

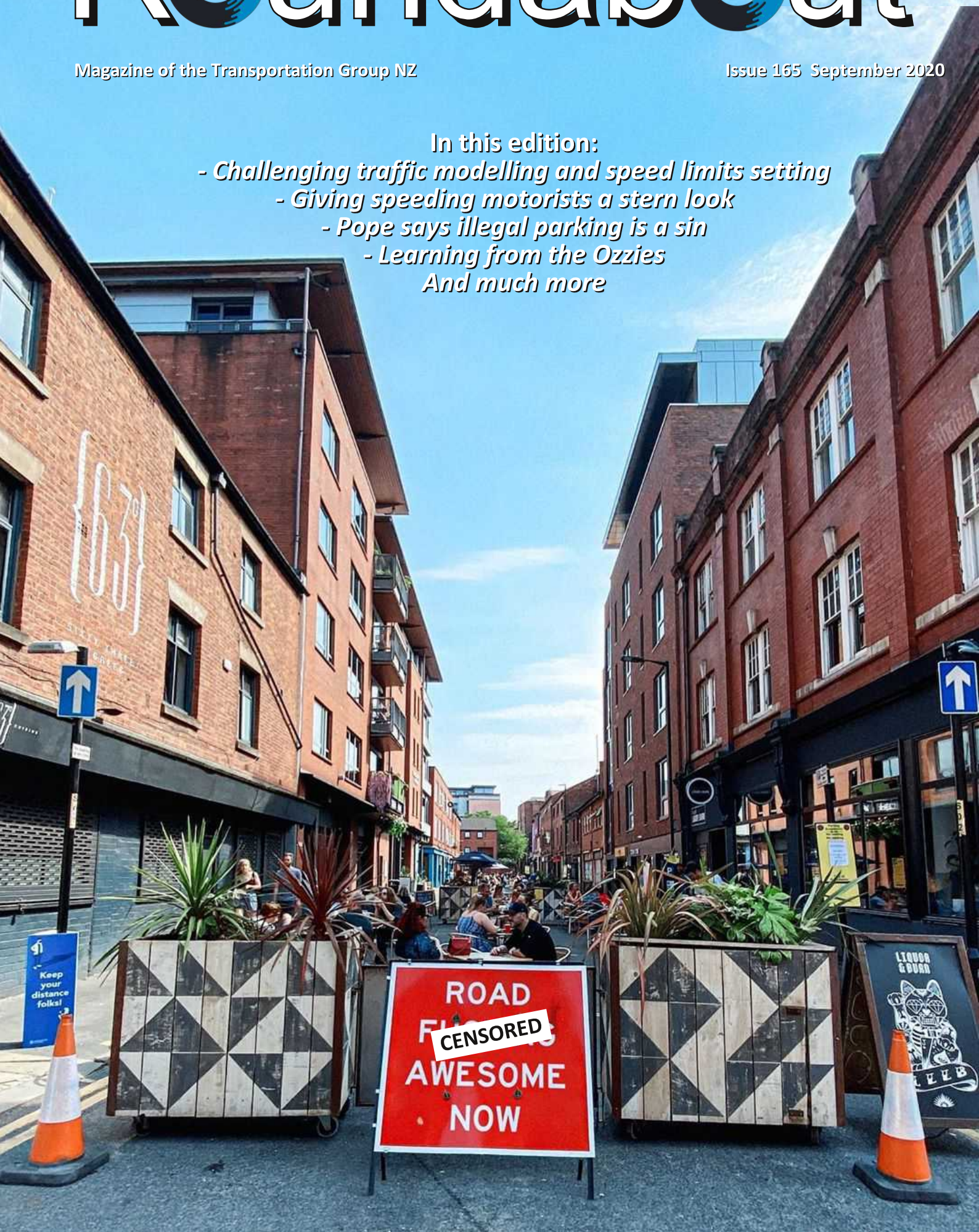
Roundabout

Magazine of the Transportation Group NZ

Issue 165 September 2020

In this edition:

- *Challenging traffic modelling and speed limits setting*
 - *Giving speeding motorists a stern look*
 - *Pope says illegal parking is a sin*
 - *Learning from the Ozzies*
- And much more*



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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



Around about this time it is usually dangerous to make a call on how you see the transport world going over the next few years.

We're meant to be in the midst of an election and as such should be debating various transport policies, but the recent delay due to Covid-19 has given us an

extra month and due to all the other (more important) issues of the day, its fair to say that transport projects and directions haven't topped the agenda.

True, there have been a number of new (and reheated) transport projects announced in the campaign to date, but compared to previous elections, it feels pretty low key.

At the beginning of the year, I would have predicted that the failure of Auckland light rail to progress would be a major election issue. However, a little pandemic intervened and the non-progress on this milestone project just doesn't seem to be significant at this time.

There have been a number of new (and reheated) transport projects announced in the campaign to date, but compared to previous elections, it feels pretty low key.

It's interesting how quickly the repercussions from the pandemic have completely shifted previously immovable constraints – budgetary, prior agreements, focus areas.

Money is being thrown at 'shovel-ready' and job-stimulating projects (though that requirement seems to be stretched pretty thin – some projects are already underway and some are fairly recently conceived concepts).

The previous NLTP financial constraints don't seem so rigid anymore, with other sources helping leverage greater expenditure all over the place.

Add to this some RMA-streamlining legislation and all of sudden some projects seem far more viable than as little as six months ago.

But it does seem to me that in this rush for stimulating the economy (not to mention stimulating the voting public) we risk losing sight of core transport issues – does it fix a burning transport issue? Does it take us

towards a transport future we want or is it reinforcing old patterns? Does it make sense in the post-Covid environment?

I should disclose that one of my projects has been a recipient of some of this funding and I appreciate it (well, tens of thousands of future users will appreciate it), so I am not saying it shouldn't be happening, I just am hoping we don't end up regretting the rush to stimulate the economy in this way.

Anyway, you have a few more weeks to listen to the campaigning, weigh up the policies and promises, and cast your vote.

My plea to you is to think about where those promises take us as a country. Are they just vote-winners or something NZ needs?

Vote early, vote often. No, just joking. Just vote. Once.

Daniel Newcombe
Roundabout Editor
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**TRANSPORTATION
GROUP** NEW ZEALAND

Chair's Chat



We have now past the point of 'six months of living with Covid-19 in New Zealand'. What a ride so far.

In my last chat I reflected on life in Alert Level 4 lockdown, and how life changed instantly. Despite much of the traffic being back on the roads, it is clear that working from home for some of the time has been accepted by most employers as a new working model.

This gives people the opportunity to use their time differently, for example no commute for some people means gaining up to two hours a day. As the weather improves heading into summer, I am sure that many of the people that enjoyed the walking and cycling in lockdown will get back into it for commuting and leisure.

I have noticed from my veranda perch that weekend walking and cycling numbers are increasing again along the Heathcote Expressway cycleway, this brings me great joy!

So, what has been happening on the NZ transport front in the last three months? The National Policy Statement on Urban Development 2020 (NPS-UD) was released and includes initiatives to help create liveable urban environments, this included removing District Plan parking minimums.

Waka Kotahi are about to release Parking Management guidance to support this. The Canterbury-West Coast Branch are planning an event on the NPS and other industry groups are too, so keep your eyes out for industry events.

The Waka Kotahi Innovating Streets team published a draft [Tactical Urbanism Handbook](#) so do check that out, they are keen for feedback in the coming months as projects get rolled out. A [TCD Rule change](#) was also made to enable the use of roadway art in lower risk environments and set up a clear legal framework so it can be utilised safely. Practical guidelines around the rule change are to be released very soon. Oh yes and also the term 'Shovel Ready' projects emerged...I shall say no more on that one.

On the Transportation Group front there has been a number of well attended branch Quiz Nights held, I really enjoyed the quiz in Christchurch, thanks Grace and co. Auckland Branch held an online event '[Auckland's 2020 City Centre Masterplan Refresh](#)' with NZPI and Canterbury-West Coast Branch held a '[Lessons from Lockdown – Transport Mobility](#)' panel event that you can watch [here](#).

And thanks to 3M who delivered a webinar for us, 'Improving Road Safety with Wet Reflective Pavement Marking'. There are more events heading your way soon and also the online [NZMUGS Conference](#) to be held over several days between 21 September to 2 October, great value event!

A survey of Transportation Group members was recently undertaken seeking feedback on our current awards and how we might contribute to industry guidance. The survey also 'gauged' interest in demand for side thrust gauges (ball banks). The responses and actions going forward are outlined in an article in this month's edition, so check that out.

On the home front, a railway bridge is being replaced in my neighbourhood and remembered I had some photos of the original bridge. That bridge was extra cool as it had footbridge under the rail deck, and even cooler the footbridge had an arch in the middle to allow row boats through! You can just see a person on the footbridge and an approaching row boat in the photo below.



Jeanette Ward
National Committee Chair
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**TRANSPORTATION
GROUP** [NEW ZEALAND](#)

Boy 'polices' speeders with 'a stern look'



A seven-year-old boy whose cat was run over and killed outside his home has been "policing" speeding drivers by giving them "a stern look".

Harry Cannell wears a hi-vis jacket on his drive in Mattishall, Norfolk, waving at those who keep within the limit and scowling at offenders.

His enthusiasm recently attracted the attention of local police officers who let him try out their speed gun.

His mum said Harry "thinks police officers are superheroes".

After the family cat Trevor was run over last month on the 30mph (48km/h) narrow road outside his home, Harry became concerned about speeding, his mother Claire Cannell said.

Harry decided he wanted to do something about it so she got him a hi-vis vest and bought a sign saying "slow - children and animals" for the garden fence.

"I've stood out in my driveway with a really bright jacket on telling people to stop if there's another car coming the other way," he said.



When Mrs Cannell posted on social media about speeding through the tiny village back road, Norfolk Police got in touch to see if they could help.

Officers visited their home and saw Harry in action. They let him try out their speed gun, wear one of their jackets and look inside their car.



"We didn't get any speeders, most were going at 28mph (45km/h)," Harry said.

Posting a photograph of Harry working with them, police officers wrote on Facebook: "Harry has been encouraging road safety and speed awareness on his street. We think he'll make a great police officer."

He is continuing his mission at the end of the driveway, being "very polite".

"He waves at the people he thinks are doing the right speed and he has a stern face for people he thinks aren't," Mrs Cannell added.

Harry said he thought it made "a bit" of a difference.

Source: BBC



AirportLink jump starts with electric buses

Auckland Transport's new bus route providing better connections between Manukau, an upgraded Puhinui Interchange and Auckland Airport will launch in the first half of 2021, operated by Go Bus with a full fleet of electric buses.

The nine buses for the new Airport Link service will be built by Yutong with supply and support from JW Group, they will be provided by Go Bus. These buses are of similar design to a demonstration bus AT has previously trialled. Designed specifically for those connecting to and from Auckland Airport, there will be dedicated luggage space for travellers and modified priority seating areas, improving customer safety.

Auckland Mayor Phil Goff says, "These new electric buses will improve transport connections and reliability between Manukau, Puhinui and Auckland Airport, including for workers accessing its employment precinct as well as the airport itself.

"They will also help reduce carbon emissions from Auckland's transport network, helping us to achieve our climate change goals."

Mark Lambert, AT's Executive General Manager of Integrated Networks, says the trials that AT have conducted in partnership with bus operator Go Bus and other operators over the past two years means are enabling more electric bus routes to be rolled out across the wider Auckland region.

"We're committed to doing our part in reducing carbon emissions and tackling climate change. Our trials have proven that these buses can operate for a full shift on a single charge, while providing an improved customer experience".

The Airport Link route will travel from Manukau Bus Station to the new upgraded Puhinui train to bus Station Interchange, and then on to Auckland Airport.

The frequency of 10 minute services will ensure seamless transition between bus and train modes at Puhinui and Manukau Stations and travel time between

Puhinui Station and the airport will only be 10-12 minutes when new priority bus lanes are installed as part of the Southwest Gateway programme.

The Airport Link will replace the southern section of the 380 Airporter bus route, which services the airport. At the same time, a new frequent bus route, the 38 will launch on the northern section of the previous 380 route between Onehunga and the airport district.

Calum Haslop, Go Bus CEO says "We are really excited about the opportunity to lead the move to zero-emission buses in Auckland. Having trialled two full battery electric buses over a 12-month period and completed thorough due diligence on a number of electric and Hydrogen bus deployments worldwide, we are now ready to move to a zero-emission future"

"We are also rolling out electric buses in other cities in New Zealand and continue to work on Hydrogen solutions as a complimentary zero-emission option. I'd like to congratulate AT for this investment with us and look forward to getting these new services underway in 2021."

Jo Crickett, JW Group GM says "Over 120,000 Yutong full electric buses have proven to be reliable, quiet and energy efficient throughout the world, and now in New Zealand through a robust Auckland Transport trial. Our companies are proud to work beside Go Bus to serve the Auckland community and advance electrification of their fleet."

Fast Facts:

The 374kWh Lithium battery pack in the buses provides a proven range of 380-400km on single charge. This is required for this new service which has long daily operating hours from 4am to 1am.

The buses will be supported by plug-in opportunity fast charging at Manukau Bus Station as part of wider AT electric bus and infrastructure trial project.

2020 Canterbury Road Trauma Award nominations open

In 2017, the Road Traffic Accident Trauma Charitable Trust trading as the National Road Trauma Centre ('Trust') introduced the annual Canterbury Road Trauma Awards, to honour industry professionals and members of the public who have worked to minimise road crash trauma, both directly at road crash sites and in an ongoing manner.

Outstanding individuals, teams or professional organisations making a special contribution to road safety, public education, road trauma prevention initiatives, and displaying a professional duty of care in Canterbury, are invited to put forward a nomination for the Awards to celebrate their contribution to the reduction of road trauma.

Canterbury Road Trauma Award Committee Chairman, Emeritus Professor Alan Nicholson of the University of Canterbury said nominations for the fourth annual Canterbury Road Trauma Awards are now open.

"I urge those in the post trauma care and road safety sectors to consider entering this years' awards, not just to share their stories of success but to inspire others to make an influential contribution to the reduction of road trauma in our community."

"Many deserving individuals and organisations make an enormous contribution to road traffic trauma reduction in our region and it is important to recognise their efforts, whilst at the same time encouraging more Canterbury businesses to increase their efforts to reduce road traffic trauma", says Prof. Nicholson.

"We also encourage those that have aided or assisted at road crash sites that do not qualify for the New Zealand Bravery Awards to put forward a nomination, as those that are first at the scene of a road crash site often make a significant difference to the outcome of patient post trauma care and deserve to be recognised", says Prof. Nicholson.

"Through the Awards it has been an immense privilege to be given the opportunity to recognise both industry professionals and civilians for their commitment, dedication and care in supporting the prevention of road trauma.

The Canterbury Road Trauma Awards acknowledges that we all need to work together and collaborate as road trauma is a complex problem and we cannot solve this alone. Each year it is a privilege to reward the outstanding contributions of those in our community who truly make an influential difference", says Sarah Dean, Founder.

This year, there are three Award categories, Canterbury Road Trauma Prevention Award, Canterbury Road Trauma Award for Community Service and Canterbury Road Trauma Award for Public Service.

For further information on how to enter the fourth annual Canterbury Road Trauma Awards, please visit: www.roadtraffiaccidenttrust.org.nz

Nominations for this year's Canterbury Road Trauma Awards close on 18 October 2020 and the winners will receive their medallion and award at the Trust's Road Accident Remembrance Day on Saturday, 28 November 2020 in North Hagley Park, Christchurch.

The Canterbury Road Trauma Awards Committee members who decide the award recipients are Emeritus Professor Alan Nicholson (Civil and Natural Resources Engineering, University of Canterbury); Jenny Dickinson (Lead Advisor Strategic Interventions, Safety and Environment, New Zealand Transport Agency). Councillor Aaron Keown (Christchurch City Council and Canterbury District Health Board); Prof. Gary Hooper (Head of the Orthopaedic Surgery and Musculoskeletal Medicine Department, University of Otago Christchurch); Mike Smith, (Principal Transport Engineer, Stantec); Steve Wakefield (Steve Wakefield Services Limited and Canterbury District Health Board), Inspector Al Stewart, (Regional Manager – Southern, Police Prosecution Service, New Zealand Police); Sarah Dean, Founder (Road Traffic Accident Trauma Charitable Trust trading as National Road Trauma Centre).

This year is a remarkable year for the Trust as it celebrates ten years as a charitable organisation. The Trust has also recently rebranded and developed a new board structure to support its five year Strategic Plan. This Strategic Plan encompasses associated with socio and economic complexities for those impacted by road trauma.

The new structure intends to enhance industry collaboration, connectiveness and provide an added sense of purpose and meaningful impact to benefit and best serve the needs of those in our community, particularly those most vulnerable.

Get more details [HERE](#)



Decarbonising Transport

Transportation Conference 4-7 May 2021
Grand Millennium Auckland



Transportation 2021 invites you to submit your abstract now

About Transportation 2021

Transportation 2021 is New Zealand's premier forum for the transportation and public space design, integrated planning, transport safety and transport engineering community. The conference is intended to stimulate debate and provide problem-solving and thought-leadership amongst peers both within the transportation sector and related professions.

The conference has been running for more than 40 years and is hosted annually throughout different regions in New Zealand.

Submit your abstract now!



Theme: Decarbonising Transport

Scientific consensus tells us that the world is facing a significant environmental and climate challenge.

In New Zealand, several local authorities declared a 'climate emergency' and have called for ambitious climate change mitigation measures.

The transport sector is a large contributor to greenhouse gas emissions, and it will have to make changes to significantly reduce emissions to align with New Zealand's goal of being carbon-neutral by 2050.

To submit your abstract visit: www.tgconference.co.nz/callforabstracts-2021

Welcome to Tāmaki Makaurau, Auckland

In May next year the conference returns to Tāmaki Makaurau, Auckland. Auckland is a diverse and multicultural city with a population of over 1.6 million. The demand for transport in the city causes major congestion issues on a day to day basis. Reshaping transport is vital to elevate Auckland and other metropolitan areas in New Zealand to be more liveable and sustainable.



www.tgconference.co.nz



Harding Conferences, PO Box 5512,
Papanui, Christchurch
P: 03 352 5598 M: 027 436 3083
glenda@hardingconsultants.co.nz

'Quacking from a drain': Ducklings rescued from Auckland motorway

Police officers and firefighters teamed up to rescue almost a dozen ducklings from a deep drain in the middle of one of Auckland's busy motorways recently.

Motorists spotted the family of ducks on the southwestern motorway, near Mount Roskill, and the police were called just before 10am.

Sergeant Andy Meale said when officers turned up, there were no ducklings in sight - but they heard some quacking from a drain in the middle of one of the lanes of traffic.

"[The officer] had a look down and it was quite deep and he could see there were probably nine or 10 ducklings down there," he said.

"The mother was floating around the motorway, in the vicinity, sitting on the concrete barrier between the south and the north-bound lanes."

Meale said the police aren't really equipped for this sort of operation, so they called Fire and Emergency.

"They very kindly sent two trucks down."

Firefighters were able to get the grate off the top of the drain. They used a canvas bag attached to a rope and a long stick to prod the ducklings into the bag and get them out of the drain.

The whole operation took about 15 minutes, Meale said.

"Mum was keeping an eye on things but then she jumped on to the north-bound lanes. We were trying to shoo her away and she only took off at the last second as a car just about ran her over."

"She flew towards an area of bush on the western side of the motorway, so once the fire service had all the ducklings picked up, they drove around there in their trucks and found a small stormwater lake.

"Mum was floating around there with some other ducklings, so as soon as they released the ducklings they had recovered, mum swam over very excitedly and got the whole group together and that was a reunited, happy family."

Meale said police get a lot of calls about ducks - and other animals - on the motorways.

"Quite often it's a sad ending and the animal gets squashed before we can get there."

"Equally on other occasions we've had happy endings like today, we've recovered goats, sheep all sorts of animals - you'd be surprised what does end up on the motorway."

Source:RNZ





Pope Confirms Parking at a Meter without Payment to be a Sin

In a meeting with an Italian citizen at St. Peter's Basilica, Pope Francis admits parking at a meter without payment to be a sin.

"If taking a baker's bread without paying is theft, the position of the church is that taking a city's parking space and not paying is also theft," said Pope Francis.

Pope Francis has shown a preference for a simpler lifestyle and simpler cars. As a cardinal he often took public transport.

On the night of his election he rode with the other cardinals in a minibus back to their hotel instead of using a papal limousine. He does however own or have

access to several cars and has been spotted paying the meter in the past.

A Freedom of Information Act request to the City of Rome found that Pope Francis did obtain a parking ticket in a Fiat 500L registered in his name near Centro Storico in May of 2019 to which the Pope responded, "I only parked for a few minutes to run a quick errand and they got me. That does not count as a sin."

The parking ticket was suspiciously voided the next day. At press time, City of Rome officials have yet to comment on the reason for the parking ticket being voided.

2WALKandCYCLE 2020 Conference postponed

Due to the Government's announcements regarding Covid-19 alert levels and uncertainty around what the alert level will be in the near future, the 2WALKandCYCLE 2020 Committee has made the difficult decision to postpone the conference.

The Conference will now be held on **16 – 19 March 2021**. Go to: www.2walkandcycle.org.nz

The organisers are optimistic that the country will have again eliminated Covid-19 by March and you will all be energised and ready for the knowledge sharing and networking opportunities that this fantastic conference offers (and the weather will be warmer)! All of our conference suppliers, venues and entertainers have been rebooked for the new dates.

On the Go Awards 2020

The Waka Kotahi NZ Transport Agency On the Go Awards 2020 are an integral part of the conference dinner and the decision has been made that these will also be postponed. All entries received to date will remain eligible and we expect to invite more nominations closer to the conference date. Please direct queries about the Awards to onthego@nzta.govt.nz



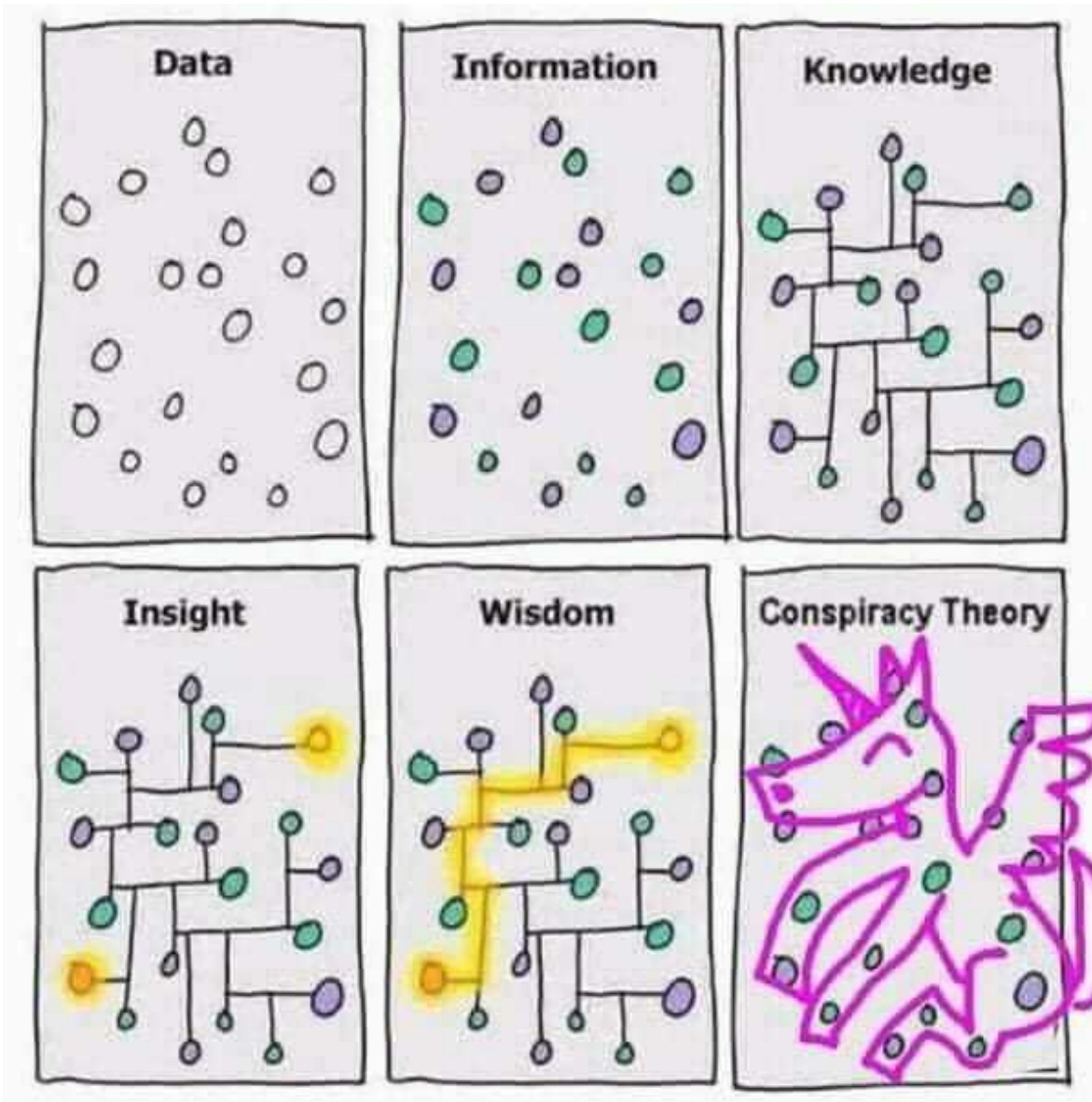
IMPORTANT ANNOUNCEMENT:
2WALKandCYCLE 2020 is Postponed
NEW DATES: 16 - 19 MARCH 2021

WorkSafe Duty Holder Reviews - Free online event

What is a Duty Holder Review and why does your business need to know about it? Join the New Zealand Society for Safety Engineers as they Host Neil Mookerjee to find out.

Neil Mookerjee, Manager Duty Holder Review, WorkSafe NZ, explains our Workplace Safety Regulator's decision making process and talks about a proactive intervention aimed at serious harm incidents that is receiving great industry feedback.

7th Oct 2020, 12.30 – 1.30PM For details, click [here](#)



Keep up to date with ENZ Transportation Group happenings:

www.transportationgroup.nz

www.twitter.com/transport_nz

www.facebook.com/TransportationGroupNZ

www.linkedin.com/company/transportation-group-new-zealand



Asphalt roads make city air pollution worse in summer, study finds



Emissions from asphalt are a significant source of air pollutants in cities, especially in hot weather, a study shows.

Researchers found that when asphalt was exposed to hot summer conditions it resulted in a 300% increase in emissions of secondary organic aerosols (SOA), an air pollutant known to have significant impacts on public health.

Researchers from Yale University, Carnegie Mellon University and the Max Planck Institute for Chemistry collected asphalt, found commonly in roads, roofs and driveways, and heated it to between 40C and 200C in a tube furnace.

They observed that asphalt emissions doubled when the temperature increased from 40C to 60C — levels the material often reaches in summer.

“A main finding is that asphalt-related products emit substantial and diverse mixtures of organic compounds into the air, with a strong dependence on temperature and other environmental conditions,” said Peeyush Khare, a PhD candidate at Yale and lead author of the study published in the journal *Science Advances*.

Paved areas make up approximately 45% of surfaces in US cities, with building roofs making up another 20%, making asphalt a significant part of the urban landscape. The researchers compared their findings with formation of SOA in Los Angeles, a key city for urban air quality case studies.

Previous studies have estimated that a substantial fraction of pollutant compounds in Los Angeles come from sources other than vehicles. While emissions from motor vehicles are likely to decrease over time as the most egregious polluters are phased out, the researchers say asphalt emissions may contribute to air pollution as urban areas expand and climate change drives temperatures higher.

“We found that emissions from asphalt were strongly dependent on both temperature and solar exposure,” explained Drew Gentner, an assistant professor of chemical and environmental engineering at Yale and one of the researchers who worked on the study.

“Hotter, sunnier conditions will lead to more emissions. Additionally, in many locations, asphalt is predominantly applied during the warmer months of the year.”

Gentner said although the impact of emissions from asphalt on ozone formation was minimal compared with motor vehicles in urban areas, research into road asphalt is an important part of tackling the climate emergency.

“It’s another important non-combustion source of emissions that contributes to SOA production. Volatile chemical products, such as cleaning products or paints, have the largest overall estimated contribution to SOA in Los Angeles. So, one has to consider the full scope of reactive pollutant sources and regional differences when making any decisions related to urban air quality planning,” he said.

Dr Gary Fuller, senior lecturer in air quality measurement at Imperial College London, said: “We already know road surfaces are an increasingly important source of air pollution. We have historically thought of traffic pollution as coming from vehicle exhausts. This has been the focus of policy and new vehicles have to be fitted with exhaust clean-up technologies.

“With heavier and heavier vehicles, the combined total of particle pollution from road surface, brake and tyre wear is now greater than the particle emissions from vehicle exhaust but there are no policies to control this,” he added.

Source: Guardian

Escheresque Veluwemeer Aqueduct Harderwijk, Eastern Netherlands





Transportation Group Long Term Planning - Survey results and actions

In July the National Committee asked members to complete a survey to help inform a 5 year planning exercise. The survey sought member feedback on what we currently fund, some ideas that have been developed recently and sought any new ideas. We received 69 responses. Below is a summary of the responses.

Awards

- Overall support from survey respondents for us continuing the Research, Tertiary Study and University course awards and the AITPM conference sponsorship.
- Wide range of suggestions for research and study topics, no clear themes emerged
- Action: Make the AITPM sponsorship amount match the conference registration amount each year.
- Action: Make the two university awards the same monetary value and consider if the current link to top student in a transport course is appropriate compared to best transport project by a student.
- Action: Put the past study/research award outputs on the TG website
- Action: Require that study/research award winners to do a webinar so it reaches wider membership, not just their local branch and conference

Trial Internship for a disabled student

- Strong support from survey respondents for us to proceed with developing this idea further
- Action: Further develop the intern proposal for potential funding in 2020/21

Industry Guidance

- 60% support for developing guidance.
- Concern over whether we would conflict with other guidance and that we have no authority over people using it
- Action: Discuss with Martin Pratchett from ENZ about the potential for best practice notes instead of full guidance.

Side thrust gauges

- Some interest in purchasing or hiring, but mostly not interested

- 50/50 on us developing or maintaining an app
- NZTA shared some research on comparing a gauge with an app – “Looks like the app is just as good and offers some advantages, but does have a couple of operational constraints (both workable though).”
- Action: Prepare a roundabout article with the findings of the NZTA research
- Action: Investigate the option of purchasing a gauge to held by each branch for loan to members

Any other ideas offered by respondents for consideration:

- Collaboration comments
 - o MOU's and knowledge sharing with other key organisation
 - o Developing stronger relationships with wider peers to support the profession.
 - o More collaboration with health professionals - public health
 - o Better engagement with urban designers and landscape architects
- Group should not aspire to 'lead', in the sense of everybody else following, but should pursue a relationship with the NZTA and MOT that would give the group greater influence on the direction they lead.
- Overseas experts giving talk -Opportunity now with zoom meetings
- A grant for an international speaker to travel to NZ and present in the major centres. For example, can we fund a Transport Researcher from Australia to come to NZS
- Enabling the regional locales to hold or attend meetings or have information from meetings more widely disseminated to those who do not live in the major centres.
- Focus on growing the profile of transport planning and design amongst primary school students. They love using public transport and understanding the world, but there are no education resources for them to do this well.
- More visits to construction sites and product manufacturers
- Engage with NZTA re improving CAS



Road Transport Hall of the Swiss Museum of Transport in Lucerne is clad with 344 traffic signs



New Journeys in Mobility for Aotearoa

Nga Huringa Hou
i roto i te Pakihi
Cordis Hotel,
83 Symonds St, Auckland
24-27 November 2020



Register now!

We welcome registrations for the Trafinz 2020 Conference. Early bird pricing is available now, plus the first 10 bookings of 3 consecutive nights (24th, 25th & 26th November) are eligible for a significantly reduced accommodation rate at The Cordis Hotel in Auckland.

Be quick at only \$210 per room per night, this space will fill up fast!

www.trafinzconference.co.nz/registration-20

Conference theme

We have invited our transportation partner, the Australasian College of Road Safety, to join us with our theme being 'New journeys in mobility for Aotearoa' and the diverse and equable countries of the world.

The context of 'Safe' Urban Mobility has been completely re-defined in recent months as the world-wide Pandemic sends all our systems – public health, transport, financial, regulatory etc – cascading into one another and changing our community life in surprising ways. Aotearoa has approached this challenge together in a unique and successful way - 'He Waka Eke Noa'. Old journeys have ceased, and entirely new ones have begun.

The conference will focus on:

- creating or supporting communities in transportation
- implementation of the 'road to zero' strategy
- accessibility for people and their wellbeing
- smart technology and new journeys.



Draft programme coming soon!

We had a great response to our call for presenters and hope to have a draft programme available soon.



MC, entertainer, Mad Hatter, Ali G impersonator... costumed, dancing, bouncing about the place... yes, that guy is back as our Master of Ceremonies for 2020. Andie is one of the founding members of The Court Jesters, the improvisation and corporate entertainment arm of the Court Theatre. He was also a member of The Outwits, who were labelled "the best MC's in NZ".

Conference sponsors

We are thrilled to welcome the following sponsors, with more to come. Don't miss out, to check out the sponsor opportunities visit:

www.trafinzconference.co.nz

Host sponsor



Bronze sponsor



Exhibitors



Nga Huringa Hou
i roto i te Pakihi

Cordis Hotel,
83 Symonds St, Auckland
24-27 November 2020

World Car Free Day - 22 September

22 September is World Car Free Day. Numerous activities take place on this day in cities around the globe to imagine our cities with less or close to no cars. Find out what's happening in your area.

And this year on 21-22 September, co-hosts London Car Free Day UK and Menged Le Sew, Ethiopia invite you to a virtual World Car Free Day Summit with the motto "Today's spaces, tomorrow's places".

The event celebrates the future of cities beyond the car with speakers from Addis Ababa, Edinburgh, London, Milan and other cities that are rethinking their relationship to the car. World Car Free Day Summit 2020 Register [here](#)



Living Streets Aotearoa



Goodbye and thanks from Susan

A special farewell message from Susan Freeman-Greene, as she finishes up her six years as the Engineering NZ Chief Executive.

Kia ora koutou

Tomorrow is my last day at Engineering New Zealand – and although I feel sadness at leaving this amazing community of engineers and this talented team, my overwhelming emotion is gratitude.

Thank you. Thank you for your willingness to embrace change, for your enthusiasm for our transformation, for being brave enough to face into issues in a new and different way, and for playing your part in bringing engineering to life.

I feel as humbled today about being able to contribute as I felt nearly six years ago when I arrived as a total outsider. You've challenged us, nudged us and helped get us on the right track to better serve the profession and Aotearoa. Together we've gone to places that seemed unimaginable a few years ago.

Last week saw the 10th anniversary of the Darfield earthquake, which marked the start of a challenging 10 years for Christchurch and some massive soul searching for the profession. You performed heroically then, and after the subsequent earthquakes. The profession has also had to look deeply at itself and ask how buildings could be better made, and how we best, as the professional body, could respond.

The quakes generated huge momentum for change – we are better equipped, more robust with our ethics, standards, and accountability frameworks, and we now take our responsibility to face into issues very seriously. It's been a decade of innovation and change for the profession, and also for Engineering New Zealand.

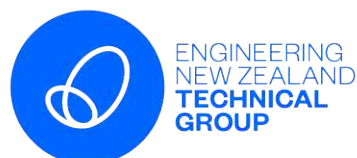
I'm pleased that this week we've been able to announce who will succeed me and how that transition will play out. During this week of goodbyes, I'm also comforted by the fact that engineers are vital stakeholders in my new role at Local Government New Zealand.

And finally, if I can leave you with one final challenge – keep telling your stories, not just to each other, but to those who need to hear you shouting from the rooftops about the amazing impact you have on all our lives. And to keep doing so in ways the community understands, with creativity and passion.

Bye for now and thank you for everything.

Noho ora mai

Susan





Side thrust (ball bank) gauge comparison with an App

Waka Kotahi recently commissioned WSP to compare a free application-based (app) ball-bank gauge with the traditional physical ball bank gauge. The free app was <https://apps.apple.com/nz/app/ballbank/id1097362070>

The SH58, Paremata Road route was selected for the comparison. Six hill curves and 10 curves on the flat were studied in both directions. Three successful runs of recordings were used for the comparison.

iPad tablets were used for the test as they would be more visible on the video recording of the test than a phone. However they still run the same operating system and the app developer was not aware of any reason they would perform differently to an iPhone.

The compassion exercise concluded that under the conditions of the test the application-based ball-bank was able to function as well as the traditional ball-bank. Several operational considerations are offered to those using this app:

It is recommended that survey/video recordings be kept below 12 minutes. Note, a 12-minute recording in this exercise was approximately 2.6Gb, consideration should be made for the storage space required/available.

The app is very battery 'hungry' and the users' device does not allow charging while operating, consideration should be made for charging during rest breaks or similar down time. A low battery warning at 10% will cause the loss of the current recording.





Consultation begins on banning pavement parking in England

Parking on pavements could be banned across England under government plans to ease journeys for disabled people and parents pushing prams. The practice is banned in London but elsewhere in the country it is only prohibited for lorries.

The Department for Transport (DfT) is consulting on three options in relation to pavement parking: extending the London-style ban nationwide, making it easier for councils to prohibit pavement parking and giving councils the power to fine offenders.

Recent research from charity Guide Dogs indicated that 32% of people with visual impairments and 48% of wheelchair users are less keen to go out on their own because of antisocial pavement parking.

The transport secretary, Grant Shapps, said: "Parking on pavements means wheelchair users, visually impaired people and parents with pushchairs can be forced into the road, which is not only dangerous but discourages people from making journeys.

"A key part of our green, post-Covid recovery will be encouraging more people to choose active travel, such as walking, so it is vital that we make the nation's pavements accessible for everyone. Pavement parking presents a clear safety risk when parked cars occupy the pavement and force vulnerable pedestrians to move into the road."

The DfT stated that any measures will need to "ensure the free-flow of traffic and access for the emergency services".

A report by the Commons transport select committee last September called for a blanket nationwide ban on the "blight" of parking on pavements. Witnesses told MPs that the worst cases of pavement parking were

effectively trapping disabled, elderly and vulnerable people, making them "afraid to leave their homes".

Stephen Edwards, director of policy and communications at walking charity Living Streets, said: "We're regularly contacted by disabled and older people who feel trapped in their homes because there isn't enough room on the pavement for wheelchairs or mobility scooters.

"This has impacted more people during the pandemic, with blocked pavements affecting everyone's ability to physically distance."

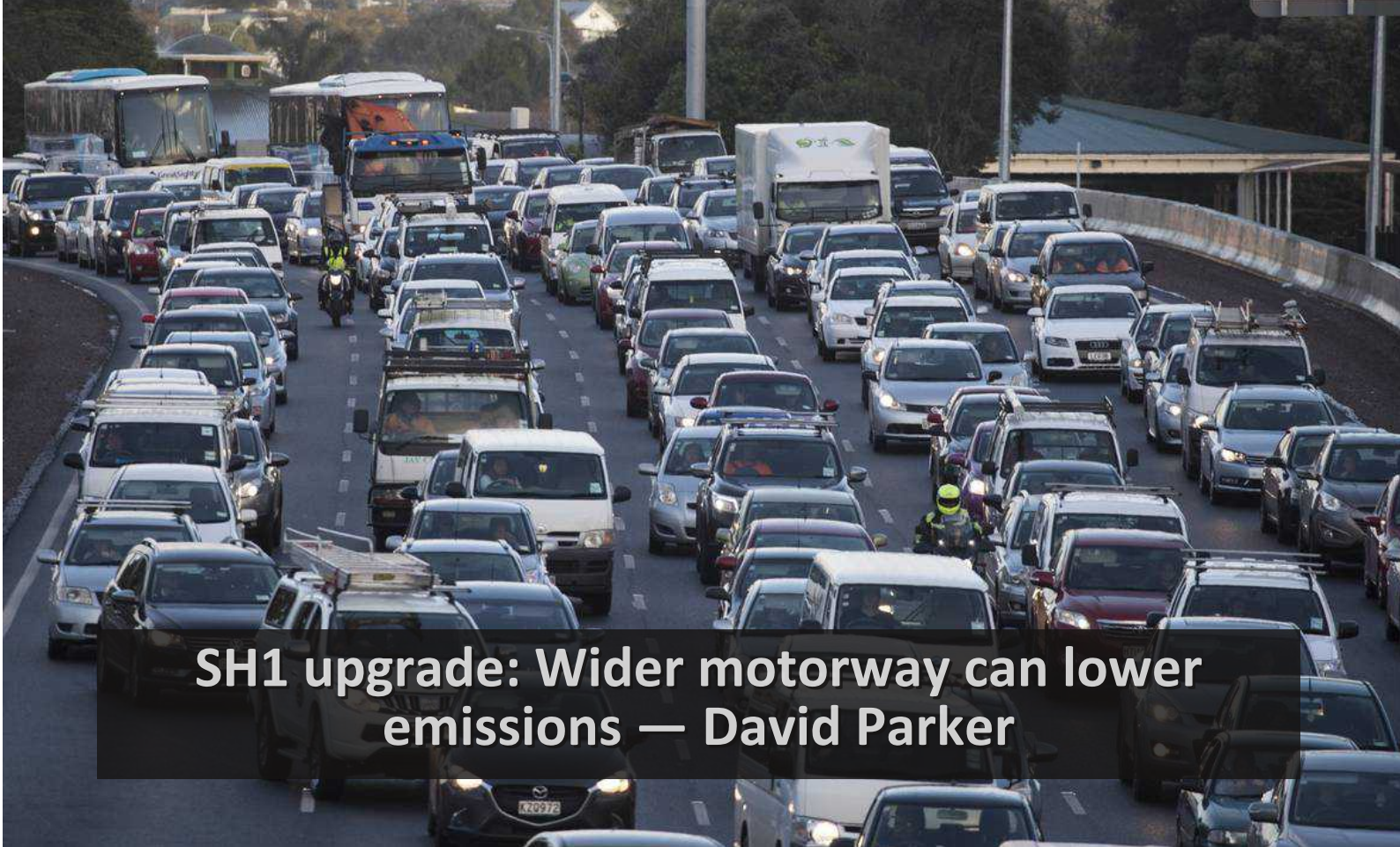
Justine Roberts, founder and chief executive of Mumsnet, said: "Lots of us have occasionally parked a couple of wheels up on the pavement to leave space on the road without really thinking about how it might inconvenience people.

"It's a topic that comes up regularly on Mumsnet, where wheelchair users and people with buggies share stories about being forced into the road, or having to double back long distances."

However, the AA warned a ban would have "unintended consequences". Its head of roads policy, Jack Cousens, said: "As we have seen over the past few weeks with road closures and narrowed roads, councils have acted with little consultation and in many cases lost confidence of the communities they serve.

"Local authorities should make a street-by-street assessment and where pavement parking is allowed, markings should show how much pavement can be used. While councils have always had the powers to tackle problem parking, sometime they only act when there is fines income to be had from it."

Source: Guardian



SH1 upgrade: Wider motorway can lower emissions — David Parker

The Ministry for the Environment advised the Government not to fast-track the upgrade of State Highway 1, because it could increase carbon emissions.

But the Papakura-to-Drury upgrade was fast-tracked anyway, after the Government received contrary advice from the New Zealand Transport Agency, Environment Minister David Parker told Stuff.

Road transport is New Zealand's fastest-growing source of climate pollution, with a new Statistics NZ report this week revealing transport makes up 37 per cent of New Zealand households' emissions.

NZTA told the Government the upgrade was going to happen regardless, so fast-tracking it wouldn't make climate pollution any worse than it was already going to be.

"What it does is bring forward the timing of a roading project that is going to be built anyway, so on balance the Government thought, and I thought, that it should be included in the fast-track," said Parker.

"You can argue that if there's less traffic congestion [there're lower emissions]."

Widening the congested stretch of motorway is one of 11 priority projects aimed at boosting jobs after Covid-19.

Documents released to Greenpeace under the Official Information Act, seen by Stuff, show environment officials put the project on their 'do not recommend' list when the Government was mulling which options to go for.

"This is a significant roading project and has significant environmental risks," the ministry said.

It raised a similar objection to an upgrade of Mill Road near Papakura, to ease SH1 congestion, noting the area south of Auckland had large, greenfields housing developments underway, and people in the area were already low users of public transport.

Upgrading Mill Road "has potential to lock in greenhouse gas emissions that are contrary to New Zealand's climate change objectives," it said.

At some point, the ministry appears to have been told that some kind of roading project was on the cards, and advised that, if the Government was going to include a roading project, it should choose either SH1 or Mill Rd. Fast-tracking SH1 was deemed the lowest environmental risk, because it was due to start construction in 2021 anyway.

The argument was dismissed by Greenpeace, which pointed to overseas studies suggesting adding more roads only encourages more traffic.

"Studies show that road expansions induce more car use and increase congestion," said climate campaigner Amanda Larsson. "The idea that expanding roads frees up traffic just doesn't play out in reality."

"Combined with the fact that there are still no incentives for people to buy low-emissions or electric cars in New Zealand, expanding roads means more pollution," said Larsson.

Environment officials added that Auckland Transport's top future priority was upgrading rail to the area so "public transport could play a much greater role in meeting the travel needs of the south."

Asked if progressing rail was more urgent for Drury, Parker told Stuff, "we need both, we need better rail

links but also State Highway 1 to the south to be improved, which is currently congested.”

Electrification of Papakura to Pukekohe’s rail, south of the Drury area, was also included in the fast-track list. But Larsson and other campaigners say spending is still weighted to roads

“While we’ve seen some good investment in rail, cycling and public transport, this Government is still spending a huge amount more on roading [and] they’ve missed a real opportunity to invest in sustainable transport.”

Other than the 11 priority projects, others can go to a panel to be fast-tracked under the Covid recovery law.

The documents show the Ministry also recommended a blanket exclusion from the fast-track process of mining projects, and projects that required building infrastructure to burn fossil fuels, for electricity or industrial heat. This exclusion does not appear to have made it into the final bill.

Previously-released briefings showed officials were concerned the fast-track criteria didn’t include a climate bottom line, meaning the once-in-a-generation spending boost could lock New Zealand on a high-emissions path.

The Climate Change Commission has expressed similar worries, telling the Government the fast-track bill was too weak on climate protections, and all funded projects should have to climate-friendly principles, such as those the commission had previously outlined.

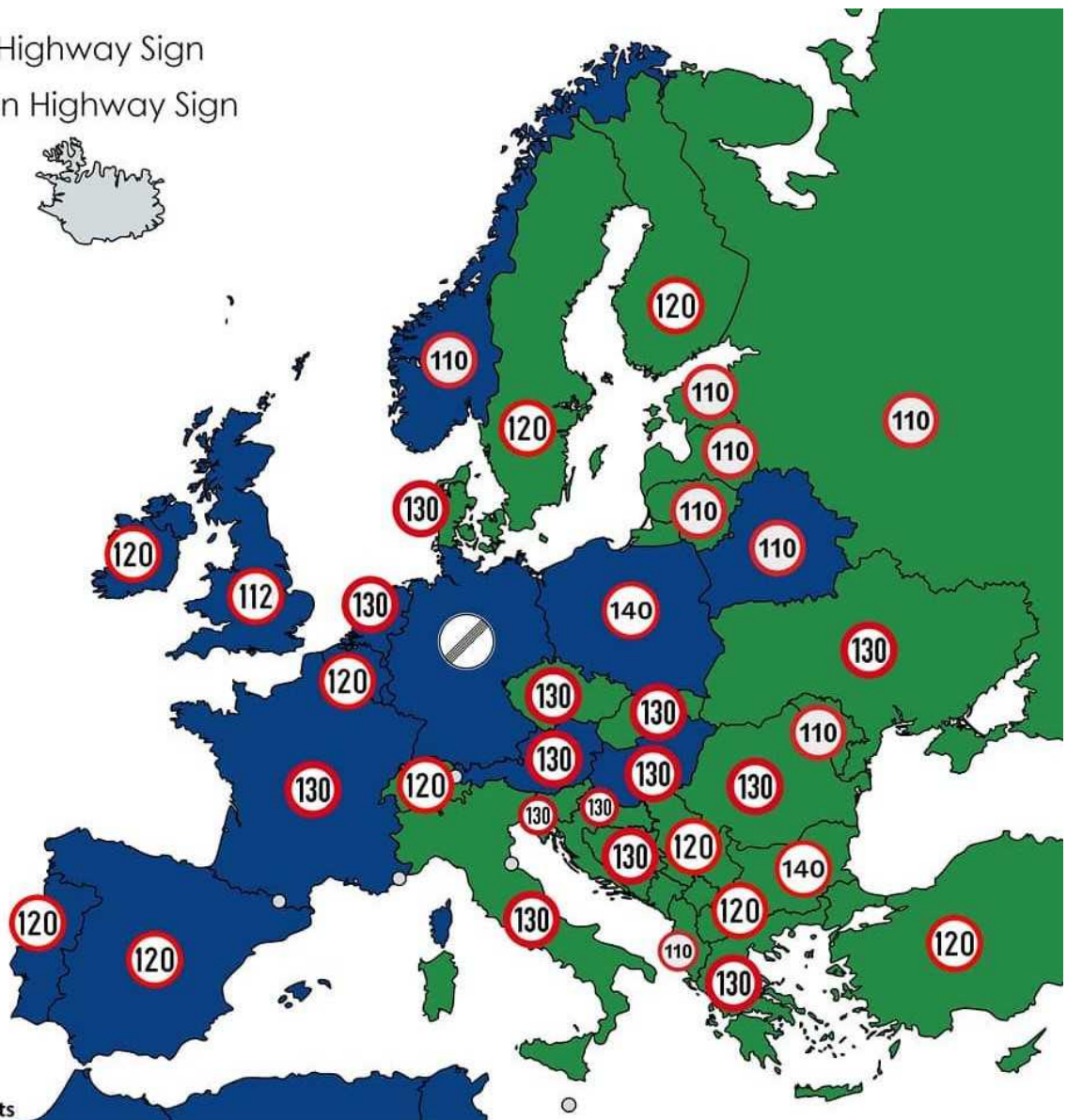
Under the fast-track law, the Environment Minister – Parker – can take climate impacts into account when deciding whether to refer a proposal to a panel for fast-tracking. One of the criteria is whether the proposal "contributes to New Zealand’s efforts to mitigate climate change, including accelerating New Zealand’s transition to a low-emissions economy." Resilience to climate impacts is also on the list of considerations.

However, those criteria do not appear on the bottom line list of things fast tracked proposals must not do.

Source: Stuff

Maximum speed limit in European countries

- Blue Highway Sign
- Green Highway Sign



@geogarchy._facts

Innovating streets for people

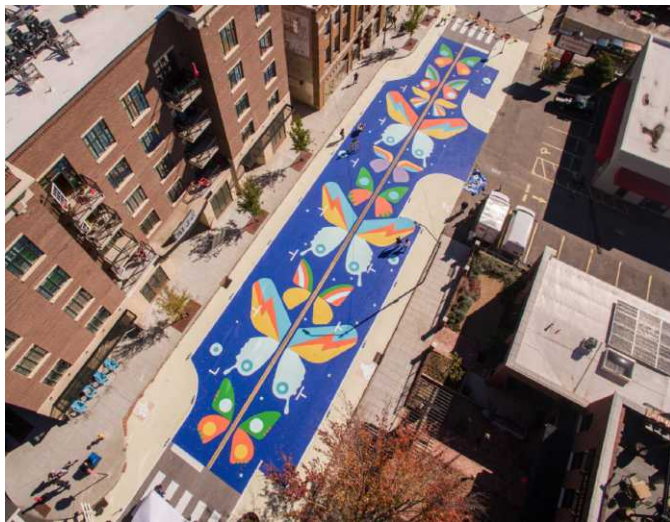


Making it faster and easier to make our streets safer and more liveable



Rule change allows roadway art to support safer streets projects

Changes being made to the rules for road markings will support street safety projects, by allowing roadway art to be used by councils on low risk streets, similar to many projects seen overseas.



The Land Transport: Traffic Control Devices Rule 2004, which has been amended to enable the change, specifies requirements for the design, construction, installation, operation and maintenance of traffic control devices, and sets out the functions and responsibilities of road controlling authorities.

From 30 August 2020, the rule change will support the delivery of projects across the country that intend to use roadway art to test how they improve the safety and vibrancy of towns and cities. Roadway art can include colourful designs, artwork, or murals on the road.

Used properly and alongside other tactical changes, overseas experience shows that roadway art can help achieve safe operating speeds of 30km/h or less.

Waka Kotahi is developing guidance on the use of

roadway art and will work with councils through the Innovating Streets programme. Get in touch if you have any questions.

You can view the amendment Rule and Q&A [here](#).

Tactical urbanism handbook now available

A draft Tactical Urbanism Handbook has been developed as a tool to help councils and communities deliver tactical urbanism projects to a high standard, using a collaborative best-practice approach.

The handbook is a 'how to' guide that can be referred to at each phase of the project lifecycle. It helps communicate existing knowledge from overseas, and the growing body of New Zealand best practice, as identified through Innovating Streets case studies during 2019/20.

The draft Handbook will be tested by councils that are delivering projects supported by the Innovating Streets pilot fund (by June 2021).

It can also be used by councils and other organisations looking to deliver tactical urbanism projects.

A working draft is available [here](#), you just need to register to download it so we can let you know when there are substantial updates.





Driver's Month: This might be the most stupid decision in Australian transport history

Opinion:

"I cringe to think what the headline will be," Adelaide councillor Anne Moran said during debate on this idea.

Here you go, Anne!

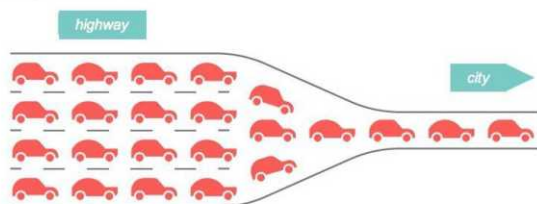
There's one sure way to ascertain whether councillor Jessy Khera's concept for "driver's month", supported by the council last night, is a seriously bad idea: imagine the damage if it is successful.

His idea, stunningly adopted by the council, is to offer incentives to park and drive in Adelaide during a special month later in the year, all accompanied by a marketing campaign to encourage people to jump in their cars and drive to the CBD.

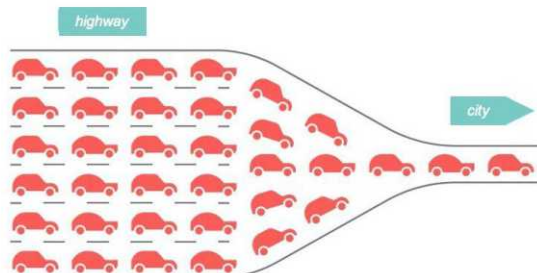
You don't need to be a traffic engineer to understand that congestion would worsen, making life that little bit more miserable for regular Adelaide motorists –

The Bottleneck

If this is your problem...



...then this **isn't** your solution



Bron: Cees van de Brink, De Kracht van Utrecht, bewerking door De Correspondent

including those who don't have a convenient or feasible alternative transport option. New car commuters, encouraged by the council's on-street banners and marketing push, would ask themselves why they bothered, and head back to their suburban Westfield.

No matter what the council does to make driving more attractive and parking more convenient, they can't control the key constraining factor – the capacity of CBD and feeder roads.

Adelaide has long had the cheapest and most plentiful car parking of any major Australian city – but it is never enough for some members of the council, some city traders, and a section of the body politic that simply won't look at the facts about our car-centric transport system.

According to the 2016 census, Adelaide has the highest rate of people who drive to work – accounting for a huge 80 per cent of single-method trips. The national figure was 69 per cent.

Unsurprisingly, South Australia also has the highest proportion of people who are overweight and obese (just under 70 per cent) – well above the national average. The Heart Foundation, tellingly, opposed Khera's motion.

The CBD is only an occasionally annoying place to get to by car because too many of us avoid public transport (all the more this pandemic year) and more active modes, cluttering the city streets and chewing up our vast expanses of car parking.

In short, Khera is trying to fix a problem by, in all likelihood, exacerbating the key factor that caused the problem in the first place.

Khera even wanted to let cars drive in bus lanes – an idea that didn't make the cut, in a welcome show of majority good sense.

He claims his motion is simply about attracting more people into the city to support struggling businesses, in the pandemic-induced economic downturn, and won't

be “anti-bike” or “anti-bus”, but the obvious reality is that more private vehicles in the CBD will make all other modes of transport less attractive. Buses will be slower; cyclists will feel less safe; pedestrians will have to wait longer to navigate the streets.

The other obvious reality is that any increase in the number of private vehicles on the road will make that mode of transport less attractive as well.

In a time of economic struggle, why wouldn't the council spend the budget for “driver's month” on a broader campaign to attract people into the city? One that, preferably, isn't counter-productive and silly.

If the council wants to support the many struggling businesses in the city, as it clearly should, why waste its time, energy and political capital on something so obviously divisive and open to ridicule as this concept? Why not reduce costs to businesses instead of paying for banners promoting car travel, when car-centric Adelaide clearly doesn't need the reminder?

[The overall proposal is uncosted, with banners or even corflutes likely to cost tens of thousands.]

You don't have to be a greenie to know that this move is wrong-headed. Indeed, the distinctly conservative councillor Anne Moran opposed the motion, simply because, she said, it's quite clearly a “dumb idea”.

“The red carpet is already rolled out to the car in Adelaide,” she told the council debate last night.

The world's most attractive cities got that way, at least in part, by offering alternatives to driving, by actively encouraging many forms of transport, by making

walking around the city streets more appealing, by taming traffic, by giving public transport options a higher priority than private vehicles.

The council's motion, passed with the support of Team Adelaide-aligned members and opposed by the rest, could well make the CBD slightly less attractive for everyone.

It's far from a sure thing, but imagine if the council actually manages to make “driver's month” a runaway success?

Will the queues at Britannia Corner stretch to Portrush Road? Could they pull off the impossible and make peak traffic in North Terrace and King William Street even more ponderous? Will “driver's month” match Adelaide 500 week for sheer annoyance on the roads?

If Khera and Team Adelaide want to make the city more appealing for drivers – and everyone else – they should use their numbers in Town Hall to get on with building long-stalled CBD cycling infrastructure and fight for better public transport to and from the city – as a start.

Adelaide's car-focused approach doesn't suit an environment in which we need to compete to attract dynamic, forward-thinking and creative people to live and work here. Driver's month will literally advertise how old-fashioned and out-of-touch we are.

In the list of strange ideas adopted by the council over the years, this is surely among the most embarrassing. *David Washington is editor of Adelaide publication InDaily.*



Bus chassis en route to fiberglass body fabricator



NACTO urges shift from 'outdated' speed-limit planning

The National Association of City Transportation Officials (NACTO) last week released a [guide](#) urging local leaders to rethink how they set speed limits on city streets in a bid to prevent pedestrian deaths.

The guide, entitled "City Limits," says cities should consider setting default speed limits on many streets at once, designate slow zones in what they deem "sensitive areas" and set speed limits on major corridors by using studies that take into account density and activity level.

Those changes would represent a major shift from the traditional way of setting speed limits, which involves measuring 100 drivers traveling without traffic and setting the speed limit based on the 15th-fastest driver. That practice is known as the 85th percentile, which NACTO Program Manager Jenny O'Connell described in a statement as "an oversimplified and outdated method."

The guide comes as pedestrian fatalities continue to climb in the United States, painting a gloomy picture about the safety of roadways nationwide. Many traffic safety advocates blame a lack of secure road crossings, poor lighting at night and unsafe driving behaviors like speeding and distracted driving for the continued rise in fatalities.

NACTO is calling for a major policy shift away from the 85th percentile method, which came to prominence in transportation planning in the 1940s. The 85th percentile method worked on the basis that drivers act responsibly at all times based on research at the time, but it is no longer appropriate, O'Connell told Smart Cities Dive in an interview.

"That was based on an assumption that drivers act rationally and prudently and know how fast to go for the street conditions," O'Connell said. "And that's a

flawed assumption. Drivers make decisions based on a lot of cues around them, and those cues aren't always based fully in rationality."

The novel coronavirus pandemic (COVID-19) has amplified those concerns about drivers' speeding. As congestion has dropped nationwide under stay-at-home orders, some cities have seen average speeds climb rapidly as those left on the roads have less concerns about driving slowly.

During the week of March 13 to March 30, Los Angeles drivers, for example, increased their speeds up to 75% on average within a week.

NACTO hopes to take a more holistic approach to speed limit designation that allows planners to account for the needs of pedestrians, bicyclists and transit riders. That echoes a movement in many cities to reconsider how street space is allocated and designed post-COVID-19, especially as many have dabbled with closing streets to traffic altogether.

The changes also shine a light on the racial inequities present in American cities, which have been highlighted in recent months by the nationwide protests for racial justice. O'Connell noted the dangers of police stops for Black and Latinx drivers, who are often also subject to more stop-and-searches than White drivers and can be subject to negative interactions with the police.

And she said there is other research that shows, for example, that drivers may be less inclined to stop for a person of color crossing the street than a White person.

But often, she said, cities rely on their police departments to enforce speed limits and encourage safer driving, rather than look at how areas like street design and policies like speed limits can instead have the same effect.

"When we look at making our streets safer, we have to look at all the ways our streets are dangerous, rather than looking at each of these things in a silo," O'Connell said.

Other groups including Transportation for America have called for cities to focus less on how quickly cars can move along their streets, which in turn can create more congestion, and instead think about how streets can be accessible to every user. Such policy shifts to reduce speeds and enhance safety are starting to take root in various cities.

"A safe street is not one where safety is determined by how fast someone can comfortably drive, but rather one where a person can comfortably walk, ride a bike, and cross the street using a wheelchair," Ryan Noles, senior transportation planner for the City of Boulder, CO said in a statement released by NACTO.



"Yes, the planet got destroyed. But for 60-80 years, everyone got to drive their own personal automobile."



NZMUGS NEW ZEALAND MODELLING USER GROUP

2020 CONFERENCE, 21st SEPTEMBER - 2nd OCTOBER, ONLINE

NZMUGS Conference 2020: Call for Registration

The New Zealand Modelling User Group (NZMUGS) would like to invite you to registrations for the 2020 NZMUGS Conference, to be held Online in six sessions between 21 September and 2 October 2020.

This is the 13th annual conference to be held by NZMUGS which is dedicated to promoting the interests of modelling in the New Zealand transportation industry. The group aims to give a unified voice for modelling issues with consultants and clients working together to improve standards, highlight innovations and debate topical issues.

The 2020 conference will be held as six Online sessions over the two week period between 21 September and 2 October 2020. Conference Hubs will be operating in Auckland, Wellington and Christchurch for the opening and closing conference sessions. The theme of this year's conference is:

Transport: A Means Not An End

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 the basics right, and how do we know?

NZMUGS are proud to announce that the 2020 conference will include two key note speakers: Glenn Lyons and Simon Kingham. More information about the Key Note Speakers can be found [here](#), and the draft programme is available [here](#).

Registration for the 2020 NZMUGS conference will cost \$100 plus GST. This includes:

- Attendance to all six Online conference sessions
- Admittance to the opening and closing session hubs in Auckland, Wellington and Christchurch.

Conference registrations are available below.

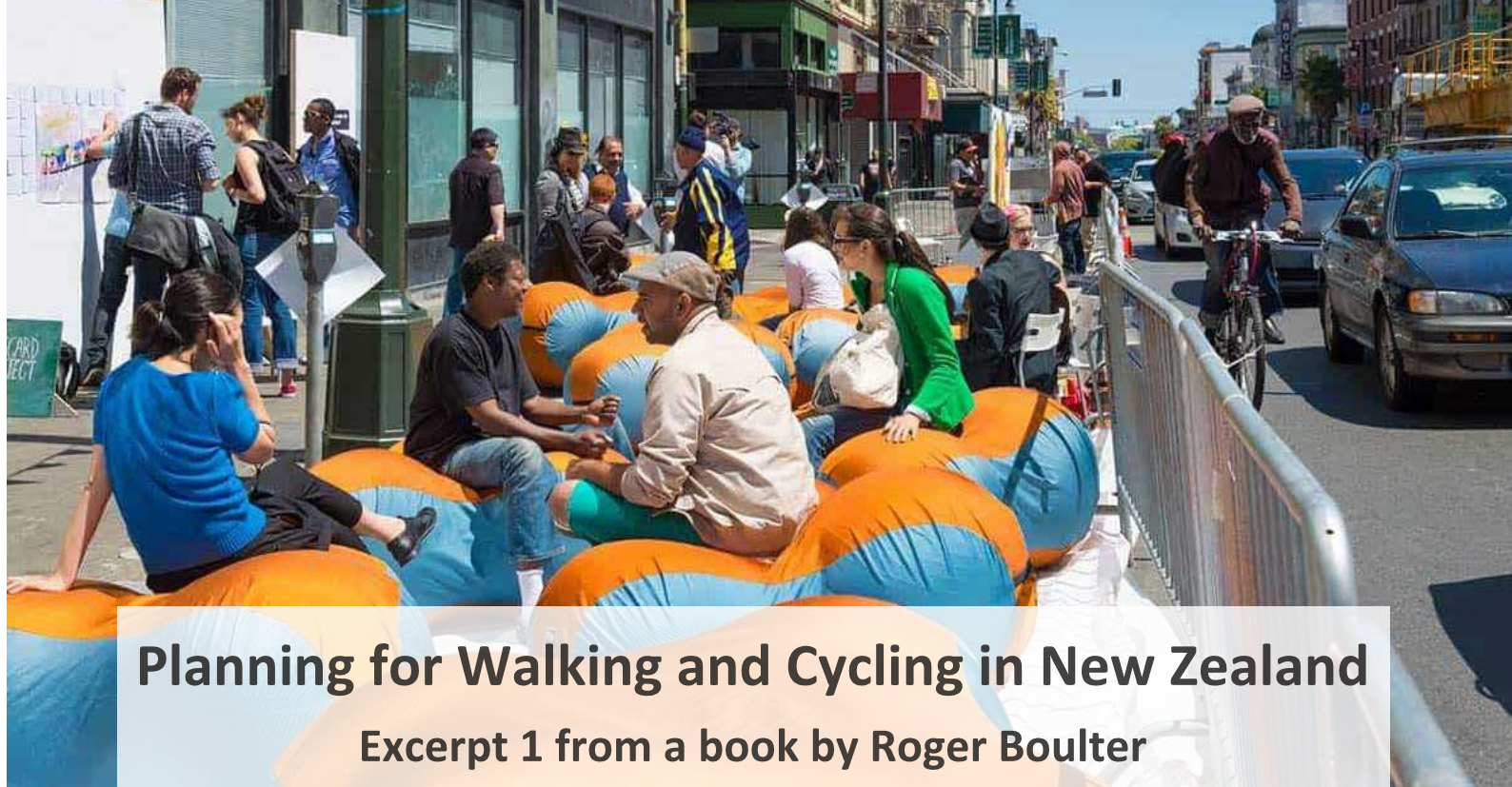
The AGM will be held at 2:10 pm on Friday 2 October. Elections will be held for committee members, and the positions of Chair and Vice-Chair.

Minutes from the 2019 AGM can be found [here](#).

[REGISTER HERE](#)

NZMUGS NEW ZEALAND MODELLING USER GROUP

2020 CONFERENCE, 21st SEPTEMBER - 2nd OCTOBER, ONLINE



Planning for Walking and Cycling in New Zealand

Excerpt 1 from a book by Roger Boulter

This draft book by Roger Boulter (free to download from www.boulter.co.nz) won a 2020 WSP Golden Foot Award (in the Research Category). This is the first of four articles outlining some issues it covers.

Where things came from

This book draft, available free on my website www.boulter.co.nz, doesn't cover how to design a cycleway (there's a lot on that elsewhere). It does cover why, after over a half a century of building cycleways (of various kinds), we still see underwhelming cycling usage numbers, concerning walking and cycling crash data, and walking's needs still neglected.

This book draft looks at transport planning's underlying values, together with why and how they have hindered realistic progress for walking and cycling. And good news: why and how we could, here in New Zealand, have Netherlands-style walking- and cycling-friendliness. And yet more good news: major and deep-level public attitude changes over the past 20 years suggesting a climate conducive for that.

19th century German philosopher Friedrich Nietzsche extended Darwin's theory of evolution with the idea of the 'übermensch', or super-human, advancement, a strong belief in progress, and the despising as weak of what had gone before. When the car was invented, the 'progress' idea suggested priority for it over other transport, and in the 1920s the 'motorway' concept (roads only for motor vehicles) was born.

Max Weber, another 19th century German philosopher, worked on the theory of hierarchies, suggesting social organisation would be more efficient with different levels, each with their own function, and links between them. This thinking was applied to mass motor vehicle movement, and the 'road hierarchy' concept was born: distinction between some roads for through-traffic and other roads for local property access.

Pioneered in 1930s and 1950s Chicago, USA, transport planning and urban form planning came to be based around analysis of mass amounts of demographic, economic and traffic data, in order to satisfy demand for rising car use (which was seen as undoubtedly positive 'progress'). From the 1950s and 1960s this 'rational-comprehensive' urban and transport planning came into its full flowering, with big bold plans to completely remodel the urban form, housing, transport provision and lifestyles of entire conurbations. Such plans were devised for most major centres throughout the developed world, including in New Zealand in the late 1960s.

Urban planning and traffic engineering professions were very close, and many professionals were members of the relevant professional bodies of both. Classic prescriptions were based around arterial road networks and a 'corridors and rooms' urban form; 'rooms' being the living areas and 'corridors' being the arterial roads (or motorways).

Then came the fight-back. Particularly influential was New York's Jane Jacobs, dismissed by transport planners as a 'housewife' but by the early 1970s (through similar movements to hers replicated throughout the developed world) having changed the face of urban planning. Her 1962 book *The Death and Life of Great American Cities* has been described as the most influential book ever written in the history of urban planning. Although not explicitly about planning for walking, much of what Jacobs described was from the perspective of being on foot.

One reason transport planner-engineer officials resisted Jacobs' ideas was that the types of information she used did not relate well to numerate data analysis and the implication of the latter being 'objective' or 'scientific'. Jacobs talked about people's real-life experiences, not technical statistics.

Thanks to her work, by the early 1970s the 'communicative planning' concept, and the value of 'public participation', were well-established and mainstream within urban planning (maybe less so among engineering; the two professions drifted apart from about this time). Planning had come to be as much about sociology and community development as about traffic data and urban form layouts. The issue of what types of information is seen as relevant (qualitative or numerate) continues to be significant in some transport planning debates today (such as whether to legalise footpath cycling).

In the Netherlands from the 1960s and 1970s a strong fight-back came in the form of the 'Stop de Kindermoord' movement ('stop child deaths'), lay-public-led outrage about numbers of children losing their lives on the rapidly-motorising road system. This movement came to have an effect just as fundamental as Jane Jacobs', and led in due course to fundamentally re-orienting the direction of Dutch transport planning.

One outcome was invention of traffic calming in the form of the woonerf ('living yard'), replacing the conventional roadway/ footpath segregation with a space designed around walking (and cycling) into which cars intruded as 'guests' (sometimes at little more than walking pace). This turned on their heads conventional measures of traffic 'efficiency' (such as smooth uninterrupted vehicle flow) and 'safety' (such as segregating user types). The Dutch preferred slowing everything down in order to avoid crashes or reduce their severity and, most importantly, make walking and cycling radically more attractive.

Another Dutch outcome (applied to both old and newly-planned urban areas) was the 'filtered permeability' concept, making connectivity direct and frequent for cyclists and walkers (e.g. lots of connecting paths) but

less direct for motor traffic (which conventional 'road hierarchy' theory did in any case). By making walking and cycling a lot more attractive in this way, together with features such as the woonerf, walking and cycling became a lot more plentiful, 'and the rest is history'. Barcelona's 'super-blocks' and Ghent's 'circulation plan' are recent examples of the same approach.

None of this was based around 'cycle routes networks' or 'cycling facilities'! The Dutch had these too (and very good ones), but supportive to more fundamental changes. It was the latter which were the source of the well-known Dutch 'walk-friendliness' and 'cyclists' heaven'.

New Zealand, in contrast, took its planning for cycling from late 1970s Australian road safety innovation. In Melbourne, road safety officials had been fore-sighted enough to dialogue with the emerging 'green' early cycling advocacy groups following the mid-1970s 'oil shocks' (very sharp price hikes by oil-exporting countries). The 1977 Geelong Bike Plan added a fourth 'E', "encouragement", to the road safety 'three E's' of "engineering, education and enforcement", and became a template for not only Greater Melbourne but cycling strategies (or the earlier 'bike plans') throughout Australia, New Zealand and Britain up until the early 2000s.

As outcomes of these different approaches became apparent over several years, questions were raised as to why the Netherlands had such very high cycling numbers and very low cyclist crash rates, yet outcomes were disappointing in the 'Geelong Bike Plan countries' despite the cycle route networks and cycling facilities not being all that different. It wasn't until 1996 that it was finally established that the determining factor lay elsewhere than dedicated cycling facility engineering.



Longest train ride in the world



Auckland Branch

Wow what an event. About 120 branch members attended this year's Auckland Quiz night. The largest attendance yet. We suspect that being locked down for a few months and then lots of people working from home for another month or so resulted in a few people longing for some old fashioned face to face contact.

As always it was a very competitive event but with some great social interaction. So who were the winners on the night? Everyone! But who won the bragging rights as the quiz masters of Auckland.



Congratulations go to "The AT Eight" from Auckland Transport which became the "The AT Seven" on the night.

Waikato/Bay of Plenty branch

Due to covid we have postponed our BOP events to the following new dates:

Annual BOP ENG TG/NZPI quiz – Thursday 29th October, Beca offices, 5pm onwards, hosted by Will Johnston from The Hits - invite coming soon

UFTI and TSP presentation (joint ENG TG/ILT) – Thursday 12th November, TCC Cameron Road offices, 12noon

Canterbury-West Coast Branch

Last month's 'Lessons from Lockdown – Transport Mobility' panel discussion event video link

We are so pleased we could host the event last month in person, to discuss lessons from lockdown experience – not it turns out it was not too late! A huge thanks to our insightful and informed panellists and facilitator: Cr Sara Templeton, Dr Angela Curl, Charlotte Bebbington, Ed Clayton, Edward Wright, and Chrissie Williams. This fascinating discussion on transport mobility covers observations, anecdotes and perceptions, public health, cycling, public transport, vibrant city centres, and working from home.

The video link is [HERE](#) for viewing Huge thanks to Ben Jassin for filming and his post-production work!

The Canterbury/West Coast branch of the Transportation Group, in conjunction with the local Engineering NZ branch, were pleased to offer a bus tour for members around the Christchurch Southern Motorway Stage 2 (CSM2) construction site, undergoing phased opening this year after four years of construction.



The site visit was held on Wednesday 9th September as an opportunity to hear about this major four-lane motorway project with aspects including: civil, roading, stormwater, structures, and shared walking and cycling path.

Upon boarding the bus in a sanitised and physically-distanced manner, we visited the site office (former Knitworks site) for an overview by David Spriggs (AECOM), then were shown around the site by bus. The tour was narrated and directed by the obliging and helpful Tom Angus, Bridget Reardon and David Spriggs from the CSM2 project team (AECOM). We travelled the full extent of the project along SH1 and SH76 (some 12 km in total), disembarked at key locations and the construction team answered various questions.

The members enjoyed the tour! We saw some brand new shared paths (already popular), new local road connections for access, low profile mountable kerb, impressive stormwater basins, skewed angle structures, landscaping already growing well, various pavement surfacing types, and many kilometres of wire rope barrier.

Thanks very much to the CSM2 team for hosting us, and the time and generosity of Tom Angus (AECOM), Bridget Reardon (AECOM), and David Spriggs (AECOM), and to Robyn Hyde (AECOM, TG Branch committee) for organising this event.





Vacancies from around NZ

Senior Transport Planner, Wellington (open to any location) -

<https://ghdld.referrals.selectminds.com/index/jobs/senior-transport-planner-4285>

Civil Engineer Transport, Wellington - <https://ghdld.referrals.selectminds.com/index/jobs/civil-engineer-transport-4365>

Geometric Designer, Wellington - <https://ghdld.referrals.selectminds.com/index/jobs/geometric-designer-4364>

Traffic Management Coordinator, Timaru - <https://ghdld.referrals.selectminds.com/index/jobs/traffic-management-coordinator-timaru-4322>

Transportation Engineer, Palmerston North - <https://ghdld.referrals.selectminds.com/index/jobs/transport-engineer-palmerston-north-4351>

Hastings:

Civil/Transport Designer - <https://ghdld.referrals.selectminds.com/index/jobs/civil-transportation-designer-4353>

Transportation Project Engineer - <https://ghdld.referrals.selectminds.com/index/jobs/transportation-project-engineer-4361>

Transportation Lead - <https://ghdld.referrals.selectminds.com/index/jobs/transportation-lead-4362>

Improving how our cities respond to growth to enable improved housing affordability and community wellbeing

What is the National Policy Statement on Urban Development (NPS-UD)?

National direction that sets out objectives and policies for urban development under the Resource Management Act 1991. Councils must give effect to these objectives and policies.

Why do we need an NPS-UD?

Constraints in the planning system have made it harder for people to build and live in the homes they want, where they want. This has led to high land prices, unaffordable housing, and a system that incentivises land banking and speculation. It has also resulted in people having poor access to employment, education and social services. This impacts most on our poor, vulnerable and younger generations.

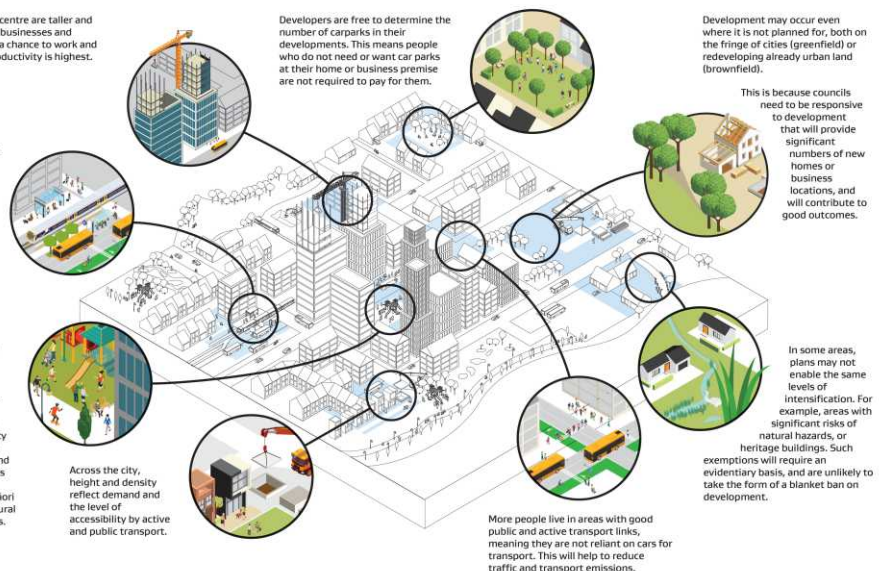
Where does it apply?

Some policies apply only to "Tier 1" local authorities in Auckland, Christchurch, Wellington, Tauranga and Hamilton. These include the most directive policies, particularly regarding intensification. Others apply to both Tier 1 and Tier 2 (Napier-Hastings, Nelson, Whangarei, Palmerston North, New Plymouth, Rotorua, Dunedin, Queenstown). The majority of policies, including carparking, apply to all urban environments that have, or are planned to have, more than 10,000 inhabitants.

Buildings in the city centre are taller and denser, giving more businesses and apartment dwellers a chance to work and live there, where productivity is highest.

Buildings within a walkable range from city centres, metropolitan centres and existing or planned rapid transit stops may now be six storeys, or higher.

The form of the city and the types of homes within it enables all people and communities to provide for their wellbeing, provides access to opportunity to all and evolves to reflect the diverse and changing needs of its inhabitants. This includes allowing Māori to express their cultural traditions and norms.



Developers are free to determine the number of carparks in their developments. This means people who do not need or want car parks at their home or business premise are not required to pay for them.

Development may occur even where it is not planned for, both on the fringe of cities (greenfield) or redeveloping already urban land (brownfield).

This is because councils need to be responsive to development that will provide significant numbers of new homes or business locations, and will contribute to good outcomes.

In some areas, plans may not enable the same levels of intensification. For example, areas with significant risks of natural hazards, or heritage buildings. Such exemptions will require an evidentiary basis, and are unlikely to take the form of a blanket ban on development.

Across the city, height and density reflect demand and the level of accessibility by active and public transport.

More people live in areas with good public and active transport links, meaning they are not reliant on cars for transport. This will help to reduce traffic and transport emissions.

Major policies in the NPS-UD

Intensification

Council plans will need to enable (but not require) greater height and density, particularly in areas of high demand and access.

Car parking

Councils will no longer be able to require developers to provide car parking through their district and city plans. However, developers can still provide car parking if they wish. Mobility parking is not affected by this direction.

Responsiveness

Councils must consider private plan changes where they would add significantly to development capacity, good outcomes and are well connected by transport corridors.

Wider outcomes

Councils are directed to give greater consideration to ensuring that cities work for all people and communities. Particular focus is given to access, climate change and housing affordability.

Strategic planning

Councils are required to work together produce "Future Development Strategies", which set out the long-term strategic vision for accommodating urban growth.

Evidence and engagement

Councils must use a strong evidence base for their decision making and ensure they engage with Māori, developers and infrastructure providers.

Arataki Version 2 reflects COVID-19 impacts

Arataki is the Waka Kotahi 10-year view of what is needed to deliver on the government's current transport priorities and long-term objectives for the land transport system. It shares the evidence base that informs this view and helps everyone to better understand how our joint decisions and choices will shape the future land transport system.

Waka Kotahi continues its critical role to make a real difference in addressing the big transport and transport-related issues facing New Zealand. As part of this commitment, Arataki has been updated to reflect the impacts of COVID-19 on the land transport system. Making up part of our assessment was research commissioned to understand the likely socio-economic impacts of COVID-19 on regions and communities.

Arataki Version 2 is a useful tool for Waka Kotahi, its co-investment partners and the broader land transport sector. This new version includes easier access to the

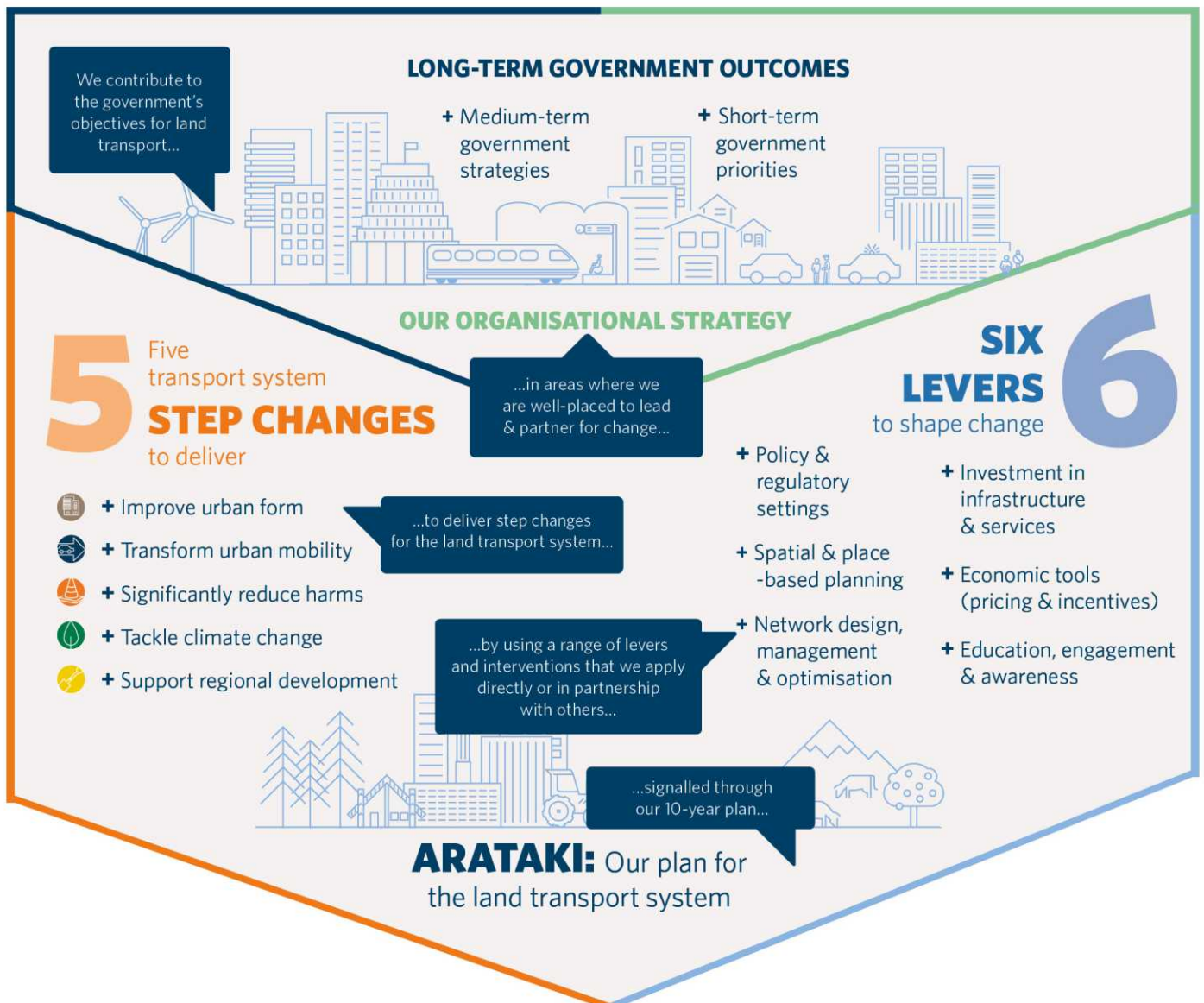
data and information that went into the development of Arataki to help with post COVID-19 planning.

Significant levels of uncertainty still remain regarding the scale and duration of COVID-19 impacts, particularly in the medium to long-term so we are continuing to monitor and update evidence as things change.

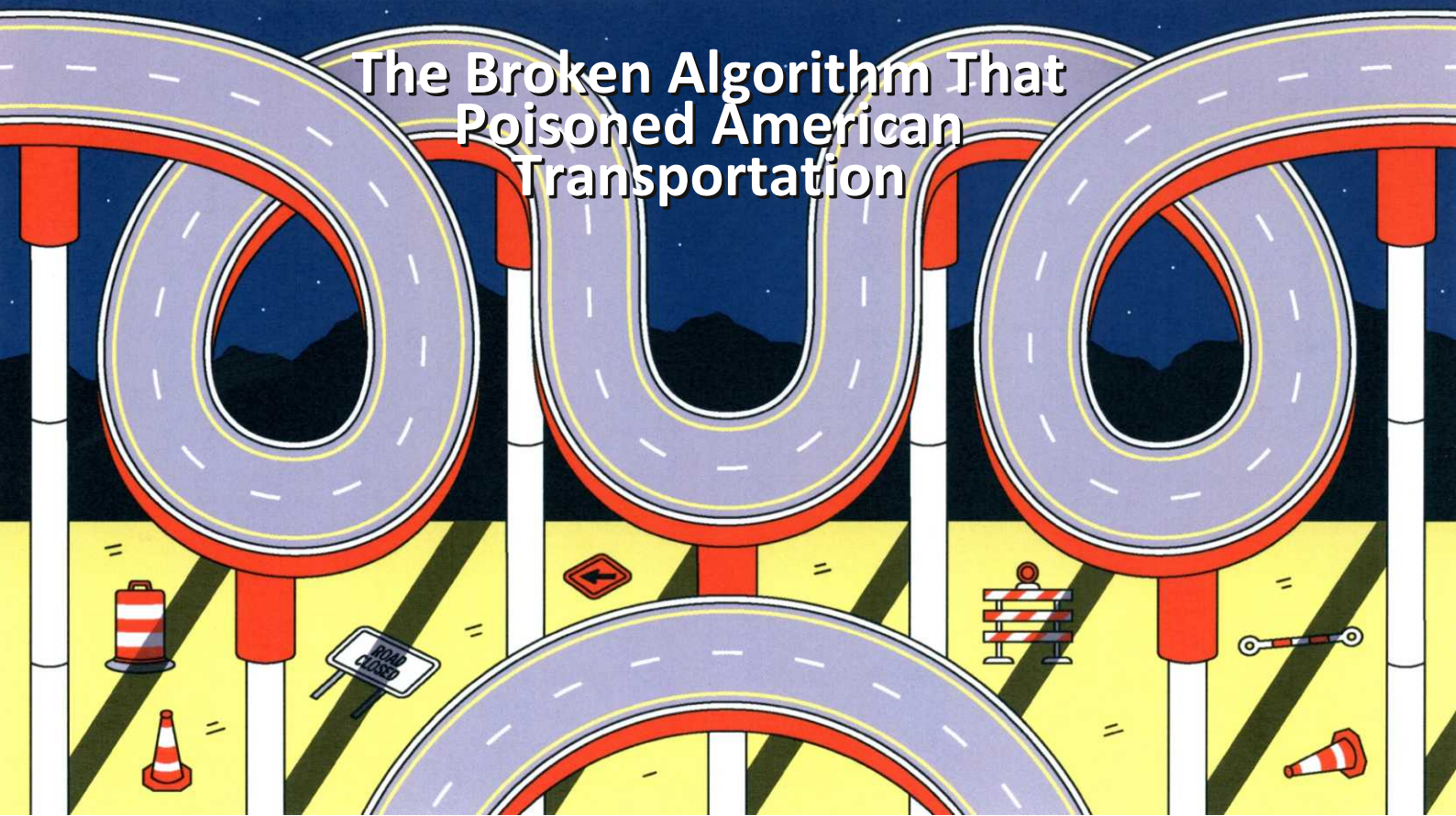
Further versions of Arataki will be developed over time, however we will first be preparing a 30-year view of the land transport system to guide Waka Kotahi and provide certainty to the sector.

Arataki Version 2 is now available at nzta.govt.nz/arataki. If you have any questions about how you use Arataki and the underlying evidence, or need help from the Arataki team, contact us on arataki@nzta.govt.nz

TRANSPORT AGENCY STRATEGIC APPROACH



The Broken Algorithm That Poisoned American Transportation



In November 2011, the Louisville-Southern Indiana Ohio River Bridges Project published a 595-page document that was supposed to finally end a decades-long battle over a highway. The project was a controversial one, to say the least.

At a time when many cities around the country were re-evaluating whether urban highways had a place in their downtowns, Louisville was doubling down. It not only wanted to keep the infamous “Spaghetti junction” where Interstates 64, 65, and 71 meet in a tangled interchange, but it wanted to build more on top of it. In addition, the political alliance behind the project aimed to expand the I-64 crossing to double the lane capacity, as well as build a whole new bridge just down the river—doubling the number of lanes that crossed the river from six to 12—all for a tidy \$2.5 billion.

But in order to get approval to use federal funds for this expensive proposition, the project backers had to provide evidence that Louisville actually needed this expansion. Using a legally-mandated industry practice called Travel Demand Modeling (TDM), the project backers hired an engineering firm to predict what traffic will look like 20 years in the future, in this case, by 2030. They concluded that the number of cross-river trips would increase by 29 percent. The implication was obvious: if they did nothing, traffic would get worse. As a result, the project got federal approval and moved ahead.

Two subsequent studies, however, also funded by the Louisville-Southern Indiana Ohio River Bridges Project, came to a very different conclusion.

Two years later, engineering firm CDM Smith looked at what traffic conditions actually had been while the project was seeking approval. It found that from 2010 to 2013, cross-river traffic had actually fallen by .9 percent.

The other study, this one for potential bond-holders, was far more puzzling. It concluded that by 2030, the combined cross-river traffic would be just 132,000 trips, some 15 percent lower than the SDEIS had predicted. Even worse, according to this new study, the combined 12 lanes of river crossings would carry some 4,000 fewer daily trips than just the I-65 bridge did in 2007 alone, completely undermining the argument that Louisville needed these new bridges.

Aaron Renn, an urban policy researcher and frequent critic of the Ohio River Bridges project, extensively documented these shenanigans. “No matter how crazy this project is,” he wrote back in 2013 when that bondholder study came out, “it always manages to find ways to show that it’s even more wacky than I thought.”

The project is now finished, and everyone in Louisville can see for themselves which prediction was the better one. In 2018, a post-construction traffic study showed that cross-river trips decreased by 2 percent from 2013 to 2018. As a result, the project has been called by Vox, among others, a “boondoggle” of epic proportions.

It is one of urban planning’s worst kept secrets that models are error-prone at best and fundamentally flawed at worst.

The Louisville highway project is hardly the first time travel demand models have missed the mark. Despite them being a legally required portion of any transportation infrastructure project that gets federal dollars, it is one of urban planning’s worst kept secrets that these models are error-prone at best and fundamentally flawed at worst.

Recently, I asked Renn how important those initial, rosy traffic forecasts of double-digit growth were to the boondoggle actually getting built.

“I think it was very important,” Renn said. “Because I don’t believe they could have gotten approval to build the project if they had not had traffic forecasts that said traffic across the river is going to increase substantially. If there isn’t going to be an increase in traffic, how do you justify building two bridges?”

Travel demand models come in different shapes and sizes. They can cover entire metro regions spanning across state lines or tackle a small stretch of a suburban roadway. And they have gotten more complicated over time. But they are rooted in what’s called the Four Step process, a rough approximation of how humans make decisions about getting from A to B. At the end, the model spits out numbers estimating how many trips there will be along certain routes.

The biggest question is not whether models can yield better results, but why we rely on them so much in the first place

As befits its name, the model goes through four steps in order to arrive at that number. First, it generates a kind of algorithmic map based on expected land use patterns (businesses will generate more trips than homes) and socio-economic factors (for example, high rates of employment will generate more trips than lower ones). Then it will estimate where people will generally be coming from and going to. The third step is to guess how they will get there, and the fourth is to then plot their actual routes, based mostly on travel time. The end result is a number of how many trips there will be in the project area and how long it will take to get around. Engineers and planners will then add a new highway, transit line, bridge, or other travel infrastructure to the model and see how things change. Or they will change the numbers in the first step to account for expected population or employment growth into the future. Often, these numbers are then used by policymakers to justify a given project, whether it’s a highway expansion or a light rail line.

Although there are many reasons the Ohio River Bridges Project was a total urban planning debacle, one that has not gotten much attention is the role travel demand models played in putting lipstick on the \$2.5 billion pig. One potential reason for that is because those who work in the field have come to expect nothing less.

To be sure, not everyone who works in the field feels this way. Civil engineers in particular are more likely to defend the models as a useful tool that gets misapplied from time to time. University of Kentucky civil engineering professor Greg Erhardt, who has spent the better part of two decades working on these models, said at their best they are “a check on wishful thinking.” But other experts I spoke to, especially urban planners, tend to view the models as aiding and abetting the wishful thinking that more highways and wider roads will reduce traffic.

Either way, nearly everyone agreed the biggest question is not whether the models can yield better results, but why we rely on them so much in the first place. At the heart of the matter is not a debate about TDMs or modeling in general, but the process for how we decide what our cities should look like.

TDMs, its critics say, are emblematic of an antiquated planning process that optimizes for traffic flow and promotes highway construction. It’s well past time, they argue, to think differently about what we’re building for.

“This is the fundamental problem with transportation modeling and the way it’s used,” said Beth Osborne, director of the non-profit Transportation for America. “We think the model is giving us the answer. That’s irresponsible. Nothing gives us the answer. We give us the answer.”

In 1953, Detroit-area highway agencies launched the first TDM study to create a long-range plan for highway development. The idea, as recounted in an academic history of TDM, was deceptively simple. In order to execute a massive public works project like a highway system, planners had to have some idea where people will travel in the future. There’s no point, they figured, in spending a few decades building these highways only to find they’re either too big or too small or go to the wrong places.

The Detroit Metropolitan Area Traffic Study, as it was called, conducted 39,000 home interviews and 7,200 interviews with truck and taxi drivers (characteristically for the Motor City in mid-century, public transit was not considered). Using an IBM 407 punch card computer to partially automate some steps, the researchers extrapolated from recent trends to predict future travel patterns in order to build an expressway network that would work for Detroit not just in 1955, when the study was published, but in 1980, too.

This was a novel approach to transportation planning and, given the technology and thinking of the time, right on the cutting edge. Other cities, including Chicago, San Juan, and Washington D.C., adopted it shortly thereafter. And it wouldn’t take long for this approach to be exported to other countries as well and become a common transportation planning tool all over the world.

In retrospect, the concept had some obvious flaws. For starters, the model’s basic approach was to presume what had happened recently would continue to happen. If Detroit’s population was rising, it would continue to rise. If fuel prices were falling, they would continue to fall. But that’s not how the world works. A lot can change in a few decades.

Take, for example, population and land-use patterns, inputs from the first step of the four-step model. They are two of the most important variables in any TDM, since the more people that live in a given area, the more trips there will be, and where in that area they live and work will largely determine travel patterns. Both of these factors would radically shift within the Detroit area. In the 1950s, Detroit was in the middle of an unprecedented urban growth spurt, peaking around 1950 at more than 1.8 million people, according to historian Thomas Segrue’s *The Origins of Urban Crisis: Race and Inequality in Postwar Detroit*. By 1970, almost one in five people had left thanks in large part to middle class “white flight” to the suburbs. Many businesses moved headquarters or factories outside of the city as well, drastically altering travel patterns. A planner in 1955 would have been hard-pressed to forecast any of that.

More subtly, critics of the typical modeling approach say they don't align with how humans actually behave. For example, say that you live in Pasadena and your friend in Culver City invites you over for dinner at six on a weekday. Would you go? Or would you tell them they must be nuts if they think you're going to drive across Los Angeles during rush hour? Odds are, you will opt for the latter—or the invitation would have never been proffered to begin with out of basic human decency—and the trip is never made.

Traffic forecasting doesn't work like this. In the models, any trip made today will be made perpetually into the future no matter how much worse traffic gets.

Experts refer to this as "fixed travel demand," which is essentially an oxymoron, because travel demand is almost by definition not fixed. We are always deciding whether a trip is worth taking before we take it. One of the major factors in that decision-making process is how long the trip will take. TDMs work the exact opposite way by assuming that if people want to go somewhere they will. Only then will they calculate how long it will take.

For this reason, some urban planners derisively refer to this approach as "the lemming theory of demand," said Joe Cortright, an urban economist for the consulting firm Impresa and contributor to the website City Observatory, because it assumes people will keep plowing onto highways no matter how bad congestion gets.

"It's not so much about the measurement being wrong, it's that the whole underlying thesis is wrong," said University of Connecticut professor Norman Garrick. "You're not thinking about how people behave and how they're using the system. You're just saying this is how it happened in the past [and] this is how it will happen in the future, even though you're injecting this big change into the system."

The flip side of the fixed travel demand problem is equally pernicious. Let's say LA somehow doubled the number of lanes on the 110 and 10 freeways, which connect Pasadena to Culver City. Now, going to dinner at your friend's place might not seem like such a bad idea. Except tens of thousands of other people are thinking the same thing. They, too, will make trips they previously did not make. Over the long run, they may move further away where houses are cheaper because the commute is faster, meaning they'll drive more and be on the road longer. Eventually, those new lanes fill up and traffic is as bad as ever.

This phenomenon is called induced demand, and it is not merely a thought exercise. It is precisely what has happened in nearly every case where cities build new highways or expand old ones.

"Recent experience on expressways in large U.S. cities suggests that traffic congestion is here forever," wrote economist Anthony Downs in his 1962 paper *The Law of Peak-Hour Expressway Congestion*. "Apparently, no matter how many new superroads are built connecting outlying areas with the downtown business district, auto-driving commuters still move to a crawl during the morning and evening rush hours."

Experts have known about induced demand for generations, yet we keep adding more highways in the Sisyphean task of attempting to build our way out of rush hour traffic. To fully appreciate the absurdity of this quest, look no further than the \$2.8 billion freeway project in Katy, Texas that was supposed to reduce commute times along the expanded 23-lane freeway, the widest in the world. All too predictably, congestion only increased, and commute times are longer still.

A 2011 paper called "The Fundamental Law of Road Congestion" concluded "increased provision of roads or public transit is unlikely to relieve congestion" because every time new lane-miles are added, trip miles driven increase proportionately. The more highways and roads we build, the more we drive. (The flip side is also true: in the rare cases when highways are temporarily out of commission, such as the case with the Alaskan Way Viaduct in Seattle, traffic doesn't get much worse.) And TDMs have been totally ignorant of it.

"It is well-recognized that the 4-step modeling paradigm developed 50-60 years ago is only a computational convenience that is not behavioral," wrote transportation planner and consultant David T. Hartgen in 2013, "and does not reflect how traveler decisions are actually made."

They're being asked to do the impossible and predict the future—of course there will be inaccuracies

The proof is on the roadways. In his landmark 2007 study of traffic forecasts across 14 nations and five continents, Oxford University professor Bent Flyvbjerg found half of traffic forecasts are wrong by more than 20 percent, a finding subsequently replicated elsewhere. A 2006 study by the National Cooperative Highway Research Program found that out of 15 toll road projects, the actual traffic was 35 percent below the predicted traffic on average. Another study found the error was more like 42 percent on average.

"I think there's this general consensus that there's accuracy issues," said Fred Jones, a senior project manager with the planning firm Michael Baker International. "Sometimes in the order of magnitude anywhere from 30 to 50 percent off."

Even worse, no one is learning from their mistakes. "Inaccuracy is constant for the 30-year period covered by this study," Flyvbjerg wrote. "Forecasts have not improved over time."

It's not even clear civil engineers or the firms that run these models believe inaccuracy is a bad thing. They're being asked to do the impossible and predict the future—of course there will be inaccuracies, they argue. It's like routing a trip on Google Maps. If it's a 20-minute drive across town, Google Maps will do a pretty good job predicting how long it will take.

If it's supposed to be an eight-hour trip, that's basically a guess, because even Google can't see into the future to know if there will be a crash in I-95 outside of D.C. by the time you get there in five hours. The legally

mandated 20-year forecast, University of South Florida professor Chanyoung Lee says, is a lot like that.

As a result, civil engineers doing the modeling tend to downplay the relevance of the precise numbers and speak more broadly about trends over time. Ideally, they argue, policymakers would run the model with varying population forecasts, land use patterns, and employment scenarios to get a range of expectations. Then, they would consider what range of those expectations the project actually works for.

The problem is, when the results are presented to the public, they lose all nuance and are seized by policymakers as fact. As Cortright put it, “the models are essentially a sales tool for what highway departments want to do.”

As problematic as they have been, the models have gotten smarter. Especially in the last decade or so, more states are working from dynamic travel models that more closely reflect how humans actually behave. They are better at taking into consideration alternate modes of transportation like biking, walking, and public transportation. And, unlike previous versions, they’re able to model how widening one section of road might create bottlenecks in a different section.

Still, experts warn that unless we change the entire decision-making process behind these projects, a better model won’t accomplish anything. The models are typically not even run—and the results presented to the public—until after a state department of transportation has all but settled on a preferred project.

After talking to 10 experts in the field for this story, one thing was clear: the hurdles are not technological, but social and political. After all, the Louisville bridge project did accurately model travel demand for the bond-holders. It can be done. The question is not why the models are wrong, but why the right ones don’t seem to make any difference.

When I asked Renn, who had watched the Louisville project closely, what would be a better way to evaluate how to build a big transportation project, he said he wasn’t sure. “There’s this idea we need to depoliticize questions, that we can reduce political choices to objective decision criteria, when in fact I think many of our debates are driven essentially by rival value systems in our visions of the public good.”

“From the standpoint of a citizen, these numbers essentially come out of a black box”

Here, the Louisville case is once again illustrative. In the SDEIS, the engineers estimated a 15 percent population growth in the metro region by 2030. This prediction seems sound; from 2007 to 2020, Renn said, the population in those counties has increased 7.85 percent. But, the SDEIS predicted virtually all of that population increase would occur in the surrounding counties and city outskirts. Thanks to that assumption—as well as a forecasted 42 percent increase in employment—the SDEIS came up with a 52 percent increase in travel times and a whopping 161

percent increase in hours lost due to sitting in traffic delays with the existing infrastructure. These were critical estimates to bolster the case for the two bridges plan.

But these trends are not immutable laws of human existence. “This is a classic self-fulfilling prophecy dressed up as technocratic objectivity,” said Cortright. “The population forecasts assume the indefinite decentralization of households and businesses.”

For this reason, TDM critics say the forecast accuracies—or lack thereof—are almost besides the point, because any project that changes the build environment will alter the way people behave. The question is not whether the predictions of how they will behave are accurate, but what kind of behavior we want to have more of.

Transportation projects cut to the core of what we value in society

“I don’t really care whether the highway model was ‘accurate’ or not,” said Kevin DeGood, director of infrastructure policy at the Center for American Progress and frequent critic of these types of models in highway plans, “because even if the model is accurate the project can be a failure.”

To that end, DeGood added that we need to refocus our goals at the planning stage, away from projected vehicle speeds, traffic flow, and congestion, to different questions, ones that could steer us towards quality-of-life issues. For example, what percent of households live within a quarter mile of high-quality public transit? What percent can commute without using a private vehicle or live near a public park?

Transportation projects cut to the core of what we value in society. Do we want city neighborhoods divided by tangled highway junctions so people can get downtown easily from the suburbs? Or do we want walkable urban districts with cleaner air, quieter streets, and a proximity to jobs and businesses that means people don’t need to own cars if they don’t want to?

The answers to all these questions would result in states spending their dollars very differently. One would result in a lot more projects like Louisville’s. The other would shift focus from road building to public transportation, as well as changing laws to promote density.

To Renn’s point, most American cities are divided on these issues. Perhaps the most useful thing the model does is obscure that debate behind a veil of scientific certainty. Behind hard, solid numbers. “From the standpoint of a citizen, these numbers essentially come out of a black box,” he said. “You don’t have any idea how they generated these numbers, so you can’t begin to critique them.”

In other words, the model shuts people up. It may not be honest, but in the world of transportation politics, there’s nothing more valuable than that.

Source: Vice.com

Urban mobility course for elected officials

Waka Kotahi NZ Transport Agency has partnered with LGNZ to deliver Urban Mobility and Liveable Cities – a webinar course for elected officials in urban areas.

The course is designed to introduce some of the fundamental principles of urban mobility for safer, cleaner and healthier towns and cities.

The course has been developed following feedback from the sector that capability building at the local governance level is a priority – to help build strategic leadership for the challenging urban transformations we’re looking to deliver over the coming decade.

Sessions include guest speakers sharing their perspectives on leading change in this area.

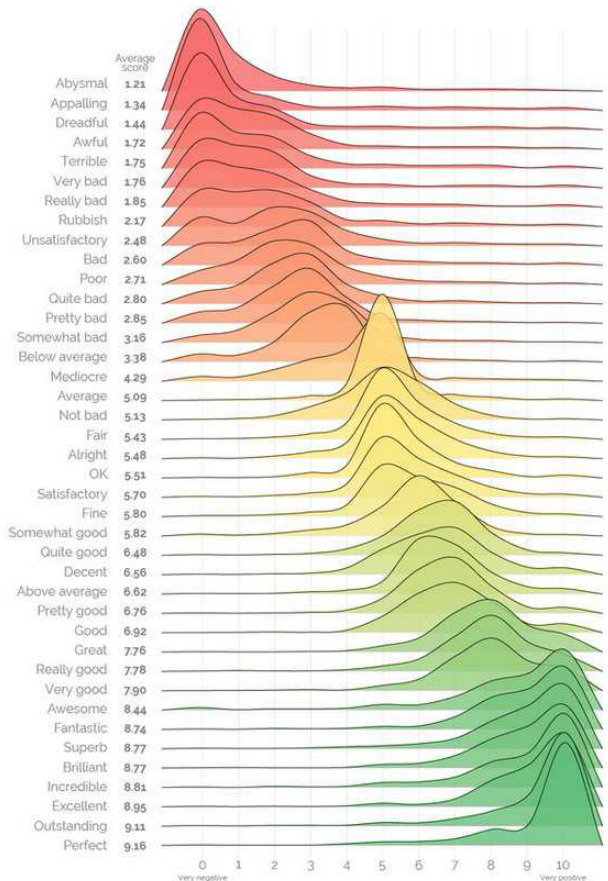
Waka Kotahi ran a two hour ‘taster’ webinar early in the year and following some great feedback the course was re-designed to become five modules.

- Webinar 1: Shaping Urban Form
- Webinar 2: Healthy Streets
- Webinar 3: Strategic Approach to Public Transport
- Webinar 4: System Change and Communications
- Webinar 5: Strategic Parking Management

The course is hosted on LGNZ’s Equip website for LGNZ members: <https://www.equiphub.co.nz/>



On a scale of 0 to 10, where 0 is ‘very negative’ and 10 is ‘very positive’, in general, how positive or negative would the following word/phrase be to someone when you used it to describe something?



YouGov | yougov.com

October 3-8, 2018



Auckland Conversations
Ideas, inspiration and action for world-class cities.



**5 million people.
1000 days.
One big idea.**

What's the one goal the new Government should achieve in the next three years to make Aotearoa even better?

Wednesday 23 September 2020
5.00pm - 6.30pm
Online Webinar

Aotearoa, and the rest of the world, is facing two substantial challenges. We need an effective economic stimulus. And we also need to slash our climate pollution.

These challenges will not be solved unless healthy, less polluting places for people are put at the heart of the solutions. This is the most important time ever for the building and construction sector in Aotearoa who play a key role in tackling era-defining problems.

Join us for this online webinar where our panel of industry experts will discuss the challenges they are currently facing and what they believe the new government's focus should be for the next three years.

#ActOnClimate #WGBW2020 Click [HERE](#) to register



NACTO Designing Streets for Kids

Reminder: NACTO Designing Streets for Kids publication (free download) available [here](#)



Australian Walking and Cycling conference - attend online

The Australian Walking and Cycling conference is offering great value - only \$50 for two days, held exclusively online. Details and registration link below.

We are thrilled to announce that the Australian Walking & Cycling Conference will be held in Online on 1-2 October 2020, in partnership with the Newcastle Cycleways Movement, the University of Newcastle and local councils.

Click [here](#) for details

Electric bike owners progressively use cars less, finds study



A new study on the behavioural habits of new electric bike riders has concluded that increasingly they leave the car at home as time goes on.

The finding is attributed in part to people discovering that a motor-driven tailwind will take them further than they perhaps previously could have gone by bicycle. In fact, the researchers discovered that electric bike riders were averaging 340% longer journeys in a day, but also seemingly taking more journeys.

The data gathered found that typically cyclists would cover an average of 1.3 miles, while electric bike riders would bump that to a daily average of 5.7 miles. Based out of Oslo, Norway, where cycling rates are not as high as they are in neighbouring parts of Europe, the authors argue that the effects could be broader where cycle culture is given a chance to thrive.

As part of the electric bike's share of trips made, the average tally grew very quickly to reach 49% of trips made from 17% previously when cycling. That meant that the e-Bike quickly began to cannibalise trips that would otherwise have been driven, taken by public transit or walked. Perhaps more interesting is that pedal-powered trips remained fairly static.

Fearing that the trend would tail off as the novelty wore off, the researchers took extra time to assess the trend and actually found that over time users were actually riding more. They also had the benefit of working with a comparison group of prospective e-Bike buyers. This, says the authors, showed that "studies that do not include a comparison group run the risk of over or under-estimating the influence of an e-bike, depending on time of year."

"The evidence from our data works against a novelty effect for short term users. Rather, it confirms previous findings indicating that people tend to go through a learning process where they discover new trip purposes for where to use the e-bike," says the paper.

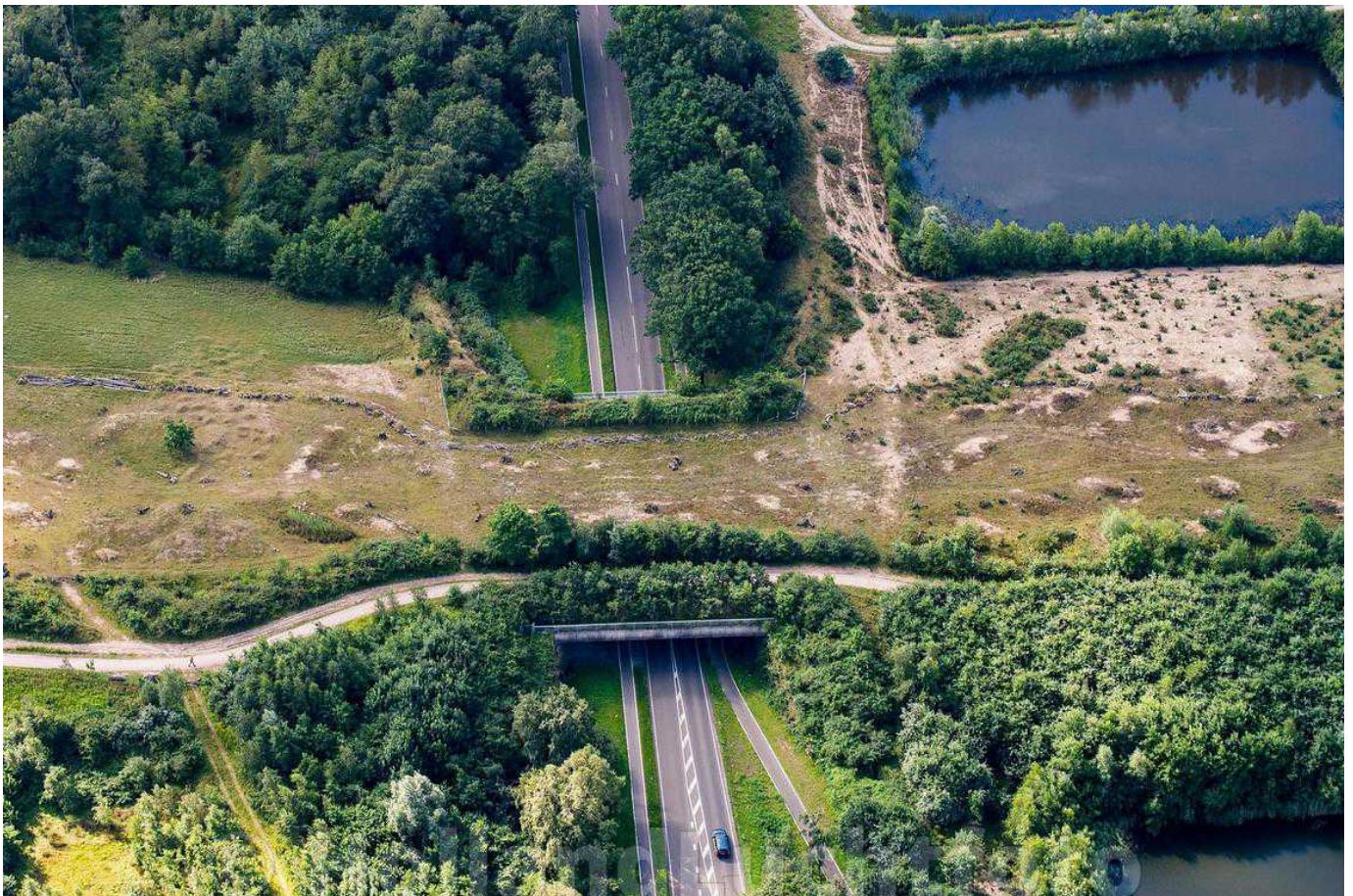
The research actually has roots dating back as far as 2014 when separate initial surveys were sent to a pool of new e-Bike users, meaning that seasonal change could be factored in to the findings. In total, travel diaries from 954 participants were tracked detailing how people moved.

"The fact that the observed results are the same when comparing with a broader more representative sample of the population could potentially have direct implications for calculations of the socio-economic benefits of supporting e-bikes," wrote the research authors, speculating that the e-Bike's potential to change transport patterns could be exponential with the right promotion from policy makers.

"The 'E-bike effect', i.e. the change in cycled kms from before to after for the customer group was 6.1 kms (representing a cycling share of 28 percent) relative to the comparison group. In our 2013 study, participants were given an e-bike to use for two weeks' time. Here we found an "e-bike effect" of 6.6 km (20 percent cycling share). Taking the effect sizes into consideration, the huge change we found in cycling activity for short-term e-bike users is replicated with actual customers. If anything, the change in cycling share is somewhat larger than it was for the short-term users."

Source: *cyclingindustry.news*

Wildlife bridges of the world







Warrnambool's free parking trial backfires as motorists 'overstay their welcome'

For decades paid parking has been a hot-button issue in Warrnambool in south-west Victoria, with traders lobbying for parking fees to be axed in the regional city's CBD.

When the coronavirus pandemic struck, they got their wish — the city council voted to allow free parking as part of its COVID-19 measures to help stimulate businesses struggling during the shutdown.

But now, at the behest of many traders, Warrnambool City Council has reinstated paid parking, albeit with a small window of free parking in specific areas for two hours each morning.

Allowing 90 minutes of free parking in the CBD didn't take into account the large number of overstayers.

Instead of allowing shoppers to come and go with ease, some traders and their employees reportedly hogged the parks in front of their shops all day, raising the ire of neighbouring traders.

Long-time free parking advocate and councillor Peter Sycopoulis said the free parking experiment was "successful and well received", but conceded "a few issues were emerging" — namely people parking in the free parks all day.

"(These issues) prompted many calls from members of the public and particularly traders to implement fines for those who appeared to be deliberately overstaying their welcome," Cr Sycopoulis said.

Unfortunately, as council officers pointed out in a report to the council, this creates "a funding conundrum because a heavy enforcement program

relies on revenue being generated".

"The underlying problem with enforcement of free parking is that it is much more resource intensive as it takes longer to establish the infringement and it is more difficult to enforce," the officers wrote.

Mayor Tony Herbert said the plan had started well, but council had received a growing number of "calls and emails from business owners and staff complaining about other staff and business owners staying all day, day after day, (parked) on the street".

Councillors voted last night to allow two hours free parking between 9am and 11am in the off-street Ozone, Cramond and Dickson, and Parkers carparks every weekday as a compromise.

On-street parking will return to its pre-coronavirus status of \$1.40 per hour.



Active Modes Infrastructure Group (AMIG) Update

AMIG has been embracing the new COVID world via a series of shorter video-chat meetings every four weeks. This means that, since my previous report in June, there have been *three* AMIG meetings (2nd Jul, 30th Jul, 27th Aug), each packing a lot of interesting topics into 2 hours. Attendance continues to be good under this new format too, allowing contributors from right around the country to take part for a couple of hours without having to travel to Wellington for a day.

Here are some of the different topics discussed lately:

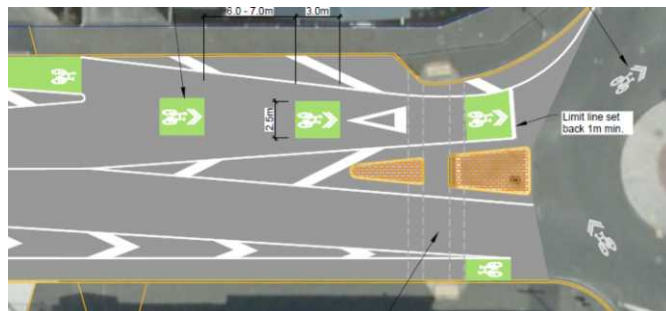
- The *Pedestrian Network Guidance* advice on crossings is being developed and a topic of interest right now is the role of **courtesy crossings**. Not a formal priority crossing, but not just a crossing point either, there has been little clear guidance on when to use these (or not). A key factor is having a sufficiently low-speed environment for them to be a safe option; often that requires a raised platform to achieve this. A draft Technical Note is being finalised at the moment to help provide more clarity on using these.



- A new piece of work is underway to consolidate relevant *Cycling Network Guidance* (CNG) advice on providing for **cycling on rural roads**. This somewhat neglected area will include shoulder widths, speed management, dealing with sight distance limitations, warning signage, and treating pinch points. In many cases, the guidance can simply make reference to the recent (2019) updates to the *NZ Cycle Trail Design Guide*, which also beefed up a lot of these topics.

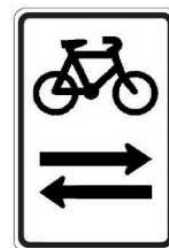


- When **cycleways merge with roadways** approaching intersections, there has been no clear guidance on how to mark these. After some deliberation, a combination of coloured blocks and sharrows has been agreed upon and this advice will be incorporated into the CNG.



- A recent sign trialled for **neighbourhood greenways** in Christchurch is being reviewed to assess whether it is the best way to denote these. Based on similar signs in Europe, while visually appealing, the issue is that the sign is arguably attempting to convey a mixture of regulatory, warning, and information messages in the same sign. Further work is considering alternative sign/markings options to convey the same messages.

- As discussed previously, a new sign has now been gazetted to indicate the presence of a **contra-flow cycle facility** to users approaching from side roads. Associated signage layout guidance for different scenarios is now being prepared for the CNG.



- Other items discussed briefly at recent AMIG meetings include the development of guidelines for in-roadway street art, fine-tuning the layout of “shark’s teeth” marking at raised platforms, results from trials of 2-aspect pedestrian/cycle signals, new guidance on barriers by bridges and paths, and the development of a new multi-modal urban street design course.

- The July 30th AMIG meeting also marked the final appearance of stalwart **Tim Hughes** before he retired. For over 40 years, Tim served the various NZ national transport agencies, and his understanding of the legal and technical aspects of walking and cycling practice is legendary and will be sorely missed. Cheers Tim!

The next online AMIG meeting is set for **24th Sep 2020**; after that the schedule will spread out a bit to only every couple of months (and maybe a return to some face-to-face meetings next year).

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)



Newest piece of Hutt’s cycle network underway

Associate Transport Minister Julie Anne Genter joined Hutt City Mayor Campbell Barry, mana whenua, and members of the community to turn the first sod on the Beltway Cycleway in Lower Hutt.



The Beltway will include improved walking and cycling integration with stations on the Hutt Valley train line, better access to the Hutt River Trail at Taita and minor traffic changes to bus stops making it easier for buses to get in and out. The Beltway is a \$7 million project jointly funded by Waka Kotahi (51%) and Hutt City Council (49%).

Construction is expected to take around eight months. When complete, it will connect Seaview with Taita, mostly running parallel to the Hutt Rail line, on High Street and Oxford Terrace.

The Hutt’s cycling and walking network is undergoing massive growth. The Beltway is the latest piece being built in partnership with Hutt City Council. Last year Te Hikoi Ararewa, the shared path over the Wainuiomata Hill was opened, and Waka Kotahi is partnering to deliver the Petone to Melling section of Te Ara Tupua and supporting the trial of a Knights Road cycleway as part of the Innovating Streets programme. At the same time, the Ngauranga to Petone section of Te Ara Tupua and improved walking and cycling links to Lower Hutt’s central city as part of RiverLink are at the planning stages.

Te Whau pathway extended as part of \$220m nationwide cycleways investment

The Government will invest \$35 million to significantly extend the Te Whau coastal pathway in Auckland as part of a \$220 million cycleway package.

Funding for Te Whau pathway, and broader cycleways package, forms part of the Government’s post-COVID rebuild infrastructure investment to create jobs.

“A lot of New Zealanders want to see the post-COVID rebuild set us on a path to a more sustainable future and safe cycle projects do just that,” said Associate Transport Minister Julie Anne Genter. “During lockdown we saw many more families and kids out on their bikes, which shows that when our streets feel safe to cycle people want to ride.”

The pathway, when complete, will connect the Manukau and Waitemata harbours as well as 33 reserves, sports parks, local schools and the communities of Green Bay, New Lynn, Avondale, Kelston, Glendene and Te Atatū.

Further cycleways around the country that are included in this package will be announced in the coming weeks.

Major walking and cycling projects listed in fast-track consenting law

Two significant walking and cycling projects led by Waka Kotahi are now a part of the Government’s efforts to support the economic recovery from COVID-19.

Te Ara Tupua, the project to create a walking and cycling link between Wellington and Lower Hutt, and the Northern Pathway, linking central Auckland with the North Shore, have been listed in the recently-passed COVID-19 Recovery (Fast-track Consenting) Act.

Under the Act, projects will be considered by specially-convened Expert Consenting Panels. Comments will be invited from iwi, councils and specified stakeholders as part of the decision-making process. The Resource Management Act’s environmental standards will still be applied.



The Act aims to support job creation as part of New Zealand’s recovery from the economic impact of the COVID-19 pandemic, and will only be in place for the next two years. The Government has selected these projects for inclusion in the Act because they will support active, low-emission transport choices in the future.

While the Act aims to provide a faster process for consent decisions on certain projects, Waka Kotahi is not taking any shortcuts. We remain committed to working in partnership with iwi, stakeholders and communities to deliver great environmental, social and transport outcomes on all projects – including those that go through this process.

Whale Trail funding announced

The Government will invest \$18 million from the Provincial Growth Fund to support construction of the Whale Trail - a 200-kilometre cycle trail and walkway between Picton and Kaikōura.

The trail will connect the communities of Picton, Blenheim, Seddon, Ward, Kekerengu, Clarence and Kaikōura with the exact route to be confirmed after discussions with landowners. The 32km Picton to Blenheim stretch will be the first part completed.

Thousands of international visitors and tens of thousands of domestic visitors are expected to use the trail each year.

The Whale Trail project is managed by the Marlborough Kaikōura Trail Trust (MKTT).

Locky Docks launch in Christchurch

Secure bike parking called Locky Docks was recently launched in Christchurch by the Associate Minister for Transport Julie Anne Genter.

Big Street Bikers, a New Zealand company, aims to roll out 150 Locky Dock sites nationwide to make cycling more accessible and reduce transport emissions.

The docks are locked or unlocked using an app. Digital screens on the docks provide safe bike path maps (supported by Christchurch City Council and Waka Kotahi) and show advertising which allows the service to be free.



Jim Harland, Waka Kotahi's South Island Director Regional Relationships said: "As part of Waka Kotahi's work to contribute to safe, healthy and vibrant towns and cities, we're supporting Big Street Bikers to pilot this model for increasing the convenience and profile of cycling in the city.

"Christchurch City is doing a great job of developing a safe, high-quality cycling network and initiatives like this are another important part of the puzzle. We look forward to seeing this roll out in other parts of the country."

\$220m cycleways package benefits communities across New Zealand

The Government continues to announce projects to be funded through its \$220 million cycleway package, which is included in the Government's \$3 billion 'shovel-ready' infrastructure projects.

In Christchurch, \$125 million will be invested to kick-start construction and fund the completion of cycleway

projects that will provide a continuous protected bike network – separated from traffic – across the city and to the outer suburbs:

The 12km Nor'West Arc cycleway – connecting Cashmere to Canterbury University, and Papanui

The 15km Southern Express cycleway - connecting Templeton, Hornby, Riccarton and the city centre

Redcliffs to Shag Rock - completing the Coastal Pathway Rapanui cycleway – connecting the Coastal Pathway to Linwood and the city centre

The Northern Line pathway - connecting Belfast to South Hagley Park and the city centre

Heathcote Expressway - extend the existing cycleway from The Tannery in Woolston to Ferrymead Historic Park and Heathcote

In Wellington, \$15 million has been allocated to the Eastern Bays Shared Path which will provide a safe walk and cycleway along Marine Drive, and connect the Bays to the Remutaka Cycle Trail and Te Aranui o Pōneke - the Great Harbour Way.

People walking and cycling between Featherston and Greytown in the Wairarapa will soon have a safe shared path. \$1 million has been allocated to the Five Towns Trail - a significant project that will eventually connect Martinborough, Featherston, Greytown, Carterton and Masterton to the Remutaka Cycle Trail and other Wellington regional trails.

In the Waikato, cyclists and walkers will now have a safer way to get around Taupō, Tūrangi, and between Hamilton and Cambridge, with funding for shared paths and Te Awa River Ride.

Associate Minister of Transport Julie Anne Genter said of the Waikato investment: "These pathway improvements unlock our cities - meaning more people will have the freedom to bike into town or get to school under their own steam. This in turn will help improve air quality and reduce car congestion in the morning, particularly when more kids are cycling to school. By investing in walking and cycling infrastructure we are making our towns and cities more attractive, vibrant and people-friendly places to live."

Classifying, measuring and valuing the benefits of 'place'

Transport agencies globally are increasingly adopting a 'movement and place' framework in transport planning to help deliver good 'place' outcomes as well as traditional 'movement' outcomes. This helps organisations better consider different mode priorities, surrounding land use, community wellbeing, economic activity and growth aspirations for the future.

Austrroads has published a research report to guide transport practitioners in better classifying, measuring and valuing place through transport planning processes. Extensive research was undertaken including reviewing existing jurisdictional practice and aspirations, examining case studies across Australia and New Zealand, and recommending the most suitable ways of classifying, measuring and valuing place.

See it [HERE](#)



City Rail Link update



The big Tunnel Boring Machine (TBM) that will excavate the City Rail Link tunnels is soon heading our way.

CRL has formally accepted ownership of its big TBM after extensive factory tests in China. Specialist German manufacturer, Herrenknecht has built the TBM at its factory in Guangzhou, China. Herrenknecht designed and built Alice, the TBM used to construct Auckland's Waterview motorway tunnel.

Those rigorous factory checks have tested the TBM's three big jobs underground: excavating the tunnels, transporting tonnes of excavated spoil to the surface, and installing the thousands of concrete panels that will line the tunnels.

The TBM will start tunnel excavation from Mt Eden in April 2021. It will take nine months for the TBM to complete the first of its two 1.6 kilometre-long journeys from Mt Eden to the Aotea Station in central Auckland to connect with the twin tunnels already built from Britomart Station and under Albert Street.

At peak operation the TBM can travel 32 metres a day and will work 24/7, operated by a crew of 12 underground. After its first underground drive to Aotea, the TBM will be returned to Mt Eden in sections and reassembled to excavate the second tunnel (planned to start in March 2022).

Up to 1,500 tonnes of spoil can be excavated each day. Spoil will be transferred from the TBM by conveyor belt to the Mt Eden site and then transferred to disused quarries.

We asked for your help to name the TBM after a ground-breaking NZ woman past or present and the chosen name is Dame Whina Cooper.

Dame Whina Cooper is a national icon who, at 80, was the inspirational leader of the Māori land march on Parliament in 1975.

Tunnel Boring Machine
ROUTE MAP

Follow the progress: CityRailLink.co.nz



Photo Competition

This month's photo, sent in by Tauranga's Sarah Dove, is of a street in Auckland where the fairly basic Local Area Traffic Management (LATM) is called 'flax land' by a local 3-year-old. It's interesting what members of the public make of traffic engineering features. Got any stories or examples? Send your own photos to: daniel.newcombe@at.govt.nz




HELLO. MY NAME IS INIGO MONTOYA. YOU KILLED MY FATHER. PREPARE TO DIE.

INIGO'S GUIDE TO NETWORKING SUCCESS

1. POLITE GREETING
2. NAME
3. RELEVANT PERSONAL LINK
4. MANAGE EXPECTATIONS

I finally remember what Zoom meetings remind me of.





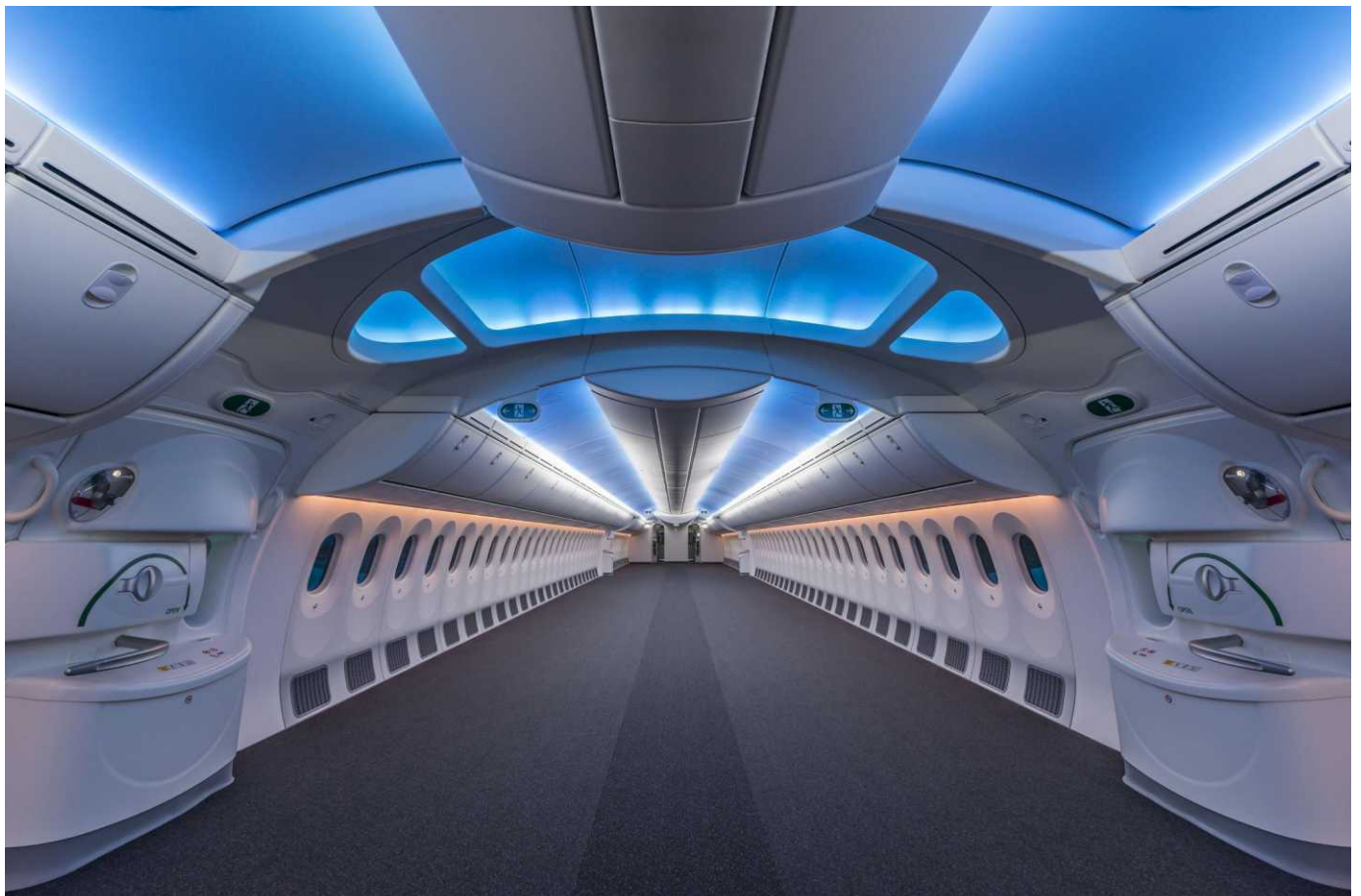
Roundabout of the month



Copyright: Joe Giddens/PA Media

This is an amazing aerial shot of UK's first Dutch-style roundabout which prioritises cyclists and pedestrians over motorists. This opened in recently in Fendon Road, Cambridge. Note that the geometry is radial, not tangential, so that motorist speeds are low.

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



What an empty 787 aircraft looks like

Caption competition

This Ukrainian Su-27 successfully returned to base along with a road sign it picked up during a flight. Who knows what is being said by the pilot? A suggestion has been made. 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 drove on the new expressway between Auckland and Hamilton recently. It was great but I feel sorry for all those bypassed towns. Surely they will be hurting economically from missing all that passing trade.

Bart, Remuera

Dear Fart

You will be pleased to learn that a proportion of your speeding fines from you zooming along the new expressway goes towards supporting the local towns enjoying less traffic. Its a deal they worked out with the Police. The locals will be fine.

~Transport Guy

Dear Transport Guy

Transmission Gully has been a long time coming and is set to be a shining example of how PPPs can deliver excellent infrastructure more quickly and for less cost than the public sector could.

Greg, Te Aro

Dear Gag

I have bad news for you.

~Transport Guy

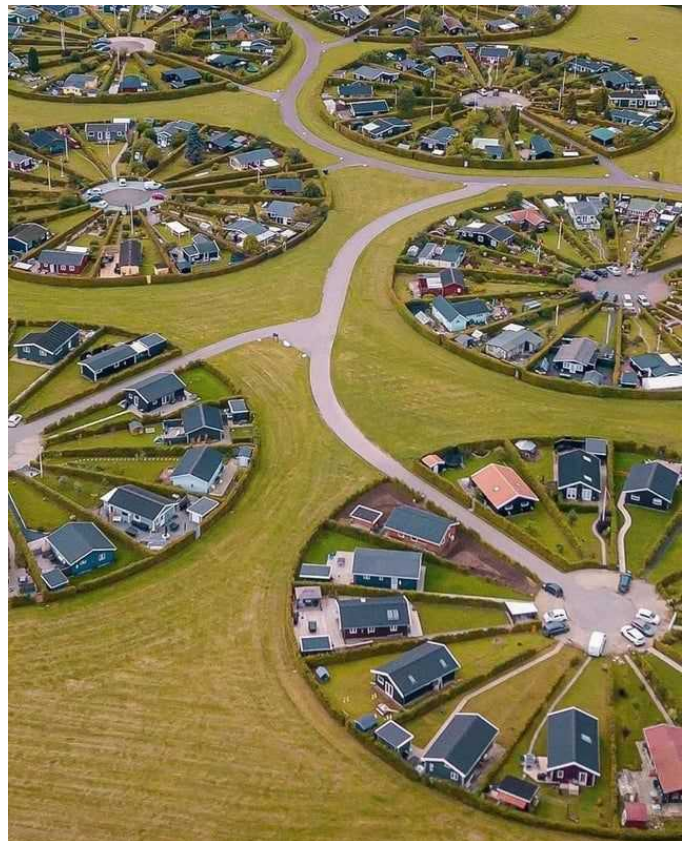
Dear Transport Guy

With all the big roading promises coming out in the election campaign, has anyone thought of the climate change impacts of locking in so much driving into NZ's travelling future?

Samantha, West Auckland

Dear Spatula

Certain politicians may say 'well, electric cars need roads to travel on too', which is true. But it is also true that travelling by bicycle would require smaller or fewer roads, and if land uses were closer together then there would be less need to travel and more opportunity to travel without needing a car at all - electric or otherwise.



But that requires a good land use plan, and those aren't as exciting to announce during election campaigns.

~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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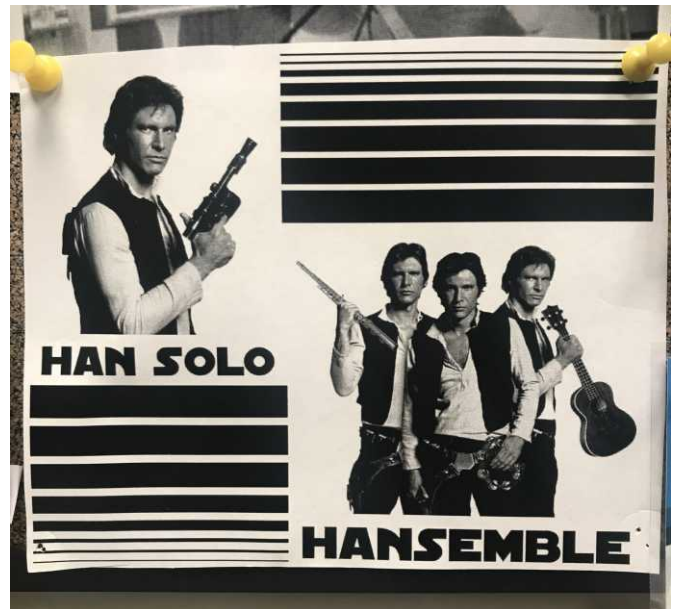
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Kids explain traffic engineering



"Dad, why did they have to block the footpath? Was there nowhere else to park?"