufacturers and Traders (SMMT), the industry lobby group, said: "We can't comment on the results of non-official tests by commercial organisations where the methodology is unclear.

"Only the official, Europe-wide WLTP [Worldwide Harmonised Light Vehicle Test Procedure] test – the toughest and most comprehensive in the world – can be relied upon by consumers to accurately compare vehicles on a like-for-like and repeatable basis. This shows that new cars emit, on average, some 29.3% less CO₂ than models produced in 2000, the effect of which drivers can see at the pump."

However, the new findings tally with SMMT data which found that the average CO₂ output of cars sold in the UK has risen for the past three years. Cars sold in the UK in 2019 produced average emissions of 127.9g of CO₂ per kilometre.

The Which? analysis found that carbon emissions were rising across every segment of the car market, from smaller city cars through to SUVs, as manufacturers packed more technology into their cars.

Emissions rose fastest in the hybrid segment, up by 31% between generations, in part because of the weight of two different power sources.

Newer cars performed significantly better on air quality issues, with the latest models slashing emissions of carbon monoxide and nitrogen oxides, both of which directly harm human health.

The tests also found that carbon emissions were higher than official readings carried out by EU regulators, which do not measure extended use at motorway speeds or take into account a car full of people using the air conditioning and the radio.

Doug Parr, chief scientist at Greenpeace, said the figures showed that the government should ban the sale of new petrol and diesel cars from 2030, earlier than current plans to ban internal combustion engines from 2035.



"It's clear that we can't simply rely on the car industry's good will to make progress," he said. "We need decisive intervention from government, starting with enforcing existing rules on car emissions and bringing in a firm ban on sales of new diesel and petrol vehicles by 2030."

Source: Guardian

Why Sydney's light rail is so slow and how to fix it



Recently, Sydney's new light rail system began carrying passengers between Circular Quay and Randwick. Widespread media coverage and social media since has consistently highlighted a major concern with the new system: the inordinate slowness of travel along the tram tracks and excessive end-to-end travel times.

It is salutary to compare the new transport system's performance with that of the original Sydney trams between Circular Quay and Randwick. The CBD and South East Light Rail, or CSELR, is taking on average 50 minutes to cover the distance compared with 26 minutes for the Sydney trams in the 1950s.

This comparison is even more jarring when we consider the light rail has 14 stops and the trams had at least 18 stops between Circular Quay and Randwick. It should also be born in mind that the CSELR has modern, more powerful trams and a greater proportion of exclusive rights of ways to avoid traffic congestion.

So what has gone wrong? Basically the state government has been badly let down by Transport for NSW. In the early days of the project Transport for NSW engaged a consultant "shadow operator" to set the parameters for the new operation.

This British-based consultancy's expertise was basically the provision of heavy rail intercity services (equivalent to services between Sydney-Canberra or Sydney-Goulburn). In addition Transport for NSW turned to heavy rail and/or road traffic consultants for engineering "expertise".

The result is the acceptance and development of operating procedures which do not make appropriate use of the modern tram and light rail infrastructure now available in Sydney.

Consider dwell times for trams at stops. Based on overseas experience these should be approximately 20 seconds, a figure that is part of the normal tramway operations in Canberra and the Gold Coast. Obviously there is considerable room for improvement here.

Priority for trams at signalled intersections is at best rudimentary. Fifteen years ago I was given a tour of the Gothenburg Tramways by senior management. They had tram priority and they demonstrated this by bringing out a vintage four-wheel tram fitted with a transponder ie the black box which signals the approaching tram to the signal control circuitry.

As the tram approached the intersection, a special light signal authorised the driver to proceed at full speed up to the red traffic light, which would operate in his favour as the tram approached the intersection.

In contrast, many of the CSELR procedures require the driver to slow to a walking pace or even stop before the priority light operates. Time lost, \$6 million dollars of tram and 415 passengers have less priority than a handful of cars, each with an average of 1.1 occupants.

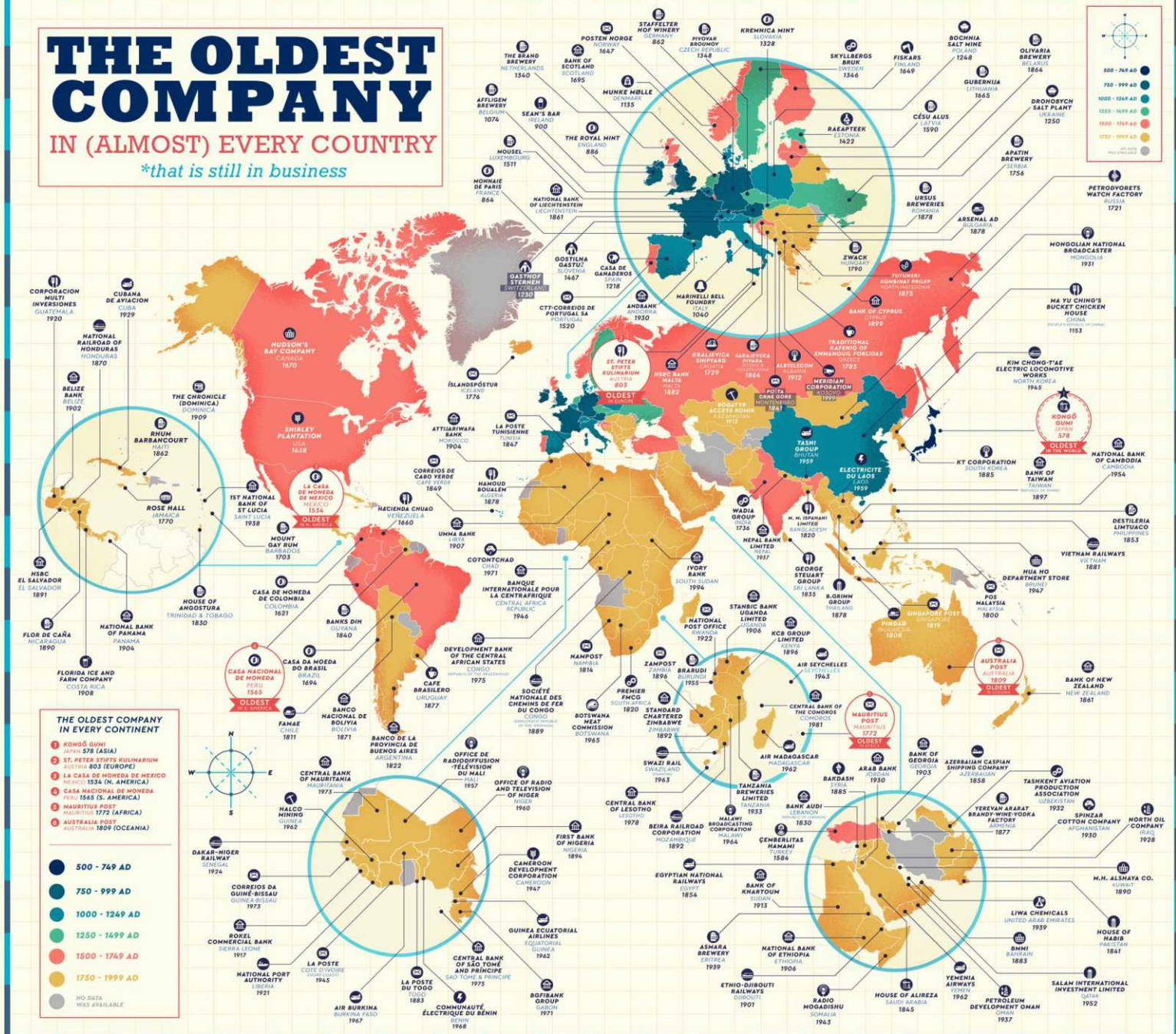
Transport for NSW senior management tells us that light rail vehicles cannot stop quickly. This is nonsense and reflects an ingrained heavy rail mentality. Anyone who has experience of an emergency-stop situation in cities such as Zurich, Brussels and even Melbourne is well aware that a tram, with three braking systems, will pull up much faster than any bus.

Operational speed limits are also a major fail. Restrictions on speed pulling into a stop and mandated slowing well before the stop are fine for heavy rail but not necessary for trams. They are not applied to buses in Sydney and are contrary to well established and regular operations across Europe where they operate professional and well-run tram systems as a matter of routine.

Any concerns the government may have about the safety of pedestrians and passengers if these procedures and restrictions are changed could be allayed by getting in experts from Europe to advise on running a system that is both safe and efficient. It's time we cut the PR spin and got down to doing some real system tweaking to deliver what should be a first class, modern tram system.

Source: Sydney Morning Herald

**THE OLDEST
COMPANY**
IN (ALMOST) EVERY COUNTRY
**that is still in business*



Being a crappy neighbour, lesson 1 :



Innovating streets for people



Making it faster and easier to make our streets safer and more liveable



Andrews Avenue becomes more people friendly

Hutt City Council has turned the relatively quiet Andrews Avenue in Lower Hutt, Wellington into a creative and vibrant space.

Hutt City Council worked with students at Massey's Wellington School of Design on the opportunity to reconfigure and reuse an overlooked space in the city. The project is supported by the Southend Business Group – a group of businesses located at the south-end of High Street in Lower Hutt. It is one of the Innovating Streets case studies.

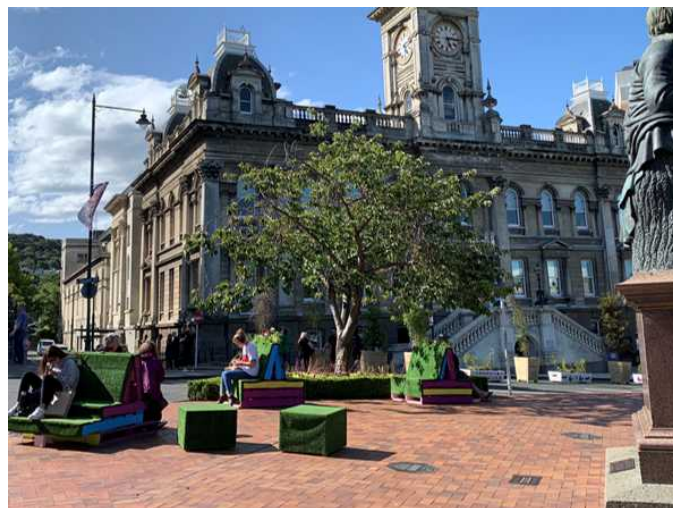
The area has been kitted out with comfortable places for people to sit and gather. Activities like lunchtime music are scheduled to enhance the area for people. The road will potentially be one of the entrances to the RiverLink project as it develops, which will transform the area.

The new space will be in place until the end of March when it will be assessed.



The Octagon Experience

Dunedin's Octagon has been transformed into a vibrant civic public space in the centre of the city. From 27 January the trial, known as the Octagon Experience, has and will have three different layouts with increased public space including slower modes of transport eg e-scooters and bikes, shared spaces with motorists, and some pedestrian-only areas.



It has seen the Octagon become the 'hub' for the Otago Community Trust New Zealand Masters Games, and was a focal point for the Elton John and Queen concerts, the annual Thieves' Alley Market Day and the Otago Southland Pipe Band Competition.

Until 23 March these varying scales of the trial will be undertaken to provide a relaxed, family-friendly space filled with temporary street furniture, surface treatments, plants and accent lighting.

The Octagon Experience will give Dunedin City Council a general understanding of how the Octagon could function and connect with the George Street development within the wider transport network. As one of the Innovating Streets case studies, the learnings will feed into our national guidance.

We're keen to get more case studies testing the new 'low-risk' road closure processes for Play Streets over summer. If you have a lead to discuss please contact innovatingstreets@nzta.govt.nz

Active Modes Infrastructure Group (AMIG) Update

The first AMIG quarterly meeting of 2020 returned to Wellington at the end of February. From initially wondering whether there was enough material to fill the day, true to form the AMIG team managed to occupy plenty of time vigorously discussing a wide range of topics:

- Planning is underway for industry training for walking and cycling over the coming year. With the forthcoming release of the Pedestrian Network Guidance, there are plans to redevelop the previous pedestrian planning/design course, and possibly deliver a multi-day walking and cycling suite of training sessions. The popular walk/cycle online webinars from 2019 will also be continued this year (possibly quite important if the coronavirus continues to have an impact here...).



- “Courtesy crossings” have a somewhat mixed history, in terms of their acceptance and design form. As part of the update to the Pedestrian Network Guidance, some feedback was sought from AMIG on when to use courtesy crossings (as opposed to other forms of crossing facility) and what features should be considered best practice.



- The previous discussion around the use of coloured surfacing treatments on cycle and other traffic facilities continued this time, with some proposals for which colours (especially green and red) should be specifically associated with which traffic facilities. There is general support for using green for special vehicle lanes and other cycle-related facilities (e.g. under sharrows and at on/off-road path transitions), while red is seen as denoting warning or conflict areas (e.g. when different modes cross each other). A more refined list of situations will be produced and run past the NZTA Traffic Control Devices committee.

- Things are gearing up for some trials soon of potential new markings on shared paths, particularly focused on

messages to slow down, keep left, or give space. Sites in the main centres are being finalised, with the aim of getting baseline measures of user speeds/positions/etc in the next month, followed by testing the new markings.



- Speaking of trials, the initial combined pedestrian/cycle signals trials at two Barnes Dances in Dunedin have now been analysed and reported on; the findings were presented at AMIG. Although some people were a bit confused by the scenarios presented



in the online survey, in practice no major conflicts were observed on site during the trial periods, so further monitoring is recommended.

- Another recent trial in Wellington has looked at extending the space for

advanced stop boxes by setting back the traffic limit line a further metre. The results were very good, with much reduced encroachments by motorists and greater ease for cyclists to access the stop box.

Other items discussed at AMIG this time included an update on the recent “NZ Upgrade” Infrastructure Programme, progress on the “Innovating Streets for People” project, and an updated cycle facility cost estimate tool to be tested by industry users.

If you want to know more about AMIG, check out the group’s webpage:

<http://rcaforum.org.nz/working-groups/active-modes-infrastructure>

(Note that a new updated website is being developed by NZ Transport Agency – watch this space...)

The next AMIG meeting will be back in Wellington in early June 2020. For RCAs who would like to be added to the group, contact co-convenors Wayne Newman (RCA Forum; wayne@cresmere.co.nz) or Gerry Dance (NZTA; Gerry.Dance@nzta.govt.nz). TGNZ members can also talk with me about raising any ideas or issues on your behalf at AMIG as well.

Glen Koorey (Trptn Group AMIG rep), ViaStrada (glen@viastrada.nz, ph.027-739-6905)

Christchurch Open Play Street event

Transportation Group members Gemma Dioni, Emily Cambridge and I meet regularly over breakfast and hatch plans to save the world.

Just before the end of last year we came up with an idea to close a street and host a community event prior to the Transportation Group conference in Christchurch. This would show how a street can be used in a different way – in this case for PLAY.

One of the topics at the Conference was how good street design can make cities great places to live, work and play, with a keynote presentation from NZTAKathryn King about the Innovating Streets Programme. The Programme encourages councils to deliver: temporary physical changes to streets, improvements that test a permanent fix and prototype a street design and activations that help communities reimagine their streets.



With only two months of planning the idea became a reality on Colombo Street between Lichfield Street and Hereford Street, Sunday 8 March.

We were so thrilled it came together in such a short time, and that the community loved it! The event included a yoga class, slow bike races, smoothie bikes,



dance performances, tug of war, hula hoop competition, chalk art, colouring station, nature play, lego and other games.

We learnt a lot about organising this type of event and will be writing an advice note for others who embark on this journey, this will be available on the TG website over the coming weeks. We will also prepare a case study for the Innovating Streets website.

Overall, our most important piece advice is stick with the vision and find ways to jump the hurdles that pop up along the way!

Thanks to the TG members who came and helped out on the day and Pulzar FM, Sport Canterbury, lululemon New Zealand, O-Studio, Elements Nature Based Play, Molly Brown Official, The Compound Studio and the NZ Institute of Landscape Architects for their support.

Big thanks to Engineering NZ who had the \$2 million Public Liability insurance cover for us, one of bigger hurdles and Fulton Hogan for providing the TMP at no cost.
Jeanette Ward



Updated Group Operating Procedures

An overhaul to the Transportation Group Operating Procedures was made several years ago, and was voted in effect at the 2018 AGM. At the recent 2020 AGM some additional changes were voted on and accepted to reflect the following:

- Alignment with ENZ rules
- Recognise and align with ENZ Ethical Code of Conduct
- Formalise a long-standing benefit of life members being entitled to one free conference registration per year
- Allowing remote voting on motions before an AGM or Special General Meeting
- How we will handle complaints

The proposed changes were made available as a survey with the AGM report allowing members to comment on the changes. We received nine responses, all supported the changes and one respondent suggested a change to the proposed the complaints process which was adopted as suggested.

To see the new Operating Procedures [CLICK HERE](#)

Chartered Engineer Knowledge Assessment

You can become Chartered at the Professional Engineer level without a Washington Accord-accredited degree. But you will need to undertake a knowledge assessment to prove you have the required level of expertise in your field.

Martin Pratchett, the Engineering Practice Manager at Engineering New Zealand, recently looked into the knowledge assessment as he recently needed to go through this himself.

He needed to show that he had the same level of knowledge as someone with a Bachelor of Engineering (Civil) as his highest full qualification is a Diploma in Engineering (Civil). His article can be found [here](#)



**TRANSPORTATION
GROUP NEW ZEALAND**

Who are the National Committee?

The National Committee is made up of a Chair, Vice-chair, treasurer, membership secretary, the branch chairs, representatives from sub-groups, liaison roles and Roundabout editor.

The Chair and Vice-chair roles are two-year terms. The Vice-chair is nominated and voted on at every second AGM, they then become Chair after two years. The outgoing chair can stay on as Immediate Past Chair if they choose to.

The committee for 2020/21 is listed below. Thomas Small, Nick Lovett and Olivia Heer have stepped down from their branch chair roles - big thanks for their contribution!

- Jeanette Ward (Chair)
- Bridget Burdett (Vice Chair)
- Melanie Muirson (Treasurer)
- Alan Gregory (Immediate Past Chair)
- Craig Richards (Waikato/BOP Branch Chair)

- position vacant (Central Branch Chair)
- Stephanie Spedding (Membership Secretary)
- David Matthews (Auckland & Northland Branch Chair)
- Grace Ryan (Canterbury and West Coast Chair)
- Lisa Clifford (Southern Chair)
- Daniel Newcombe (Roundabout Editor)
- Alan Nicholson (Research Advisory Sub-Committee)
- Glen Koorey (Active Modes Infrastructure Group Liaison)
- Nathan Harper (Modelling User Group)
- Tony Brennand (Trips Database Bureau)
- Daniel Burgess (Signals User Group)

The committee meet every month via tele-conference and twice a year in person for full day strategy meetings (Covid-19 allowing). The strategy meetings allow us to review our processes, devise new strategies (e.g. diversity and inclusion, social media) and undertake forward planning.



*National Committee
Strategy meeting in
Christchurch prior to this
year's conference.*



City Rail Link update

From March 2020 until early 2021, the intersection of Wellesley Street West, Mayoral Drive and Albert Street will close to traffic as we begin constructing the new Aotea Station and City Rail Link tunnels.

We are working closely with Auckland Transport to minimise disruption to people who visit or travel through this part of town.

The closure is required so that we can relocate underground services like gas, water and electricity away from the station footprint, making way for construction of the walls, roof and tunnels, that will form Aotea Station.



We are using a top-down construction method, building the station walls and ceiling first so we can re-open Wellesley Street West in early 2021 and continue construction beneath it until 2024.

Traditional construction methods, would require excavating the station footprint and laying the foundations first and replacing the road last, Wellesley Street would need to remain closed until 2024.

Buses will not be able to travel through the intersection

after it closes to vehicles, and most bus routes in the city centre will be re-routed from 23 February 2020. To ensure we maintain reliable public transport during the closure, Auckland Transport are delivering new 24/7 priority bus lanes around the city.

If you drive your car into the city centre, there will be delays to your journey. As construction for the City Rail Link and other major projects accelerate, it's a good time to consider another way to travel into and around the city centre.

People on foot will always be able to use the intersection. Temporary footpaths will be installed so that you can still walk through and around the intersection. Look for wayfinding signage to help you navigate the intersection.

To maintain accessibility for people using prams, walking aids or scooters, we will ensure the temporary footpaths are step-free. If you ride a bike follow the signposted detour routes, or dismount and walk your wheels across the intersection.

The businesses on Wellesley Street West, Mayoral Drive and Albert Street will remain open while construction is underway. Impact is unavoidable, but we are determined to minimise this as much as practicably possible while we build the station. Signage and safe access will be provided around the site to ensure you can reach the nearby businesses.

In early-2021, once the Aotea Station's roof has been placed and the new road surface laid, Wellesley Street West will reopen to traffic. Mayoral Drive at the intersection with Wellesley Street West will remain closed while we build the tunnels. Local access to Albert Street will be maintained.

Our construction area will then move to the Victoria Street West and Albert Street intersection, which will close to traffic. We will provide more information and updates about this closure closer to the time.

Transportation Engineering Postgraduate Courses 2020 (Dates provisional)



The University of Auckland
NEW ZEALAND



NZ TRANSPORT AGENCY
WAKA KOTAHİ

Department of Civil & Environmental Engineering University of Auckland
For Master of Engineering Studies [MEngSt] and Post Graduate Certificate [PGCert], with
/ without Transportation specialisation, or for a one-off Certificate of Proficiency, COP

Semester 1 (Mar-Jun 2020)

CIVIL758 – Traffic Systems Design
(Monday & Tuesday, three hours / week, 12 weeks)

Traffic signal timing analysis, gap acceptance parameters, intersection analysis of performance (priority, roundabouts, signals), introduction to transportation planning and modelling techniques, RMA and other requirements, computer modelling and simulation.

CIVIL761 – Planning & Design of Transport Facilities (25-27 March & 9-11 May)

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.

Civil 767 – Pavement Analysis & Design (1-3 April, 13-15 May)

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
(11-12 March, 29-30 April, 27-28 May)

Advanced specialist topics in transportation economics including economic analysis, theory of demand and supply of transport, govt. intervention policies, and externalities and agglomeration. A research project analyses 2 major transportation infrastructure projects to determine likely future social benefits and dis-benefits.

Semester 2 (Jul-Oct 2020)

CIVIL759 – Highway & Transportation Design
(Thursday and Friday, 3-hrs, 12 weeks)

Economic and environmental assessments of transport projects. Road safety engineering. Crash reduction and prevention methods. Pavement asset management. Pavement rehabilitation techniques. Heavy-duty pavements, highway drainage and chip seal design.

CIVIL765 – Infrastructure Asset Management
(12-14 August & 23-25 September)

Advanced theories and techniques fundamental to the management of infrastructure assets, primary focus on Asset Management Plans (AMP). Entire spectrum of infrastructure, roads, water and buildings. Major project incorporates a literature review / critical review of an AMP from industry.

CIVIL 771 – Planning & Managing Transport (29-30 July, 16-17 September & 14-15 October)

An advanced course on integrating land use planning and transport provisions, including planning for different land use trip types and parking, travel demand management techniques, and intelligent transport systems. An independent project applies this specialised knowledge.

CIVIL 773 - Sustainable Transport: Planning and Design (5-6 August, 26-27 August & 1-2 September)

Pedestrian and cycle planning and facility design using best practice (network and route planning, trails, roundabouts, footways, terminals, plazas, footways, escalators, etc.); public transport (bus, rail and LRT) and vehicle operations for compact central urban areas and transit orientated developments, shared spaces and user safety in design assessments.

NOTE: Other relevant courses at the University of Canterbury (e.g. Civil / Transportation) or at Auckland (e.g. in Civil / Construction Management) or elsewhere can be suitable for credit – prior approval is required.

For Admission / Enrolment inquiries contact: Bevan Clement
Email: b.clement@auckland.ac.nz

DDI (09) 923 6181
Mob: 021 022 65184

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

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

Our Masters degree Brochure https://cdn.auckland.ac.nz/assets/engineering/for/future-postgraduates/documents/Transportation_final_print.pdf

Our Transportation Research Centre www.trc.net.nz



Shared path opening extends Northwestern Cycleway

The Northwestern Cycleway has been extended alongside SH16 in Auckland to create a 3.5km long, 3-metre-wide shared walking and cycling path which was officially opened today by Transport Minister Phil Twyford. The Northwestern Cycleway now extends to Westgate.

Other significant changes on SH16 to improve traffic flow and safety include the widening of the motorway between Lincoln Road and Westgate with an extra traffic lane in both directions, improved and safer on and off ramps and a bus shoulder lane in both directions.

A map of the Northwestern Cycleway has been developed collaboratively by the Transport Agency with Bike Auckland and Auckland Transport. It shows how the shared path being extended will connect into the local walking and cycling network.

Plans to grow the share of people walking, cycling and using public transport

Increasing the share of travel by public transport, walking and cycling in our cities (known as 'mode shift') has a critical role to play in improving the wellbeing of New Zealanders by shaping a more accessible, safe and sustainable transport system.

The Transport Agency has developed a plan to do this – Keeping cities moving – which will help deliver on social, environmental and economic outcomes.

The Minister of Transport asked the Transport Agency to work with local partners in the major urban centres to develop mode shift plans for Auckland, Hamilton, Tauranga, Wellington, Christchurch and Queenstown. Timeframes and approaches for each place-based plan vary and will be customised around the needs and opportunities that are most important for each place.

The Auckland Transport Alignment Project (ATAP) has finalised the Auckland mode shift plan - Better Travel Choices - which was launched recently.

Each of the place-based mode shift plans will be framed around their specific context and the main ways that the Transport Agency and local government partners can accelerate mode shift by:

- Shaping urban form so that it supports mode shift;
- Making shared and active modes more attractive through improving service, access and infrastructure quality; and
- Influencing travel demand and transport choices to encourage people to change the way they travel.

New mapping tool for cycle routes being tested

The Transport Agency has developed a draft mapping tool that shows how cycle touring routes connect across New Zealand, to help people explore the country by bike.

The [draft mapping tool](#) shows all the New Zealand Cycle Trails (Great Rides and Heartland Rides) as well as council cycling infrastructure (cycle lanes, cycle paths, shared paths, etc) and lots of cycle routes that are recommended by experienced cycle tourers and bike-packers.

It is the most comprehensive map available of cycling routes in New Zealand. But it is just an overview to show how they all connect. For more detail, click on any of the map lines and you will find a summary, which includes a link to any existing websites with information about the routes.

This mapping tool has two 'themes', you can switch between:

- Cycle routes grouped into their category/brand eg, Great Rides, Heartland Rides, etc
- Cycle Trail Facility type, that will show you if a trail is fully sealed or has some unsealed portions and shows if the route is separated from traffic or not. This is useful for people planning a cycle journey if they particularly like/dislike gravel roads/paths, or want to completely avoid traffic.

The default theme is grouped by category/brand. To change the theme, just under the 'address' search tool you can find the 'Theme Switcher'.

This draft mapping tool will be updated over time as new cycling infrastructure is built, or if old cycle routes are closed. Please have a look at the draft tool and let us know any feedback at nzcyclingnetwork@nzta.govt.nz

\$6.8 billion investment to provide transport options

Late January the Government announced that the New Zealand Upgrade Programme will invest \$6.8 billion to get our cities moving, save lives and boost productivity.

Transport infrastructure will be upgraded in the six growth areas – Northland, Auckland, Waikato, Bay of Plenty, Wellington, Canterbury and Queenstown – to provide choice for road users.

The package provides better infrastructure for public transport and builds safe, new walking and cycling paths. It also builds new corridors to improve travel times and unlock housing developments, and invests in rail to make our roads safer by taking trucks off them.

In Auckland, a \$3.48 billion investment will see seven walking and cycling, public transport and roading projects being accelerated to better connect new and existing communities to the south and north of the city, and deliver a substantial change in providing safer, more accessible and sustainable travel choices that support growth.

The Government is investing \$360 million in the first section of the Northern Pathway as part of the

programme, and construction is expected to start next year. A new design joins together the Auckland Harbour Bridge Shared Path with SeaPath, and Waka Kotahi NZ Transport Agency, is investigating opportunities to extend separated walking and cycling facilities all the way to Albany.

In Queenstown, a \$90 million investment will build on the success of the Orbus service by funding a range of public transport projects on SH6 and SH6A, between Ladies Mile, Kawarau Falls Bridge and Queenstown's town centre. Bus lanes will be built to prioritise travel by public transport on SH6 and bus priority on SH6A. These will be supported by a new bus hub on SH6.

Rotorua's Linton Park Link opens in style

Rotorua's newest shared path, the Linton Park Link was opened in a flurry of fashion at a Frocks on Bikes event, held last month.



The 3.1km Linton Park Link aims to provide an off-road connection from residential areas to the inner city. Improvements to the path allow access for more users, including push scooters and mobility devices, by widening it to 2.5 metres and covering it with a hard surface suitable for small-wheeled active transport and bicycles.

It is part of the CyWay programme which is jointly funded by Rotorua Lakes Council, the Government's Urban Cycleways Fund and the National Land Transport Fund (Waka Kotahi).

The Frocks on Bikes event happens annually in summer featuring a different cycle route in Rotorua each year. It encourages people of all ages and abilities to experience cycling in a relaxed and social environment. This year, over 30 men and women donned their helmets and dresses to ride together in style.

For more information, visit Rotorua Lakes Council's website, or email cycling@rotorualc.nz.

Improved wayfinding signage for people cycling

In late 2019, the Transport Agency announced a 'fix it fast' signs project for councils to help address gaps in wayfinding signage along major shared paths.

The goal was to introduce new wayfinding signs in 'problem' areas where visitors, and even locals, often get lost.

The project resulted in 200 new signs and pavement markings being installed, providing a better experience for people using shared paths in our towns and cities.



Tamaki Drive shared path construction starts

Construction has started on Tamaki Drive to upgrade walking and cycling facilities, forming a critical link in Auckland city's network of cycleways.

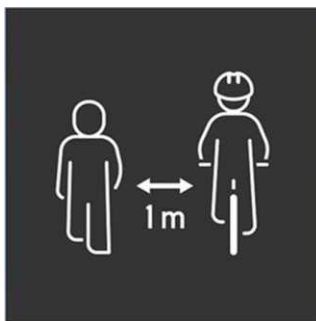
The 7km route will enable people to walk, run or cycle from the eastern suburbs to the city centre.

A new two-way separated cycleway will be built along the seaward side of Tamaki Drive, between the Quay Street Cycleway extension and Ngapipi Road. Once completed the cycleway will connect with cycle routes to Glen Innes, Parnell and the central city.

During construction, low spots on Tamaki Drive will be raised up to half a metre to help improve protection against seasonal flooding during high spring tides. A separate path for pedestrians will also be constructed.

Shared Path Behaviour Markings Project

Conflict between shared path users can lead to some people feeling unsafe or frustrated. This can result in some people avoiding busy paths, potentially impacting on their accessibility and health, and in rare instances resulting in collisions.



overtaking.

In order to improve the experience on shared paths for everyone, Waka Kotahi has been investigating shared path markings to find out which ones best affect how people behave. The project is aiming to influence speed, keeping left, and giving ample space when

overtaking.

Good markings should affect behaviours, with three stages:

- Get path users' attention
- Promote user comprehension of acceptable behaviour
- Users respond with appropriate action

The results of surveys, a focus group and some on-path testing have led to a shortlist of three concepts that are particularly well-received and understood by the public. The concepts are passing safely, keeping left, and travelling at an appropriate speed.

Next steps are to test the markings on several shared paths around the country, over a three-month period in autumn, with a goal of releasing the findings at the 2WALKandCYCLE Conference in September this year.

NZ Modelling User Group

2020 NZMUGs Conference, Christchurch, 21 & 22 September 2020

The 2020 NZ Modelling User Group conference is provisionally planned to be held at Rydges Christchurch on 21st and 22nd September 2020. Transport modelling is an ever evolving domain and these conferences provide an opportunity for transport modellers, engineers, researchers and transport enthusiasts to discuss various transport and modelling related topics. It is well attended with professionals from local and national governments, consultants, software providers and also attracts researchers and students.

The theme of this year's conference is "Transport: a means not an end" and will consider topics including: How well do we understand why people travel, and how travel relates to social and economic exchange, wellbeing and the environment?

How is the desire to travel influenced by investments in transport, and are we capturing the right elements in our models to help with these investment decisions?

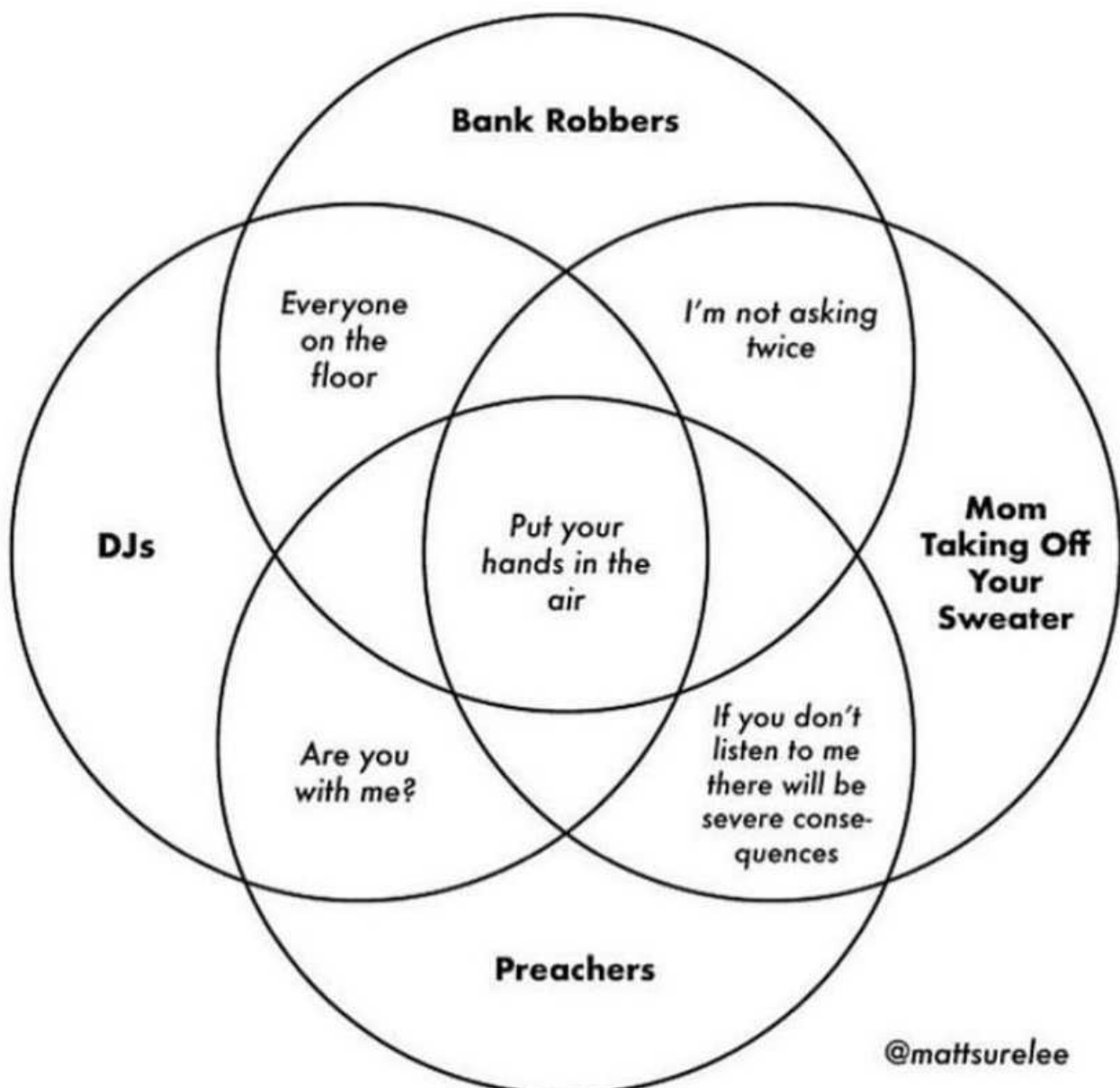
Are we getting these basics right, and how do we know?

We anticipate the call for papers and call for sponsorship will be issued in April, with early bird registrations available in July on the NZMUGs website.

Covid-19: Health and safety of attendees will be paramount. NZMUGs will monitor official guidance on Covid-19 over the coming months and make a decision on the conference proceeding later in the year when more is known.

If you would like to know more about NZMUGs or check out last year conference papers, please have a look at:

<https://www.transportationgroup.nz/nzmugs/>



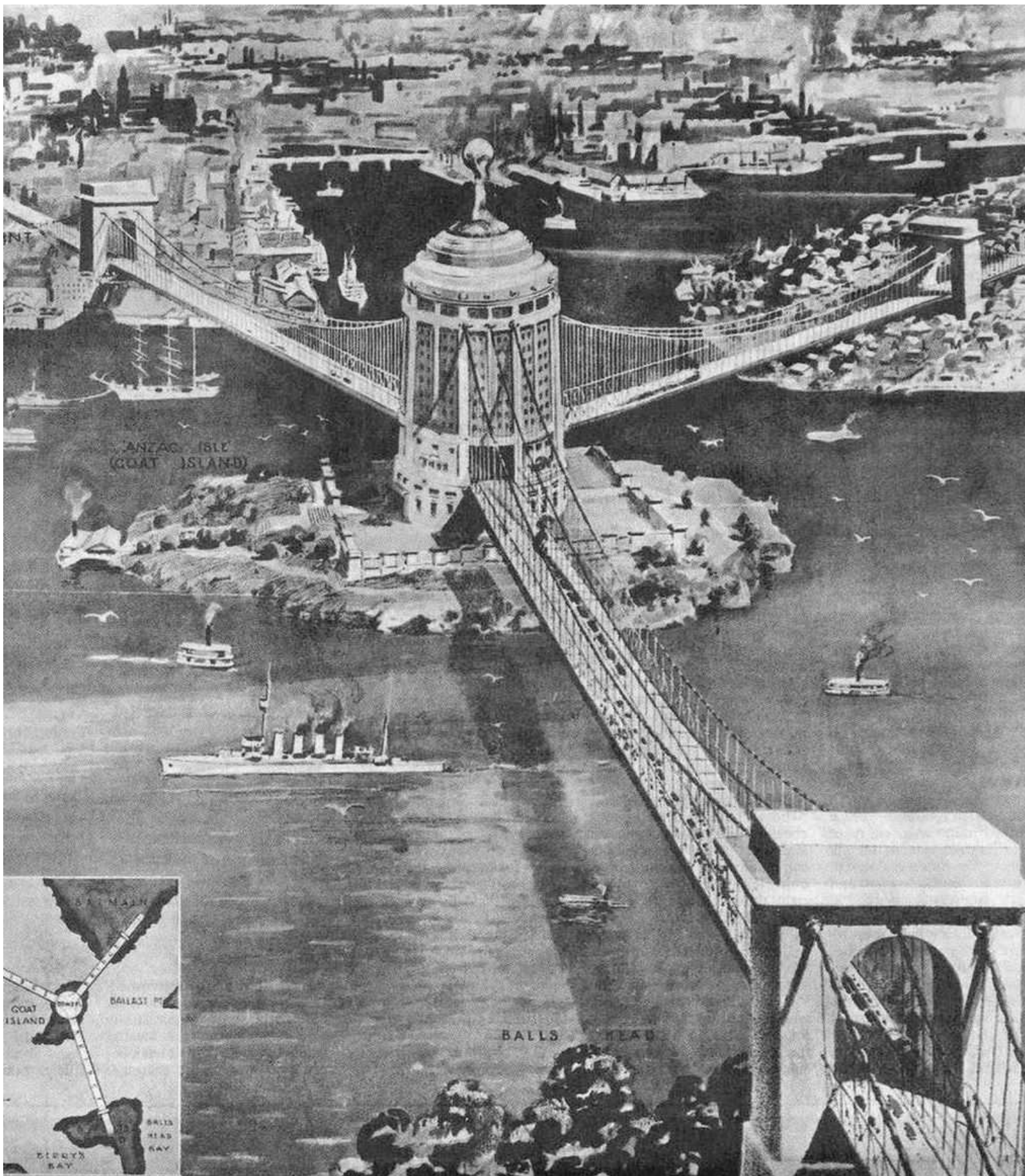


Image of an alternative Sydney harbour bridge design from 1922. A three-span proposal by Ernest Stowe

The courses below are available for full-time or part-time students studying for the following postgraduate transportation qualifications at Canterbury in 2020:

- 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 or thesis

Please see the website of the University of Canterbury for fees per course in 2019:

<http://www.canterbury.ac.nz/courseinfo/MyGetCourses.aspx?course=&year=2019>

All courses run in “block mode” to enable part-time and distance students to easily take part. In 2018, the contact time will be four days (i.e. a 2-day block of 2 blocks), and students taking the courses will be expected to do more reading and learning in their own time. 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 qualification and suitable work experience, will be considered for entry.

COURSE Semester 1

DESCRIPTION (see flyers on website for more details)

ENTR 401: Fundamentals of Transport Engineering

Self-study course with tutorials at certain times determined by the course coordinator. Traffic engineering; Road geometric design; Highway capacity and level of service; Intersection analysis & design; Traffic flow theory; Traffic signal control; Transportation planning; Accident reduction; Statistical analysis. [bridging course for non-transportation students]

ENTR616: Transport Planning and Modeling

Block dates: 19-20 March, 14-15 May Course coordinator: Dr Diana Kusumastuti
Urban transport planning context and process; Transport and land use interaction; Travel demand modelling: Trip generation modelling, trip distribution modelling, mode choice and trip assignment modelling; Choice Modelling; Stated preference; Land use modelling approaches: Models of residential and employment location

ENTR608: Traffic management and monitoring

Block Dates: 15-16 April and 18-19 May Course coordinator: Dr. Mehdi Keyvan-Ekbatani
Traffic network estimation techniques, including control theory, traffic estimation and traffic control techniques using a variety of simulation and software packages. This course is expected to develop student skills to the level where the student understands the theory behind traffic control and can identify, diagnose and manage traffic flow problem

Semester 2

ENTR610: Intelligent Transportation Systems and Connected Autonomous Vehicles

Block dates: 15-17 July, 6-7 August Course coordinator: Prof. Panos Prevedourous
ITS, active traffic management, incident management, connected and autonomous vehicles, bilateral cruise control

ENTR614: Planning/Design of Sustainable Transport

Block dates: 30-31 July, 24-25 Sep Course coordinator: Dr. Diana Kusumastuti
Planning and design for cycling (eg cycling facilities between intersections, through intersections and on paths); Pedestrian planning and design (eg pathways and crossings); Audits/reviews of walking and cycling projects; Planning and design of bus public transport facilities (eg network design, routing, connectivity, demand and capacity, service timetabling/scheduling); Economic evaluations

ENTR617: Transport Network Optimization Block dates: 24- 25 August, 28-29 Sep

Course coordinator: Assoc. Prof. Dong Ngoduy This course introduces advanced concepts and principles of urban transport network optimization. Participants will also obtain skills in the practical application of transport network optimization software (i.e. SATURN).

ENTR615: Advanced Traffic Flow Theory and Simulation (Block dates: 2-3, 16-17 Sep)

Course coordinator: Assoc. Prof. Dong Ngoduy This course introduces advanced concepts and principles of traffic flow modelling. Participants will also obtain skills in the practical application of traffic simulation software (i.e. AIMSUN).

Note: Other relevant courses at the University of Canterbury, University of Auckland or elsewhere may also be suitable for credit to a PGCertEng, MEngSt or MET (contact Assoc. Prof. Saleh for approval).

For more details contact:

Associate Professor Mofreh Saleh (Ph. 03 369 5118; Email: mofreh.saleh@canterbury.ac.nz)

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



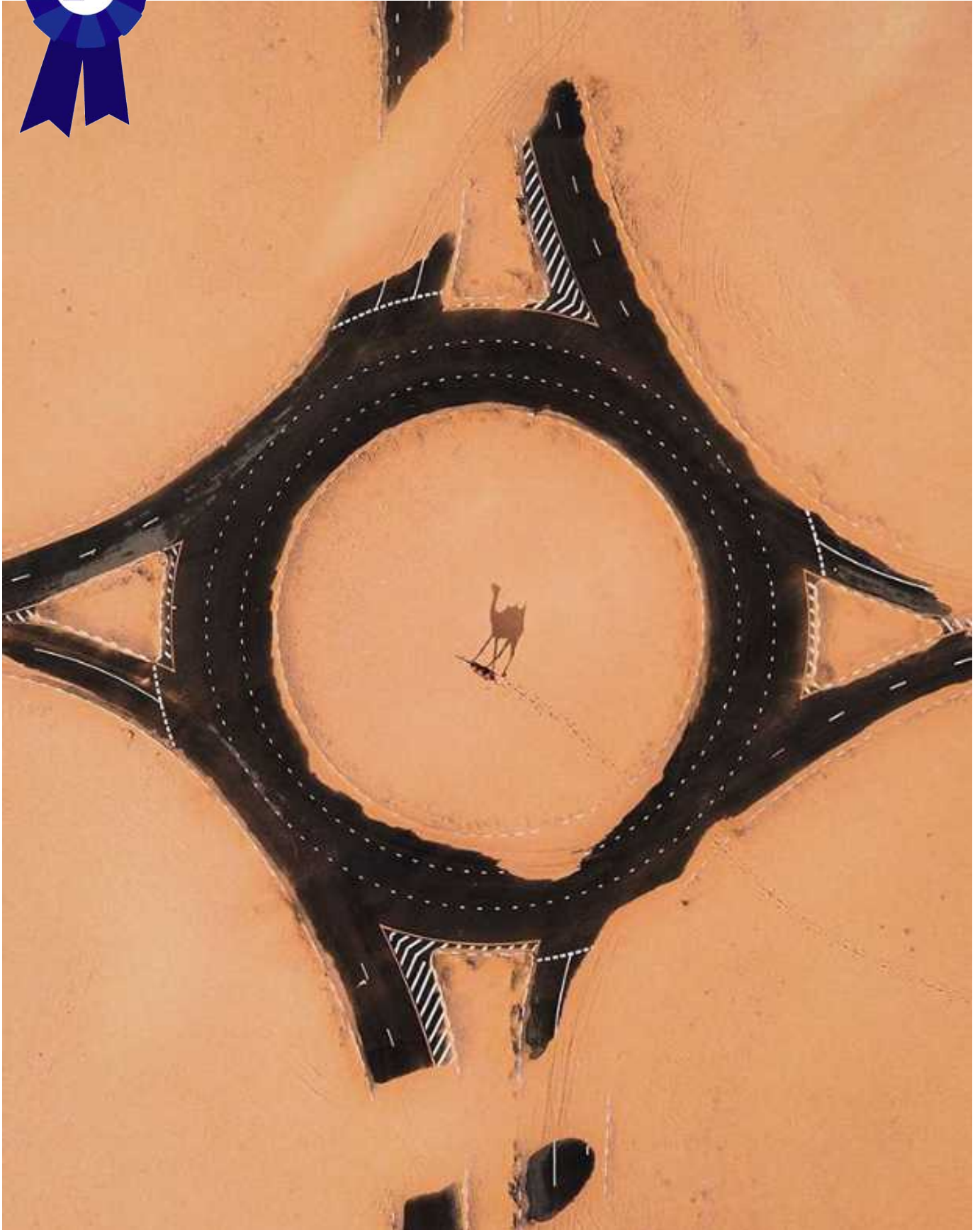
Photo Competition

This month's selection is just a collection of photos from the conference dinner. Send your own photos to: daniel.newcombe@at.govt.nz





Roundabout of the month



This edition's roundabout image was sent in by Nick Gluyas. It shows an aerial image of a camel crossing a sandy roundabout in the Middle East.

Seen a better pic? Email: daniel.newcombe@at.govt.nz

Caption competition

As per usual, the conference produced a number of interesting photos, many of which deserve a caption such as the ones below. If you have a caption suggestion, or a photo of your own you want captioning, send it to daniel.newcombe@at.govt.nz



Transport Advice

FOR
DUMMIES



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

Dear Transport Guy

I see the government has announced funding for a bunch of road projects that it had cancelled not long before. Doesn't this just mean they don't have any alternative ideas?

Craig, Kilbourne

Dear Creep

Absolutely not! Whilst it might appear that they have re-started the same projects, in fact they are new projects. They just happen to be in the same place, with the same names, but apart from that they are completely different projects. Of course, as they have been delayed for a couple of years, they are now more expensive. See? Completely different cost, so they are different projects.

~Transport Guy

Dear Transport Guy

How is it that now it is election year, all of a sudden the government has a whole lot more money to throw around?

They are just throwing money at projects to excite people. Its so transparently vote-buying.

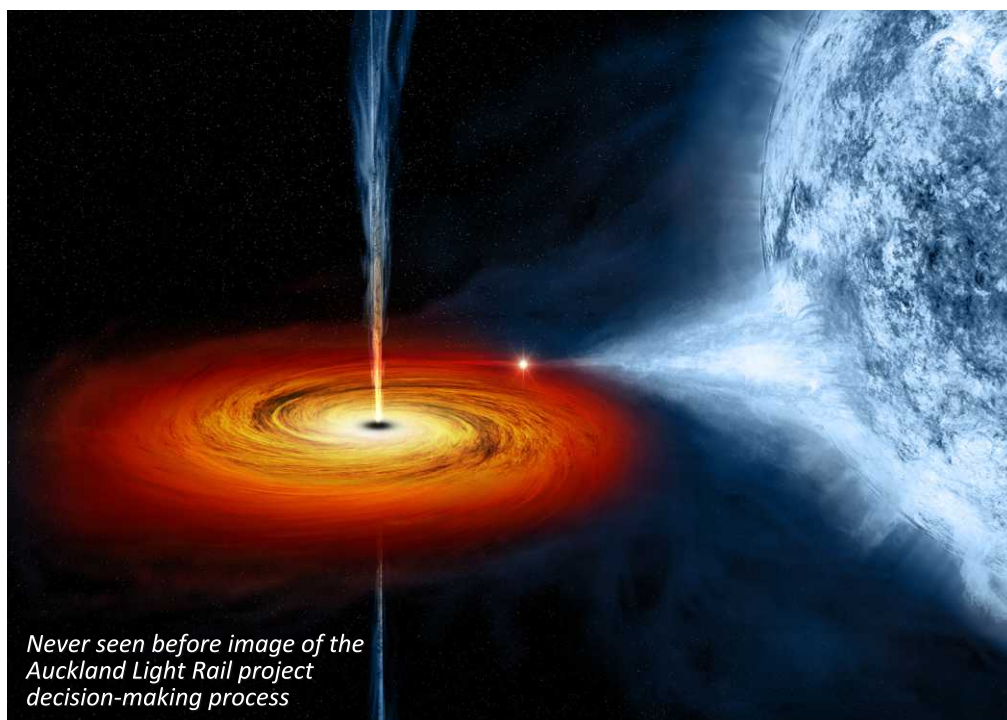
Sarah, Belfast

Dear Scary

Are you unfamiliar with democracy? The entire process is predicated on political parties doing things to make people like them and vote to keep them in power. You have just described this happening in a way which will benefit the country through investment and transport benefits. I'm not sure where the problem is.

And do you really think it would be a different situation if any other parties were in power?

~Transport Guy



Never seen before image of the Auckland Light Rail project decision-making process

Dear Transport Guy

What's happening with Auckland's light rail?

Jezza, Mangere

Dear Juvenile

Sorry, I only offer advice, I cannot perform Dark Magic to look into that vortex of confusion. Go see a Tarot card reader

~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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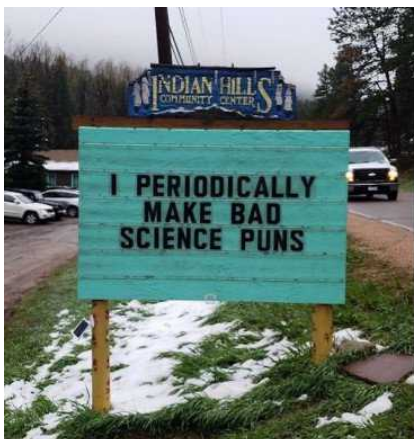


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Kids explain traffic engineering



"Sometimes people don't even want to stop. They just only think of themselves."