

Roundabout

Magazine of the Transportation Group NZ

Issue 173 Sept 2022

In this edition:

- Emissions reduction updates
- Smart speed cameras
- Explaining induced demand
- Disabled access
- Tortoises and trains
- EVs and vasectomies
- Renting heated car seats

And much more...



Editorial



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My car's speedometer goes up to 180km/hr. I have no idea if it goes that fast and will never find out.

I saw an interesting statistic the other day:

"Fewer than 10 pedestrians have ever been killed by people on shared e-scooters worldwide, yet they are heavily regulated - speed limited, age restricted and geofenced. On the other hand, nearly 2,000 pedestrians and cyclists will be killed today alone, by people driving cars."

I'm not sure that it is true but it has that 'truthy' feeling that politicians talk about. Regardless, it reminds me that often our focus or efforts are out of proportion to the risk at hand.

I have had numerous conversations with members of the public about the need to electronically limit the speed of e-scooters on the footpath, with their great concern at the impact on vulnerable pedestrians, but no such concern at the huge metal boxes zooming past on the road.

My car's speedometer goes up to 180km/hr. I have no idea if it goes that fast and will never find out, but I have never had a conversation with anyone about how dangerous or outrageous it is that a car can go so far over the highest speed limit.

Why is that? Is it that e-scooters are a novelty and are attracting undue attention? Or is it that as humans we can't adequately balance risks and consequences? [Bridget is the 'Dr of Thinking' or something, so I'll let her answer that one day.]

Or is our view somewhat tempered by the fact that car advertisements are promoting ever-higher safety ratings for the people inside the car, whilst ignoring the fact that this encourages higher speeds and greater risks/consequences for people outside the car?

I heard an Opposition Party MP use this argument the other day, whilst complaining about the reduction of some speed limits on some streets.



"Cars have never been safer, so why must we drive slower?"

I was flabbergasted that this overlooks the lack of improvement in protections for those humans on foot, on bikes or even in older, less safe cars around these apparently super-safe drivers.

I am not saying e-scooter speeds shouldn't be limited or that pedestrians (especially older, more vulnerable ones) aren't put into some new level of danger by careless e-scooting.

But I think it would be good to also apply that thinking (and care for others) to other situations where collisions occur and speed can both be a causal factor and an opportunity to mitigate the risks and consequences.

And don't get me started on bike helmets. I wear one every time I cycle, and did so when I lived in the UK, despite it not being the law.

However I understand the evidence shows the road users with the most to benefit from the wearing of helmets are... car passengers.

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Chair's Chat

Over the last year I've been hosting Transportation Group 'Chair's Conversations' to explore why we don't get better outcomes from transport.

I've talked with industry and interest area leaders. I've also been reading with interest developments from Ministry of Transport, the Climate Change, Infrastructure, and Productivity Commissions, and about emissions reduction plans. Climate change, and related planetary crises, are increasingly front of mind for me as the reality becomes harder to ignore.

It's no exaggeration to acknowledge that our children and grandchildren are going to live through apocalyptic times – if they're fortunate.

My conclusion about why we don't get better outcomes from transport aligns with why the world isn't responding with urgency to the unfolding crises.

It's because humans are selfish, and those in power do not want to relinquish their privilege. Reversing climate change, biodiversity collapse and other planetary boundary threats means reducing rampant consumption and ending relentless pursuit of growth. It's that simple, and that difficult.

Holding on to power means maintaining the status quo, and that runs all the way through every sector we work in. Nobody in management wants to admit that there is a crisis going on, because that suggests lack of control and massive change.

Pretending business-as-usual can carry on means we won't get livable, equitable cities any time soon.

There's zero imperative because the inequity is not at all obvious or urgent enough to the wealthy and powerful who make investment decisions.

If it were, we would have nationwide programmes to fix kerb cuts so that everyone who uses a wheelchair can cross their street, before we invested in any kind

of project to improve travel times for people and freight that is already managing to make journeys. And it's not just a New Zealand phenomenon. I've recently returned from three weeks in Europe.

Yes there are beautiful mixed-mode streetscapes in Gothenburg and Zurich and Paris, but what struck me most in these places was that car traffic is everywhere.

I read that if every city in the world had Amsterdam-levels of cycling, we'd reduce global emissions by the sum of what Germany emits in a year.

Well, that's not much! It's certainly not enough to avoid deadly warming – and so, without interventions that drastically reduce car use, the transport sector will never do its part to reverse the rampant consumption that is leading humanity towards collapse.

I know that this Chair's Chat is essentially meaningless in the scheme of the planet, but despite this doom and gloom, I remain optimistic that there is good to be done.

Each of us can work every day on projects that help people and places become better, healthier, and more equitable. More than that, we can refuse to work on projects that perpetuate car-centric planning.

We can be part of conversations with our peers here and internationally to bring a new paradigm closer. And we can pressure our leaders, and support activists and advocates for those most marginalised, to find their voices and raise them.

Future generations will most definitely be judging us not by our words, but by our actions.

Bridget Doran
National Committee Chair
bdoranmrcagney.com



Bridget shows off the fancy bicycle helmet she bought in Paris, proving herself a conspicuous consumer and part of the problem after all

Each of us can work every day on projects that help people and places become better, healthier, and more equitable.

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 editor Daniel Newcombe at:

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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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Christchurch's new transport vision will 'make alternatives to the car more attractive'

Fewer free car parks, lower speed limits, congestion charges, putting cyclists first at intersections, and having neighbourhoods designed around biking and walking.

These are just some ideas that may come to fruition in the next 30 years as part of a new vision for Christchurch, according to [an unfinished draft transport plan](#) released by the city council recently.

Its aim is to slash carbon emissions and make the city safer.

The plan says that can be done by getting people out of cars and onto buses, bikes and footpaths, options that it would ensure are made much more attractive.

It calls for some intersections to be redesigned to prioritise cyclists, along with the introduction of traffic lights that turn green when buses approach, so that trips are made quicker.

The plan – which could change before the public get a say on it next year – has already proven divisive among city leaders, most of whom are vying for re-election in October.

Councillor Aaron Keown and mayoral hopeful Phil Mauger [led a charge to release the plan publicly](#) because they think the ideas are radical.

The pair expected their call for its release to be met with opposition, but councillors on the other side of the political spectrum backed doing so – saying they wanted residents to see just how committed the council is to reducing emissions.

“There is no smoking gun, it’s not radical,” said Sara Templeton, who chairs the council’s sustainability committee.

Simon Kingham, chief science adviser to the Ministry of Transport and a professor of geography at the University of Canterbury, peer reviewed the plan.

He said it was neither radical nor anti-car.

“The plan is trying to make alternatives to the car more attractive. Not everyone wants to drive everywhere, but a lot of people feel they have no choice.”



Kingham said some aspects were pretty easy to do while others, such as congestion charges, were probably years away.

There are 39 wide-ranging actions outlined in the draft plan.

One calls for greater investment in public transport, above the \$76 million already planned by the council for the next decade.

Another calls for trialling “modal filters” – features that are placed in a street and only allow cyclists, not cars, to travel through.

The plan also proposes redesigning certain intersections to prioritise cyclists. While some are already forgiving, the plan states: “We need to go further and put cyclists first in our design process.”

Half of all crashes involving cyclists occur at intersections.

A handful of actions relate to the central city. One involves expanding the 30kph speed zone to the entire area inside the four avenues while, another prioritises pedestrians and cyclists in its civic spaces.

Its aim is to slash carbon emissions and make the city safer.



Parking is featured throughout too. The plan calls for the implementation of “parking pricing” – either through meters or a levy on private parking spaces, which would increase the cost of parking – to encourage people to use other forms of transport.

Free parking needs to be located in the right places, the plan says, such as “next to parks and green spaces outside the central city”.

The plan also outlines the council’s aspiration for no free on-street parking in the central city. The vast majority of on-street central city parking spaces are currently free.

Introducing a congestion charge or road toll is discussed in the plan, but this is a longer-term option.

“There is much work for us to do in the initial years to understand what type of road pricing policy is suitable,” the plan says.

Lowering speed limits is a more immediate priority. In many cases the default 50kph for urban roads is not appropriate, the plan says. In 2020, just 27% of speed limits in Christchurch were considered safe by the council.

It wants that number to increase to 70% by 2030, and says doing so would prevent about 12 deaths and serious injuries every year.

Another proposal is to create “low traffic zones” – areas where streets prioritise walking and cycling.

By encouraging slower movement in these streets, people will rely less on cars because they would “no longer be the more obvious or convenient travel choice,” the plan says.

The cost and timing of all these plans would be decided during development on the council’s 10-year budget, something it only does every three years. The next such budget will be developed in 2024.

Source: *Stuff*

Free parking needs to be located in the right places, the plan says, such as “next to parks and green spaces outside the central city”.

Nominations open for the New Zealand Road Safety, Emergency Response and Healthcare Awards



The nominations for the [New Zealand Road Safety, Emergency Response and Healthcare Awards](#) are now open.

Each Award recipient receives a medallion and a certificate for their meritorious efforts in a formal ceremony at Te Pae, Convention Centre, Christchurch on Saturday, 26 November 2022.

Please find the following documentations [here](#):

- Official Guide 2022
- National Award for Road Safety Application Form 2022
- National Award for Emergency Response and Healthcare Application Form 2022
- National Award for Community Service Application Form 2022

Nominations close at 11.59pm on Sunday, 18 September 2022

Official Contacts

Social Media Marketing

If you wish to obtain any social media collateral or further marketing material, contact Trustee Marisca MacKenzie at marisca.mackenzie@alpineenergy.co.nz.

General Information and Marketing

For general enquiries about the Awards or the nomination process, contact Board Chair Werner Pretorius at Werner.Pretorius@aecom.com or 021 586 235.

Remembrance and Awards Ceremony Invitations

If you have any colleagues or associates you feel may benefit from attending or you feel may like to attend, please contact Trustee, Jerry Khoo at Jerry.Khoo@beca.com or 021 902 757



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Transportation Conference
Trinity Wharf, Tauranga
28 - 31 March, 2023

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We are excited to announce registration is open for Transportation 2023!

Transportation 2023 is New Zealand's premier forum for the transportation planning, safety, engineering and design community. The conference is intended to stimulate debate and provide problem-solving and thought-leadership amongst peers within the transportation sector and related professions.

The Theme for 2023 is Caring for the People. We will share and discuss all of the ways that we care for people and our communities by working to improve health and wellbeing. To do this we will explore how transport contributes to the four dimensions of the Te Whare Tapa Whā model.

[Visit the conference registration page](#)

Registration is open!

29 - 31 March 2023
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See the programme outline!

You can be sure of some great conversations and learnings across the various streams. Keep an eye out on the online agenda for updates that will feature a number of exciting keynote speakers, workshops and more!

Thanks to our wonderful 2023 sponsors:





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Technical Tours - book when you register!

Don't miss your chance to participate in one of the technical tours on the afternoon of Thursday 30 March. Book when you register to avoid disappointment. Options as pictured:

1. Ngatai Road Cycling Tour
2. Arataki Bus Tour
3. City Centre Walking Tour

[Learn more about the technical tours](#)





Manaaki Tangata

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Exciting Networking Opportunities

Transportation 2023 is the perfect opportunity to network with old colleagues, meet fellow participants and speakers or make new contacts.

Join us for the Welcome Function and enjoy a unique and wonderful networking event with Baywater Charters on the water.

Enjoy some platter food and drinks to celebrate the end of the first day.

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The Conference Dinner and 3M Awards will be celebrated with an evening on the beach. Join us and soak in the ocean views at Papamoa Surf Club.

Come dressed in a beach themed costume from any country in the world. Think of your favourite beaches (whether you've been there or dream of going there).

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Emissions Reduction Updates

Auckland Council approves Transport Emissions Reduction Pathway

In a full-day meeting devoted entirely to debating the Transport Emissions Reduction Plan (TERP) recently, Auckland Council voted 17-4 in favour of adopting the plan.

There was serious enthusiasm in the room, and praise for the council staff who presented the document. Phil Goff's speech included these words (transcribed):

We have a window of opportunity but it's closing rapidly. We know we have to act now. And this TERP is the pathway to convert our plan into the action that we need, to meet our commitments, our responsibility, and to show leadership.

We are elected to show leadership and we need to do that. It's not good saying other places cause more emissions [...] we know ours are the fifth highest per person in the world [...] we have an obligation to act. To the rest of the world, to our own community, most of all to our kids.

Climate activists are feeling both hopeful and empowered by the TERP. All Aboard's Zoe Brentnall spoke about the plan on Radio New Zealand at the time.

Greater Wellington Regional Council's approves Aotearoa-first binding emissions target

GWRC is the first regional council in NZ to set a binding emissions target, after it unanimously voted in favour of its new Regional Policy Statement.

The proposed changes to the regional plan are focused on reducing transport emissions, among other changes to protect freshwater systems and ecology. But its biggest impact will be to reduce car-dependent sprawl.

Under the new plan, developers wanting to build a 200-house subdivision on the outskirts of the region would have to demonstrate no increase to emissions – whether through the building of the houses or by creating heavy car dependency among its residents – before being granted consents.

Hamilton's climate action plan approved

Recently, Hamilton City Councillors unanimously approved a new climate change action strategy.

The strategy, named *Our Climate Future: Te Pae Tawhiti o Kirikiriroa*, sets out climate emission reduction targets and a vision for the future of Hamilton as a thriving, low-carbon city.

"Let's make the next three years the years of delivery," said councillor Sarah Thomson, deputy chair of the environment committee, speaking in support of the strategy.

Visibly emotional, she drew attention to a child in the audience, saying: *"This is the reason we are doing this."*

We have an obligation to act. To the rest of the world, to our own community, most of all to our kids.





Ngā Hau Māngere connects communities across the harbour

South Auckland communities are celebrating the opening of Ngā Hau Māngere recently, the new walking and cycling connection across the Manukau Harbour.

The new bridge, built by Waka Kotahi NZ Transport Agency, replaces the Old Māngere Bridge connecting Māngere Bridge and Onehunga which was closed for safety reasons in 2018.

It was officially opened by Auckland Mayor Phil Goff and Minister of Transport Michael Wood with a ribbon cutting ceremony on Saturday 27 August.

The old bridge had been standing since 1915 and was the main route for people on foot and bikes to cross the harbour in this location.

“The new bridge is architecturally designed and will not only provide a way for people to cross the harbour on foot or by bike but will also become a popular destination in itself.

As well as a transport corridor, the new bridge will be a community space for whānau and friends to gather, sit and even enjoy a spot of fishing,” said Mark Kinvig, Waka Kotahi National Manager Infrastructure Delivery.

“The design of the bridge is a collaboration between Waka Kotahi, mana whenua and locals who worked together on a design that sees an 8-metre wide deck with two fishing bays extending out to 12-metres, with bench seating for people to sit and enjoy the harbour views.

“Waka, canoes and small watercrafts travelling into the Upper Māngere Inlet will have more space to travel underneath the bridge with a greater clearance during both low and high tide as well as more space between the bridge piers to navigate.

“Through partnership with mana whenua, design features such as puhoro fascia panels spanning the length of the bridge, balustrade colours which reflect the colours of the kahawai fish and rain gardens on each abutment tell the cultural story of the bridge. In a few months’ time, iwi artworks will be installed on both sides of the bridge.

“The partnership between Waka Kotahi and mana whenua has spanned nearly a decade and it’s great to be here today to celebrate the social and environmental benefits for future generations who will enjoy Ngā Hau Māngere.

We’d like to acknowledge the collaboration on this project to achieve great outcomes for the people and for the environment,” said a representative of Te Waiohūa.

“Waka Kotahi has worked with Heritage New Zealand Pouhere Taonga to keep the history of the old bridge in the area by featuring some of the material from Old Māngere Bridge in a heritage garden on the northern side of Ngā Hau Māngere.”

The bridge will be part of a growing network of cycling and walking routes in Auckland.

As well as a transport corridor, the new bridge will be a community space for whānau and friends to gather, sit and even enjoy a spot of fishing



It connects with the southwestern shared path running alongside SH20 on the isthmus and then onto the northwestern cycleway for people travelling between the city centre and west Auckland, as well as the shared path along the northern edge of the Upper Māngere Inlet adjacent to a large industrial hub as well as the growing number of shared paths and cycleways south, connecting the airport with the communities along the way.

The strategic location of the bridge means it will improve the journey of people travelling to work, places of education or those who are exploring their neighbourhood.

Ngā Hau Māngere was opened by the Hon Michael Wood Minister of Transport, Kaumatua David Wilson Takaanini of Te Ākitai Waiohū, Auckland Mayor Phil Goff and Councillor Alf Filipaina.

Locals and visitors from further afield celebrated with an afternoon of walking, cycling, scootering and fishing on the new community space.

Known during construction as the Old Māngere Bridge Replacement, the bridge has been gifted the name Ngā Hau Māngere by mana whenua to reflect the cultural history and landscape in which it sits. In translation it means the 'gentle lazy winds'.

The very first Old Māngere Bridge was built in 1875 and made of timber but shipworm soon led to the bridge becoming unsafe, and it was closed in 1914.

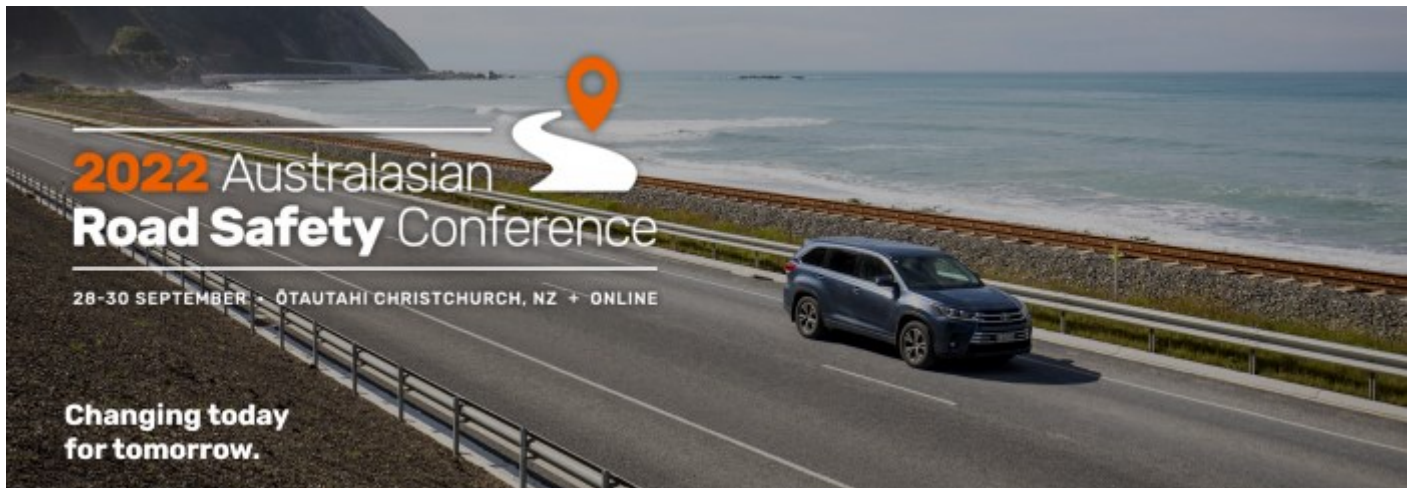
In 1915, the second Old Māngere Bridge officially opened. It was made out of reinforced concrete and is believed to be the oldest bridge of this type crossing a New Zealand Harbour.

Old Māngere Bridge closed in 2018 due to safety concerns and was deconstructed from the harbour as part of this project.

Ngā Hau Māngere in translation means the 'gentle lazy winds'.



Photo: Alec Tang



Excitement is building with the conference less than 6 weeks away we can now release the full programme. It's jam packed with outstanding presentations, exciting networking opportunities, along with the chance to take in some of what Ōtautahi Christchurch has to offer. Read more below.

Join Australasia's leading road safety and injury prevention researchers, practitioners and policy makers for the Australasian Road Safety Conference 2022.

ARSC 2022 will be held in conjunction with Trafinz in Christchurch, NZ and online to accommodate delegates from anywhere in the world.

This hybrid format will bring together road safety stakeholders and decision-makers from Australasia and international jurisdictions to facilitate collaboration and share information.

Register [HERE](#). Programme [HERE](#)

New Research: Toll Industry's Cost Per Mile Metric Not Fit For Purpose

Infrastructure investment analysts Robert Bain (London) and Sylvain Senechal (Ottawa) examine the toll road industry's use of cost per mile benchmarking - favoured for decades by traffic and revenue consultants - and conclude that it is fundamentally flawed and misleading.

The metric is regularly used to summarise (and often promote) the value of a particular toll facility, yet it focuses on price alone.

It conveys nothing about consumer utility or customer satisfaction.

"This is like benchmarking restaurant cuisine by comparing the kitchen floorspace", observes Bain, adding that "Consumers respond to time savings, not facility length - so that's where a benchmarking metric needs to focus."

In response, the authors benchmark 68 toll facilities in the US by price (cost per mile) and by value (cost per minute saved) - research published today - and demonstrate that the different metrics result in entirely different rankings.

"Price is not an effective proxy for value", concludes Senechal, emphasising the fact that "Value-based conclusions cannot be drawn from price alone".

The research article, "It's About Time", can be downloaded, free of charge, from [HERE](#)



"This is like benchmarking restaurant cuisine by comparing the kitchen floorspace"

RAISED CROSSING TRAINING



Raised crossings are a formidable treatment in the Safe System toolkit. Affectionately known as a wombat crossing, these are pedestrian (zebra) crossings that are placed on a flat top road hump. Not only does this provides pedestrian crossing priority, but the raised platform gives further prominence to pedestrians and encourages motorists to slow down on approach to the crossing. A recent study¹ showed that wombat crossings can lower casualty rates by over 60% and are effective at reducing vehicle speeds.

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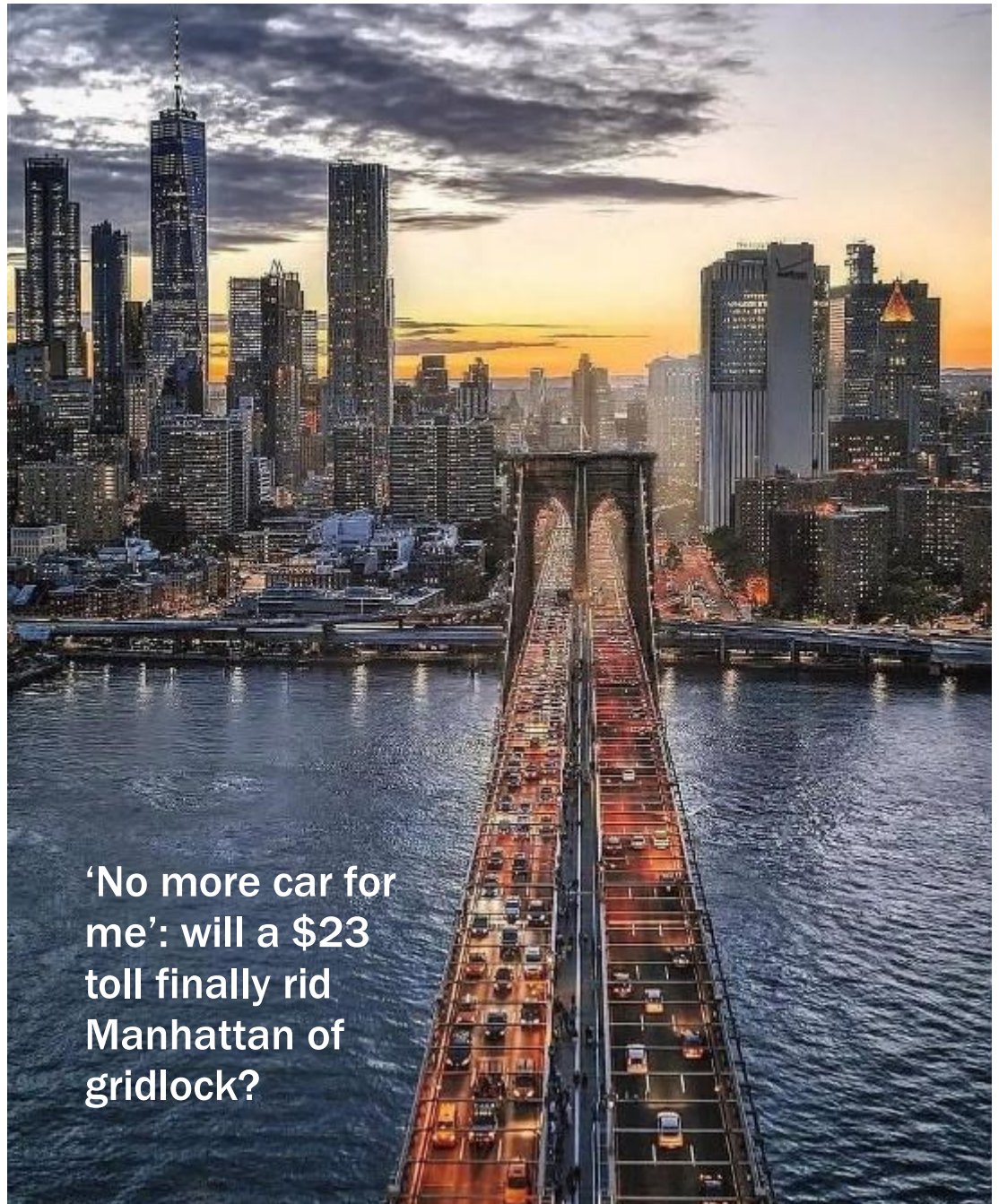
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"If they add even more fees, then that's it. No more car for me."



'No more car for me': will a \$23 toll finally rid Manhattan of gridlock?

Could a moonshot policy finally rid the nation's most congested city of its incessant, noisy, polluting traffic? Soon, over a million drivers a day could be forced to cough up as much as \$23 to enter midtown and lower Manhattan – a toll that planners say will raise \$15bn to fund [New York](#) public transit while cutting vehicles in the area by as much as one-fifth.

Among the cars that would be leaving the streets of Manhattan is a white Honda Accord that was parked on East Broadway in the Lower East Side on Wednesday.

"If they add even more fees, then that's it," said Felicita Mercado as she stepped into the vehicle. "No more car for me."

Instead, the 77-year-old lifelong New Yorker said, she will start taking the bus.

The plan is called congestion pricing, and [New York City is poised](#) to become the first city in the United States to implement it.

Similar policies have long been in place in cities including Singapore, which has had congestion pricing since 1975, and London, where a congestion charge has been in place since 2003.

But in New York, a city synonymous with gridlock, the policy struggled to overcome opposition for decades before it was finally signed into law in 2019.



Recently, transportation authorities released a much-awaited [environmental assessment](#) for the policy, an important milestone that explains how the plan will affect the city.

“Bottom line: congestion pricing is good for the environment, good for public transit and good for New York and the region,” said the Metropolitan Transit Authority’s (MTA) chair and CEO, Janno Lieber, in a statement.

Public transportation advocates are calling it a long-awaited victory. “This is a massive deal for all New Yorkers,” said Danny Harris, the head of Transportation Alternatives, a nonprofit that has fought for the policy.

“There’s not a corner of the city that isn’t negatively impacted by our car-first policies. This is a big step for not being so car-centric that reduces the number of people who drive and increases the amount of people who take other sustainable modes to get around.”

Manhattan is an island connected to its neighbors by a network of bridges, tunnels, train routes and ferries. An estimated 7.7 million people enter Manhattan’s central business district every weekday – twice the population of Los Angeles, according to the report.

Of those people, just under a quarter – or 1.85 million – enter in a motor vehicle. All that traffic has slowed travel speeds to an agonizing crawl: from an average of 9.1 mph in 2010 to just 7.1 mph in 2019. That costs the average New York City driver 102 hours of lost time every year.

Meanwhile, the public trains and buses used by the majority of commuters are in dire need of upgrades. Many of the MTA’s railroads and subway tracks are more than a century old and require billions of dollars in repairs. Studies have found that most of the city’s bus routes – which are especially important for the city’s lower-income residents – are excruciatingly slow and unreliable. And ridership numbers have worsened dramatically since the pandemic, amid fears of Covid and crime.

That dynamic has produced enthusiasm for congestion pricing among residents of lower Manhattan.

“There’s too many people driving in for no good reason,” said one Chinatown bike shop owner, who declined to be named.

“They’re not coming in for work, they’re not coming in to do anything specific – they’re just driving because they’re lazy or they’re afraid of the subway. It just sucks that people are driving behemoths that are unnecessary and also destroying our infrastructure, which is causing cascades of other problems in the city.”

“I full-throatedly support strong congestion pricing on private cars,” said Ben Eckersley, a 31-year-old lifelong Manhattan resident who lives on the Lower East Side. “We have a public transit system that is only designed to get in and out of Manhattan from every borough. The fact that people use lower Manhattan as a pass-through location to get to New Jersey is bogus. The local pollution problems it causes, the traffic problems it causes, are outrageous. We just don’t have the infrastructure for it.”

The new study offers policymakers a number of tolling scenarios, with peak-hour tolls ranging from \$9 to \$23 per vehicle.

Traffic has slowed travel speeds to an agonizing crawl: from an average of 9.1 mph in 2010 to just 7.1 mph in 2019





If you live in a community where you're forced into a car and forced into wasting much of your life in traffic, it means your city and the car industry have continued to fail you.

In some scenarios, vehicles such as taxis and transit buses and would be exempt from the toll completely, while some other vehicles would be charged the toll a maximum of once a day.

In another scenario, vehicles including taxis, rideshare vehicles, trucks and buses could be hit with the congestion charge every time they enter or re-enter the zone in a given day.

Residents of the congestion area making less than \$60,000 a year will be eligible for a tax credit to make up for the cost of the tolls, and emergency vehicles and vehicles carrying people with disabilities will be exempt from the tolls, according to the 2019 law.

The reward to all residents of the area should be noticeably less traffic and cleaner air. The study projects that the number of vehicles in the area each day will decrease between 15.4 to 19.9%.

Harmful airborne PM2.5 and PM10 particles, which have been shown to cause cancer, would be reduced by more than 11%.

New York's policy does not go as far as London's, where drivers who enter a designated "[ultra low emissions zone](#)" must pay a fee if their

car doesn't meet fuel efficiency standards. As of last year, that zone covers most of the British capital.

Harris, the public transportation advocate, praised New York's toll as a first step toward recognizing driving's true impact on society.

"The truth is, people have never had to pay the actual cost of driving because it's been so incredibly subsidized," he said, citing policies like the city's millions of [free street parking spots](#).

But the toll's success also depends on whether the city can fast-track infrastructure for alternatives to driving, such as bikeshare docks, protected bike lanes and bus-only lanes, before the toll is formally implemented, he said.

Congestion pricing shouldn't be about "taking cars away from people", he said, but about "providing options for you to get around.

"If you live in a community where you're forced into a car, forced into car payments, and forced into wasting much of your life in traffic, it means your city and the car industry have continued to fail you. This is about giving people freedom from that."

Source: Guardian



Right: How far The Proclaimers were prepared to walk

Pedestrian and cycle mid-block crossings

Webinar



20 SEPT 2022

Online - 11am - 12pm

People walking and cycling generally need to cross roads on every journey and may also need to cross railways. Safe and appropriate crossings are key elements in providing a safe, attractive and connected network for pedestrians and cyclists.

The new Pedestrian Network Guidance (PNG) from Waka Kotahi NZ Transport Agency now has updated national guidance on planning and design of pedestrian crossings. This includes Safe System treatments to reduce potential harm to crossing users, and revised applied advice about selecting the most appropriate crossing types for different situations. The Cycling Network Guidance (CNG) provides guidance for cycle crossings and dual walk/cycle crossings.

This webinar is designed to introduce the transport industry to the latest crossings guidance now available in New Zealand including recent updates. After introducing the broad planning principles involved in assessing a crossing location, we will discuss design aspects of different mid-block crossing types. Note that planning and design for crossings at intersections will be covered in a separate future webinar.

Experts will introduce you to:

- Principles and site analysis
- Crossing type selection process
- Key crossing elements
 - Islands, platforms, kerb extensions, tactiles, etc
- Crossing type details
 - Priority crossings (zebra, signalised)
 - Dual pedestrian/cycle crossings
 - Other crossings (school, rail, grade separated)

Following the main presentation (~45 mins) there will be the opportunity for questions.

Who should attend?

This webinar will be of value to a wide range of people including those involved in planning, designing, reviewing and implementing new or upgraded pedestrian and cycle crossings on existing streets, or as part of new developments. Potential attendees include:

- Transport engineering designers
- Road safety professionals
- Land developers and surveyors
- Transport planning/policy professionals
- Project managers

FREE!

REGISTRATION

To register your interest click [here](#)



Smart speed cameras could be in use on roads within months



Speed cameras that take two pictures at different spots in order to work out a vehicle's average speed could be in use within months.

Transport Agency documents say law changes could allow them to be used against more offences including tailgating, and seeing inside a car to spot drivers using cellphones or not belted in.

The OIA papers show Waka Kotahi has been working on this and a new highway tolling system that can also be used for congestion charging, for a couple of years.

Its plans say the point-to-point or average-speed cameras "could be a game changer enabling us to manage corridor speeds rather than spot speed".

They would be three times better than fixed or mobile speed cameras at cutting the road toll, a business case said.

The smart cameras "can be used to provide evidence, for example, that a driver is using a mobile phone or not wearing a seatbelt".

"Camera-based enforcement can be invasive, as images are purposely taken of the driver and passenger compartment," the business case stated.

A board paper from April said law changes under the Regulatory Stewardship Transport Amend-

ment Bill meant from early 2023 there could be use of point-to-point cameras, automation of offence processing and fine notices delivered to cellphones.

Already 26 of the new cameras are on order to add to the 142-strong network. The agency is calling them "safety cameras" in a Cabinet-ordered attempt "to shift the public away from perceptions that safety cameras are an enforcement, revenue-gathering tool".

Medium and high-risk roads will be the target.

A camera business case estimates they could save between 1500 and 2400 lives and \$1.5 billion across two decades.

The privacy implications are still being worked out with the Privacy Commissioner.

Waka Kotahi refuses to specify the total cost of the camera system and new tolling system, saying this was to protect "ministers, members of organisations, officers, and employees from improper pressure or harassment".

However, just the first phase - choosing the mix of cameras, where to put them and the design of the system - costs \$21.6m, which is \$10m more than expected, though the documents said that had not impacted the whole budget.

In New Zealand the speeding fine for being 1-10km/h over the limit in an urban area is \$30, compared to \$370 in Sweden.



Spanish traffic company SICE (Sociedad Ibérica de Construcciones Eléctricas) won the contract for the cameras and tolling.

The work is being done quickly alongside a review of road offence penalties with the aim of saving 114 lives a year by 2030.

As it stands, relatively few cameras per capita and lack of advanced cameras, along with very low penalties for speeding "greatly undermine the effectiveness of the enforcement approach", the papers say.

In New Zealand the speeding fine for being 1-10km/h over the limit in an urban area is \$30, compared to \$370 in Sweden.

Fines are set to rise and demerit points are very likely to be stiffer, and applied for the first time to camera offences.

Authorities see all this as crucial to the Road to Zero strategy, with cameras expected to provide 5 per cent of the 40 per cent reduction in road deaths and serious injuries that is the strategy's primary goal.

At present there are 142 safety cameras across its road network: 45 red-light, 54 fixed speed, and 43 mobile cameras, an increase of 30 since 2019.

Waka Kotahi is taking them over from police, adding to its 2000 traffic management cameras. It would not say how many cameras it planned to have.

"ITS and infrastructure will be future-proofed to enable Waka Kotahi to trial and adopt ... smart cameras" with "built-in intelligent image processing and pattern recognition algorithms [that] allow these cameras to detect motion, measure objects, read vehicle number plates, and recognise human behaviours", the camera business case says.

Police were already testing prototypes of trailers to carry point-to-point speed cameras that might be used at roadworks.

The aim with the network of three types of camera - point-to-point, red light, and standard used in both fixed and mobile operations - is to create an "anywhere, any time" deterrent.

Research shows the public thinks speeding is much safer than it is: 44 per cent of all road deaths in the last decade were down to speed.

On privacy, the business case says "the data and digital images captured by cameras, their storage, and their use all have privacy implications".

"New issues will arise with new technologies that can be used for other than current safety-related purposes, such as average speed and mobile phone use detection."

The agency expects a small rise in public support for cameras of up to 2.5 per cent as people see the safety benefits.

On the tolling front, the documents show the current system used on just three highways is on its last legs.

"As it is now, the current tolling system is a very inefficient way of collecting money," the business case said.

One option was to run it to standstill, or outsource it entirely.

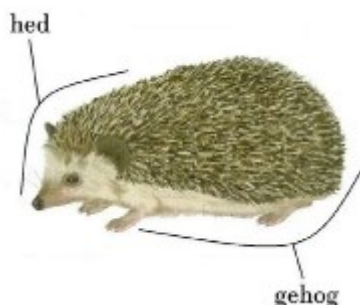
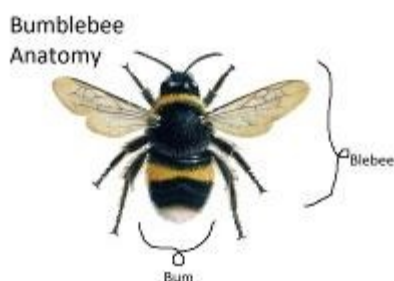
There is an indication there will be more tolling: "Over time, it should be expected that the cost of an outsourced service will increase as more roads are tolled."

SICE will provide and run all the back office systems.

The business case does not mention congestion charging but the board paper says the upgrade is aimed at "upcoming toll roads as well as to support new capability that may be required, e.g. congestion charging".

Source: RNZ

Police were already testing prototypes of trailers to carry point-to-point speed cameras that might be used at roadworks.





Why the Concept of Induced Demand Is a Hard Sell

*The new roads, the
new lanes, soon filled
with traffic too. There
were, it seemed,
always more cars.*



Gary Toth worked for the New Jersey Department of Transportation for almost 34 years, watching as roadway and highway development spread across the state and congestion grew worse.

The New Jersey he remembers from his youth was a state with a population clustered around rail lines and waterways, marbled with walkable towns and cities connected by train service.

As highways were constructed throughout the state, however, they quickly filled with cars. New Jersey became a byword for sprawl and congestion. The answer, throughout his time in the state transportation bureaucracy, was to add more road capacity to make driving easier.

But that fix, while popular, never lasted. The new roads, the new lanes, soon filled with traffic too. There were, it seemed, always more cars.



“There were people, even inside transportation agencies, who didn't understand that this was going on,” says Toth. “They didn't make the connection between [more roadways attracting more drivers]. So how can we expect the public to make that connection?”

Toth is referring to the concept known as induced demand: New roads will attract more drivers, because giving something away for free means more people will use it. That means adding lanes to a highway will perhaps ease congestion in the short term, but those gains will eventually vanish as the road fills with more drivers.

Induced demand has been theorized for [almost 100 years](#), formally studied [beginning in the 1960s](#), and [quantitatively measured](#) in the 1990s and the early 21st century. This basic concept is key to understanding congestion relief, which is arguably the central policy goal of American transportation planning.

But it is not an intuitive idea. In fact, a series of new studies, the latest [published this February](#), has shown that it is one of the least understood concepts in transportation policy.

“Most people don't know what induced demand is,” says Calvin Thigpen, who is director of policy research with the micromobility company Lime. “There's a reason if you're going to become an engineer, if you're going to become a transportation planner, it's in the coursework. You need to learn it because it's not intuitive.”

Every year the United States spends billions of dollars expanding roadways in the name of congestion relief. It's easy to understand why. Sitting in traffic is a soul-deadening experience and all the more so if it happens regularly. It also incurs macro-consequences, harming the [health of drivers](#), those who [live near major roadways](#), and driving climate change. Like cigarette smoking, [there is never good news](#) about traffic congestion's health outcomes. Transportation, meanwhile, is the largest contributor to [America's greenhouse gas emissions](#).

Nonetheless, spending on highways is set to be turbocharged in the coming months and years, as [2021's infrastructure act](#) routes even more federal funds to state departments of transportation. The [politically popular move](#) will be to use that money to build new highways and expand existing ones. Here's why most transportation experts say state and federal officials should resist that understandable temptation.

How Induced Demand Works

Everyone has had the experience of being stuck on the highway, encased in bumper-to-bumper traffic, cursing the short-sighted engineers who didn't build the damn road wide enough. But transportation experts say this idea violates the basic principle of supply and demand. If you reduce the cost of something, people will consume that product with greater gusto. That happens with driving too. If the speed of traffic in a given network increases, that prompts people to drive more.

“People think of traffic like a liquid and if you widen the pipe, it won't clog anymore,” says Amy E. Lee, of the University of California, Davis, and one of the researchers behind [a new induced demand calculator](#).

“But there is not a static or set amount of fluid in this analogy,” says Lee. “There could always be more liquid. Because we are talking about humans who are dynamic and responsive to things like a change in the perceived ease with which they can get places.”

When highway options expand, people take trips at peak hours that they may have delayed until a different time. They shift away from public transit or go to a restaurant that's an additional five miles away. They head out on the highway when they otherwise may have stayed home or walked to a neighborhood bar.

Induced demand has been found in societies across the world, like Japan and Western Europe. But its logic is especially obvious in the United States where the overwhelming majority of households own cars. There are always more people who could decide to be on the road.

In 2009, Matthew Turner and Gilles Duranton [published research](#) from data for all metropolitan areas in the U.S. between 1980 and 2000. They found an almost perfect correlation between lane mile construction and vehicle miles driven.

Critics argued that their research shows transportation engineers are building roads where people want to drive, but Turner argues the causality is reversed. Building more roads caused people to drive more. (It's worth noting that their research did not find that expanding public transit is an answer to induced demand, because those who switched to rail would make the highways momentarily less crowded — tempting more drivers to head out.)

New roads will attract more drivers, because giving something away for free means more people will use it.



“We build a bunch of capacity on our highways, which people can get on for free, so they do”

Turner has a different analogy than the water pipe. He compares America’s road building to how the Soviet Union distributed bread. If bakeries are free, when they open their doors people start queuing. As a consequence, there are always lines for bread and some people who really need it don’t get it.

“We build a bunch of capacity on our highways, which people can get on for free, so they do,” says Turner. “If you make more bread and give it away, you won’t necessarily get to the back of that queue because people will take more and more.”

Why Induced Demand Is Hard to Understand

Despite the almost universally accepted concept of induced demand, corresponding changes to American transportation policy have been limited. Even the failure of congestion mitigation in cities like [Los Angeles](#) and [Houston](#), where highway-centric policy has failed most visibly, has not lessened the thirst for more highway dollars. In fact, spending on roads is [one of the few policy ideas that most Americans agree on](#).

Recent research of public comprehension of transportation policy ideas bear this out.

[A Feb. 6 study](#) in the journal *Transportation* released the results of a quiz of almost 600 American adults and found that 64 percent of Americans believed that widening roadways had a long-term effect on congestion relief.

Reading an explainer refuting the concept only changed their minds in the short term; within six months they were back to embracing their original incorrect understanding.

A companion study [published last year](#) found only 24 percent of self-identified conservatives and 45 percent of their liberal counterparts knew that building our way out of congestion is not an option. This trend isn’t new or specific to the U.S. In recent years studies have found similar beliefs among similar proportions of [Americans](#), [French](#), [Finns](#) and [Swedes](#).

“I’ve talked to a lot of people in my life, friends and loved ones, about this topic,” says Thigpen.

“There’s almost a resistance to acknowledge that it’s a phenomenon that happens time and time again. It’s attractive to think we can just build our way out of these problems. But, in fact, we can’t.”



Thigpen and his colleagues' research showed that those who understood induced demand were much less likely to support expanding highways to reduce congestion. The question is whether it makes sense to target laypeople and convince them about the realities of induced demand or to educate policymakers (elected and bureaucrats alike).

When Toth was with NJDOT, his team developed videos to distribute to local television stations, explaining why widening highways wouldn't address their congestion concerns. The idea was to create a mass education campaign about the negative health and environmental effects of ever-increasing amounts of driving, delivered through one of the most popular forms of local media.

"We were going to do something on transportation and land use, and this whole idea of induced demand," recalls Toth, about a period in the mid-2000s. "'Tonight at six, why the area you live in may be slowly killing you or affecting your health.' We were going to start developing little PR videos. Then the governor changed, and we lost all the steam."

Thigpen says that targeting policymakers with an education campaign would be more effective.

The challenges, however, are immense. An entire industry has been built up around endless road expansion and advocacy organizations like the American Society of Civil Engineers are skilled lobbyists for continuing current practices.

Engineering schools do not often touch on the topic. In a forthcoming paper, Thigpen and his colleagues surveyed students of planning and engineering schools about the concept and found the latter were much less likely to have knowledge of induced demand.

Toth agrees that understanding induced demand was not broadly shared across NJDOT. The planning department, where he worked, was convinced. But the design and engineering departments were not.

"These agencies are so diverse, and there's competing divisions inside the agency," says Toth. "It hasn't yet transformed the approach of all agencies across the board. Then there's certain states, more rural states, where they still have so much open land and they still connect freeway access with economic growth."

Politicians present their own challenges. Transportation experts say that the way to defeat induced demand, and actually ease traffic, would be to price roadways through tolls and congestion fees. But such alternatives are not popular. It's hard to imagine running a political campaign on such a promise, as opposed to pledging an answer that looks free and easy.

Politicians frequently promise voters congestion relief, and they may even deliver it in the short term. But once the roads begin to get congested again, the elected official who stood proudly behind the ribbon cutting might be long gone.

In short, highway expansion is too easy an answer and may be one America just can't quit.

"Highway expansion is an attractive project regardless of your political orientation or what the state of the economy is," says Thigpen. "There's always a good argument for why we should be expanding highways."

We need more jobs, or we need to unlock economic opportunity. There's always a good political argument in favor of that."

Source: *Governing.com*

"Highway expansion is an attractive project regardless of your political orientation or what the state of the economy is"

The second part of this two-part series is available [HERE](#)



July 16, 1935 – The world's first parking meter is installed in Oklahoma City, Oklahoma



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**TRANSPORTATION
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Register now for the Auckland branch events

Eagerly anticipated and deferred for more than a year, it's now time to test those COVID-19 depleted brain cells. It's **Quiz Night** time!

This year we will be limiting numbers to 100 participants. So, if you are keen to participate get in quick to register your team to battle it out against your fellow Transportation Group members to determine Auckland's smartest transport team.

Team size should be between 4 – 8 people. If you are an independent then please let us know and we will team you up with others.

When: Wednesday 12 October, 5.30–9.30PM (Quiz will kick off at 6pm)

Where: The Paddington, 117 St George's Bay Road, Parnell, Auckland

Cost: Free

The winning team will be awarded a \$100 bar tab plus the honour of winning and all the associated bragging rights entailed therein.

The committee will sponsor nibbles, and a free drink for the first 20 people through the door.

The Paddington will be running the quiz for us and it will be in the normal format.

Unless we hit the 100-person ceiling beforehand, team registrations will close on Tuesday 4 October, 5:00pm.

Please provide details of **Team Name, Organisation**, and the **number of team members** to allow us to finalise catering.

Register [HERE](#)

It's now time to test those COVID-19 depleted brain cells. Its Quiz Night time!

Site Visit to Cohaus, Grey Lynn

Cohaus is a recently completed twenty-unit co-housing community in Grey Lynn, Auckland.

Cohaus was designed and financed by its residents, with a vision to build affordable housing that uses smart design and innovative technology to create a community where it's easy to live comfortably while minimising resource use.

This event will include a tour of the site hosted by two of its residents, Lukas Adam and Jym Clark.

tural and landscape design, mix of units, bike stable and car sharing system, other shared facilities and water and solar systems.

A bonus is the opportunity to look at the tactical urbanism project on Surrey Crescent outside Cohaus.

When: Thursday 29 September, 5.30pm tour then 6.15pm networking

Where: 11-13 Surrey Crescent, Grey Lynn then Gypsy Tea Room

Cost: Free

The tour will cover the planning, urban, architectural Register [HERE](#)

Cohaus was designed and financed by its residents, with a vision to build affordable housing that uses smart design and innovative technology

Engineering NZ Lessons Learnt Webinar

Join Engineering New Zealand for the eighth webinar of the lessons to be learnt series with Christopher Bennett, presenting on lessons learnt on managing transport projects in developing countries.

In this lessons learnt presentation, recently retired Lead Transport Specialist Dr. Christopher Bennett will share some experiences from his almost 18 years at the World Bank.

Tonga, the underlying challenges behind the lessons can also apply equally to New Zealand – as do some of the solutions that were adopted.

When: Thurs 6 October, 12–1PM

Where: Online via zoom

Cost: Free

Register [HERE](#)

While the lessons are drawn from projects in countries as diverse as Azerbaijan and





SEA Electric Brings Industry First to New Zealand Traffic Control



New Zealand's first electric traffic safety vehicle, complete with a truck-mounted attenuator is assembled by Blackwells Isuzu in Christchurch

Global eMobility innovators SEA Electric and leading civil construction firm Demsey Wood have introduced New Zealand's first electric traffic safety vehicle, complete with a truck-mounted attenuator.

Joining Dempsey Wood's Temporary Traffic Management Division, the SEA Isuzu FSD EV entitled "BIG EV", is specified with a SEA-Drive® 120-25 power-system as assembled by Blackwells Isuzu in Christchurch, with assistance provided by SEA Electric's New Zealand After-sales team.

Like all SEA Electric vehicles, ancillaries on the truck including the attenuator are entirely powered by the onboard batteries, meaning it utilises power only on demand, reducing emissions on busy roadworks sites.

The SEA-Drive® power-system leads the commercial EV space, with the peak performing and most efficient zero-emission architecture available, all while offering the best value for money available in the space.

Funding assistance for the project came from New Zealand's Energy Efficiency & Conservation Authority.

A signpost in Maine, USA, showing the names of local towns.





Ports of Auckland buys world first electric tug

Ports of Auckland welcomes **Sparky**, the world's first full-sized ship-handling electric tug. Shrouded in fog, Sparky arrived in the Waitematā Harbour recently escorted by Ports of Auckland's current tugs and pilot boats.

Sparky is the first full-sized ship-handling e-tug in the world.

"Welcoming Sparky is an exciting day for us at the port," says Roger Gray CEO of Ports of Auckland.

"Sparky is the first e-tug of its type in the world and was a truly innovative project for us. Her arrival marks a big step towards the ports' decarbonisation of operations and towards our long-term emissions reduction goals"

For Allan D'Souza, GM Marine and Multi Cargo Operations at Ports of Auckland who has been leading the e-tug project for the port, it is a dream come true.

"Back in 2016, when we first pitched the idea for a fully electric tug, we were told we were dreaming. To see Sparky in real life like this is that dream coming true."

"Due to the pandemic, we were unable to travel so we've been watching the build, launch and initial sea trials online. To welcome her to Tāmaki Makaurau now is incredible."

"You'll be able to spot Sparky on the water as her superstructure is painted bright green, unlike our diesel tugs. What you won't notice is noise or smoke; being electric she's a lot quieter, and cleaner, than our current diesel tugs" says D'Souza.

"I would like to thank the ports' Marine team and acknowledge our partner Damen for their work. When the project started there were no emissions-free ship-handling options around; however, Damen were up for the challenge and now they've changed the game with our e-tug Sparky.

E-tugs are the future for ship handling and Ports of Auckland are proud to have led the way." says Gray.

Key points:

- She has a 6-metre draft, is 24.73 length and has two azimuth thrusters with 3-metre diameter propellers.
- Sparky has a 70-tonne bollard pull (the same as the port's strongest diesel tug, Hauraki).
- There are 80 battery racks holding 2,240 batteries, totalling 2,784 kWh of power.
- We expect Sparky to do up to four shipping moves on a charge of batteries. Recharge time is approximately two hours.
- Sparky is anticipated to save approximately 465 tonnes of CO₂ in diesel emissions annually.
- To ensure absolute safety – of utmost importance in shipping – Sparky also has two 1000kW back-up generator sets which will only be used in cases of emergency or some fault that is not part of business as usual. We expect to use them at most, once or twice a year.
- The expected cost of operating Sparky is less than a third of the cost of running a diesel tug.
- There will be approximately six weeks of testing in Auckland before Sparky is fully commissioned and operational.
- Sparky was named via a public competition

Sparky is anticipated to save approximately 465 tonnes of CO₂ in diesel emissions annually.





Reshaping Streets consultation

The Minister of Transport is proposing changes to legislation to make it easier for local authorities (like councils) to make street changes that support public transport, active travel and place-making. These proposals would enable local authorities to make street changes more efficiently and provide new ways for communities to be involved in changes that affect them.

The proposed regulatory changes include:

- **a new ‘Street Layouts’ land transport rule** for local authorities, as road controlling authorities, to use for changing street layouts, piloting street changes, restricting vehicles, establishing Community Streets and School Streets, and for deciding on other street changes
- **amending sections in the *Local Government Act 1974*** covering pedestrian malls, transport shelters (like bus shelters), and temporary road closures
- **changes to other rules and regulations** so that local authorities can reduce speed limits as part of pilots, trial Traffic Control Devices (TCDs) more effectively, and to make legislation more accessible.

We want to know what you think of these proposals and how they could affect you, your com-

munity, your organisation, or your business. We will consider your feedback before finalising any proposals. The Minister of Transport and Cabinet will then decide whether to progress any or all of these changes.

Attend a workshop about reshaping streets

We will be holding 3 workshops during public consultation to provide some general information about Reshaping Streets and to answer any questions.

You can sign up for any of the events here:

[Workshop for road controlling authorities \(external link\)](#)

[Workshop for the public \(external link\)](#)

[Workshop for people with accessibility needs \(external link\)](#)

If you are having issues accessing these links, please feel free to email reshaping.streets@nzta.govt.nz and we will help sort this out for you.

Reshaping Streets public webinar recording

This video is a recording of the Reshaping Streets public webinar held on Thursday 25 August from 10:30am to 12:00pm.

*Public consultation
closes at midnight on
Monday 19
September 2022.*

Reshaping Streets public webinar - 25 August 2022

Streets are public spaces

- They can be used for many purposes
E.g. Living, shopping, meeting, moving
- They need to be safe for everyone
Including people of all ages and abilities



Wellington businesses should back a pedestrianised Golden Mile, report says

Businesses would do well to lean into changes brought by efforts to increase walking, cycling, and public transport use along the Golden Mile, a new report has shown.

The report, undertaken by the consultancy Ernst and Young as [part of Let's Get Wellington Moving](#), recommends retailers tailor their offering to customers arriving by active modes of transport by improving bike lane accessibility, adding bike parking outside stores, or offering loyalty discounts to bus commuters.

[The Golden Mile Retail Impact Assessment](#) was commissioned to investigate how street changes along the Golden Mile – the main road corridor from Lambton Quay to Courtenay Place – would affect businesses.

It concluded businesses could expect increased rents and competition for space, but higher sales volumes thanks to an increase in pedestrians.

“It appears in the best interest of retailers to favour reallocating space toward more frequent and higher spending customers, in this case, pedestrians and cyclists,” the report says.

The [Golden Mile project](#) is part of [Let's get Wellington Moving's "three-year programme"](#), a series of changes to streets citywide to enable bigger changes later – namely, a new mass rapid transit route. Construction is scheduled to begin in the first half of next year, and cost between \$85 million and \$100m.

During consultation, Wellingtonians [overwhelmingly backed the most radical plan to remove cars](#) from the Golden Mile, and [designs show](#) widened footpaths and room for furniture and trees.

Greater Wellington regional councillor Roger Blakeley said international and local evidence had shown businesses would benefit from pedestrianisation.

Blakeley was chief planning officer at Auckland City Council between 2010 and 2015, when Fort St was pedestrianised. [A later study by Auckland City Council](#) showed its [pedestrian numbers increased](#) by 47% during peak hours, retail spend increased by 47% and hospitality spend by 429%.



“The businesses, just like in Wellington, were concerned this would be the kiss of death,” he said. “In fact, what happened was the reverse of that.”

The report used 12 case studies: at the Queen Street Retail Precinct, pedestrianisation led to the doubling of pedestrians since 2012, 49% retail spend increase since 2010, and a 41% increase in cafe seats. A survey of Bloor St in Toronto, Canada, found only 10% of patrons drove there, and those arriving by foot or bike spent the most money per month.

“Retailers generally overestimate importance of on-street parking outside shops when nearby parking is enough”, the report says, with shoppers valuing high-quality urban design more than nearby parking.

Ash Holwell from [Two/fiftyseven, a shared office and events space on Willis St](#) in central Wellington, said pedestrianisation would make the city a nicer place to live and work.

“We’re competing against those other cities [which embraced mode shift] for liveability,” he said. None of his team drove to work, and they’d recently turned two of their basement car parks into 20 bike parks, and the other two into storage bays.

Urban change was needed to speed up mode shift. “It’s the majority of people who expect, for all the right reasons, to be safe on a bike or walking around a city that are the next target audience.”

Source: *Stuff*

“The businesses, just like in Wellington, were concerned this would be the kiss of death,” he said. “In fact, what happened was the reverse of that.”



Auckland's first electric ferry on track to be on the water in 2024

The first of two electric ferries being built right here in Tāmaki Makaurau for AT by boat builders McMullen & Wing is starting to take shape at their Mt Wellington boatyard.

Designed and engineered by EV Maritime, the 24-metre-long fully electric ferries will be the biggest in the Southern Hemisphere. Each ferry will be able to carry up to 200 passengers and up to 30 bikes – that's around twice the amount ferries can currently take.

It's exciting to see the progress that's been made so far as the ferry starts to take a physical form. Construction of the 'plug' was completed in August, which now sees the construction of the hull mould underway. The 'plug' creates the shape of the vessel, from which the re-usable moulds will be manufactured.

Aucklanders can now proudly say that we are making very real progress towards a low emissions public transport network. Our train network is now 100% electric, our buses are transitioning to electric, and we are seeing great progress on these first two electric ferries.



Replacing the fleet of old, noisy, diesel vessels supports the objectives outlined in Auckland's Transport Emission Reduction.

The electric ferries will be able to last about 40km on one charge and will be able to travel at similar speeds to our current ferries.

Like with fully electric cars, the electric ferries run purely on the energy stored in onboard batteries. These batteries will then be recharged from land-based charging points installed at wharves. They can be charged quickly and safely while loading and unloading passengers. AT will own the two electric ferries in addition to the new electric-hybrid ferries announced in July.

The batteries will be recharged from land-based charging points installed at wharves. They can be charged quickly and safely while loading and unloading passengers.

Golden Mile revitalisation inches closer

Wellingtonians have shown their passion for the Capital and have come out in droves to have their say on the design of the Golden Mile.

Let's Get Wellington Moving (LGWM) has just completed engagement with the public on the finer details of a city-scaping project that will revitalise the Golden Mile and ensure the Capital is a great place to live, work and play.

The LGWM team has worked through multiple channels to ensure that everyone had an opportunity to have their say on the design.

Levels of engagement have been particularly high through the online Social Pinpoint tool, where we received 17,500 visits and more than 2,500 comments and through face-to-face discussions.

LGWM also received good insights from businesses, and retail and hospitality groups and from the general public through three drop-in sessions, phone calls, hundreds of emails and online sessions. Overall, we received 420 queries/submissions through this consultation period.

"The views of stakeholders and the public are very important to us," says Programme Director Sarah Gardner.

"LGWM is proposing some big changes to the Golden Mile, and we appreciate the levels of engagement that we have received.

Ultimately, these are changes that the public have told us that they want – a more compact, liveable city that's safe and easy to get around.

"We know that change can cause uncertainty and we will continue to work through enquiries and questions that will influence the final Golden Mile design," says Gardner.

LGWM will now work through feedback and produce a comprehensive engagement report in October, and progress the detailed design for the Golden Mile.

Construction is due to begin in the first quarter of 2023.

Source: LGWM



Put your hand up when you 'get' the metaphor of this image. They have fallen like...



Escaped giant tortoise halts Cambridge to Norwich trains



A giant tortoise brought trains to a halt when it was found on a railway track.

The injured animal was spotted near Harling Road, north east of Thetford, Norfolk, on the Cambridge-bound line at about 12:40 BST.

Greater Anglia said three services were affected by the tortoise's presence.

Swallow Aquatics in East Harling said the tortoise, Clyde, had gone missing on Sunday and had now been taken to a vets, as it was hit by a train.

The pet shop said the 2.5ft (76cm) long tortoise had a hole in its shell after the collision.

Diane Akers, a passenger on the 11:22 train from Ely to Norwich, photographed the tortoise on the opposite track when her train came to a halt.

"It was very large and filled a substantial area of the track," she said.

"I tried to tweet Greater Anglia, but I'm not sure the message got through.

"When we got to Norwich station I told staff in the office there, and the chap looked at me as if I was mad - and then a police officer came along and said he'd seen my tweet."

BBC reporter Nic Rigby was a passenger on another train, from Cambridge to Norwich, that ground to a halt.

"The train's been delayed due a giant African tortoise on the line," he said.

"The train inspector announced that he's having trouble believing it - but it's true."

A Greater Anglia spokeswoman said: "We are sorry for the disruption caused to customers between Norwich and Cambridge this afternoon.

"This was due to a very large, injured tortoise on the line near Harling Road. Network Rail attended and helped the animal. Services were able to run from 13.25."

She said two trains were terminated early and one service started 20 minutes late.

Source: BBC

A local pet shop said the tortoise, Clyde, had gone missing.

It was very large and filled a substantial area of the track.





Disabled community ask for safer detours when Auckland's footpaths are blocked



A blind woman in Auckland says her life is at risk because of construction work blocking footpaths and accessibility advocates are calling on Auckland Transport to enforce stricter guidelines for its contractors.

Rhonda Comins told the Herald she was walking down a path in Newmarket when she suddenly met an unexpected obstacle.

Clueless as to where the tactile paving went, Comins said she was in a state of panic. To get around the obstacle meant going on the main road in the middle of traffic, Comins said.

"I am usually independent and I like being that way, this one time I felt like it was taken away from me and I was put at serious risk.

"I had to find my own way around the obstacle - no worker came to my aid."

Contractors are required to abide by the code of practice for temporary traffic management - "which ensures that the traffic management plan (which we approve) is set up for pedestrian users of all abilities (ie - the use of ramps)," Auckland Transport's spokesperson said.

"If there is a kerb, then wheelchair and pram users can access this (ramp); or there needs to be signage for pedestrians to use the other side.

"If it's not fully safe to cross the road, then the traffic controllers on the job should be assisting pedestrians."

The spokesperson said the agency was keen to hear from anyone who experienced issues so they could escalate them through their maintenance teams.

"Safety for everyone is always our top priority. We will ensure we continue to work with staff and contractors to make sure they are aware of any accessibility concerns."

Accessible and sustainable transport advocate Tim Adriaansen said Auckland Transport contractors refrained from placing signs on the road with traffic so they put it on walkways, which was an issue for many users.

"If the footpath or cycleway is blocked for any reason, an alternative safe route needs to be provided.

"Auckland Transport should be auditing more traffic management operations. But problems are identified so often on Auckland's streets, it would be best to improve the training and guidelines that contractors follow.

"Most of the time, contractors simply aren't thinking about the needs of people travelling outside of a car, and that needs to change." Access Matters lead campaigner Juliana Carvalho said Comins' struggle was not a "one-off".

"Local communities need advance notice if any construction or closures are scheduled on a footpath or pedestrian crossing, because this impacts accessibility. Safe and accessible alternative routes must be provided and clearly communicated.

"People with access needs have the right to navigate areas they live in safely just like anyone else."

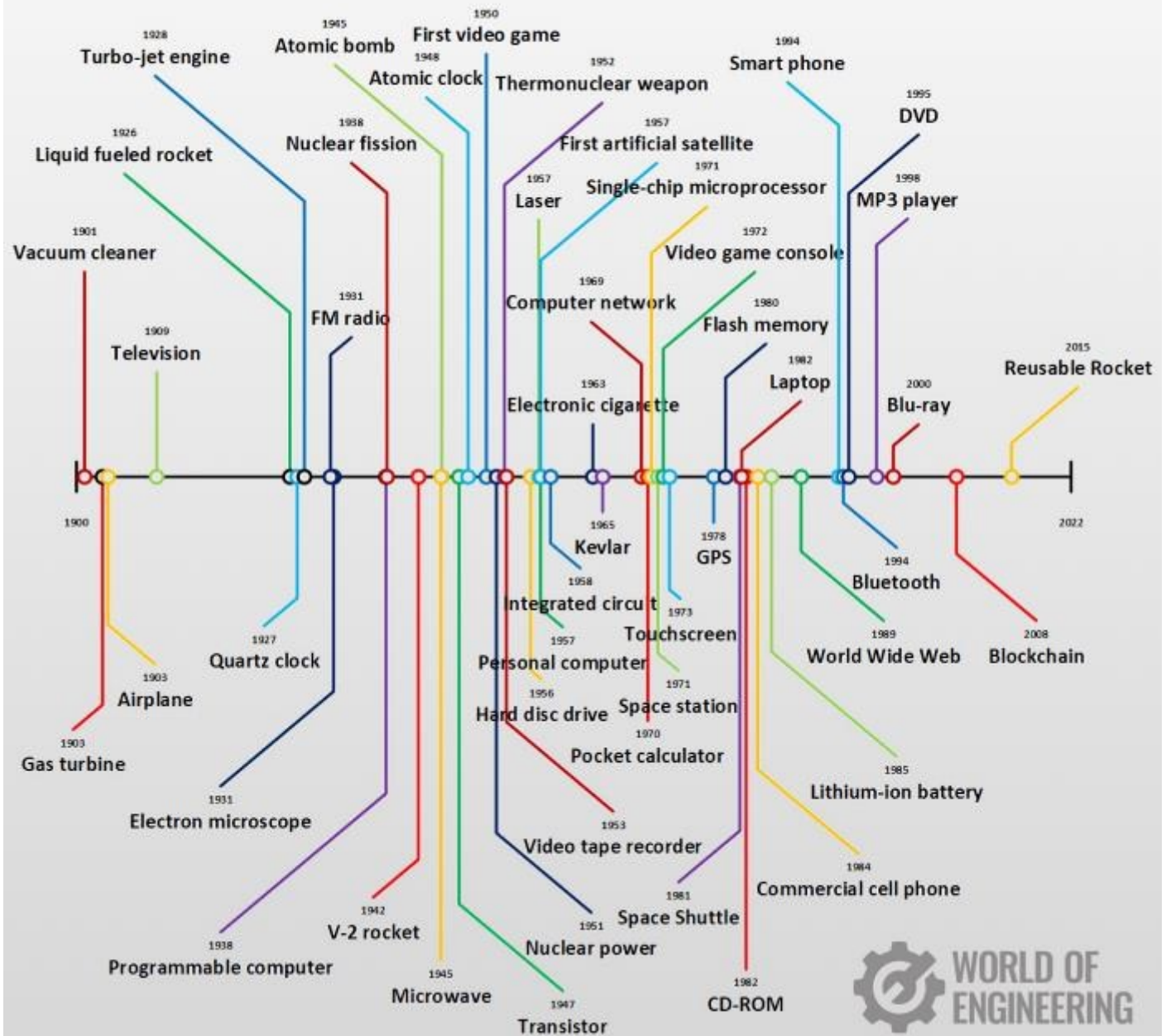
Source: NZ Herald

To get around the obstacle meant going on the main road in the middle of traffic

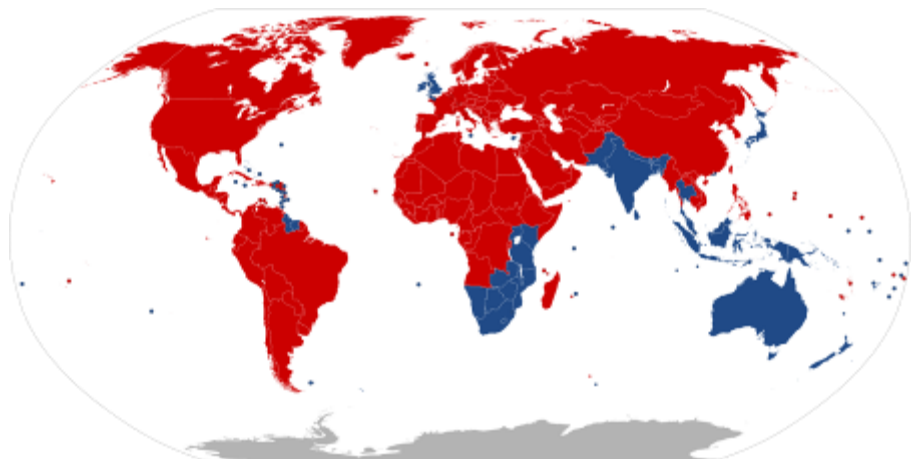




TIMELINE OF HISTORIC INVENTIONS IN ENGINEERING IN 20th AND 21st CENTURIES



*Countries driving
on the left (blue)
or the right (red)
side of the road.*





End of the line for the trains that saved Auckland's rail network



Auckland Transport's Train and Ferry infrastructure manager Raymond Siddalls swung the 1992 diesel deal

The price Raymond Siddalls offered for 20 side-lined diesel rail units in Perth didn't please the seller.

The Auckland-based manager of Cityrail knew no one wanted the old passenger units, and offered Western Australia's rail company scrap value. "They weren't very happy" he recalled. But they agreed.

Perth's city's "scrap" passenger trains in 1992 became the trains that saved Auckland's commuter rail service from what seemed like certain closure.

Recently, the catalysts for Auckland's rail revival were [feted in two days of events](#) as they ran for the last time between Papakura and Pukekohe, beyond the southern limit of the city's electrified network.

Rail services will resume in about two years, once electrification has been built, with bus services providing the link during construction.

The diesel units were transported by sea from Perth in a special ship, refurbished in Auckland, and in their first three years, patronage trebled as services became more frequent and attractive.

The knock-on effect was the expansion of the commuter fleet with refurbished ex-British Rail carriages, and then electrification ahead of the arrival in 2014 in [Auckland's new electric trains](#).

The evolution of commuter rail triggered by the diesel units, led to the creation of the Britomart

underground train station below the former Chief Post Office, and now the \$4.4 billion City Rail Link.

Auckland Transport said the farewell for the diesel units triggered a mix of emotions.



"We should be sad. It's a milestone – 30 years of these trains and a lot of Aucklanders grew up with them. That's how they commuted or went to school," said John Nottage, communications led.

"But it also marks the entry of a new era and making sure that the people of Pukekohe and Papakura have new accessible, faster, quieter trains."

Most of the diesel fleet was parked up in 2014 when the new electric fleet arrived, and 17 of the older ADB and ADK units [eventually were sold to Mozambique in 2017](#) for an undisclosed price.

In almost a repeat of Perth's attempt to sell the units, tenders closed for the Auckland fleet without a single bid, and the trains will be stored and maintained in the hope buyer is eventually found.
Source: Stuff

The evolution of commuter rail triggered by the diesel units, led to the creation of the Britomart underground train station, and now the \$4.4 billion City Rail Link.



BMW introduces new heated seat subscription

BMW has sparked debate after offering an online subscription to turn on heated front seats in its cars in the UK for £15 per month.

A monthly heated steering wheel subscription costs £10.

Subscriptions have been available for features on BMW cars for some time in the UK, but the heated seat offer started this month.

The company says customers can enable all hardware features for a one-time payment if they prefer.

The features are available via BMW's ConnectedDrive online store and are activated remotely, with no need to visit a dealer.

The heated seat offer is available in the UK, but the subscriptions that are available vary by country.

The manufacturer told the BBC that "where heated seats, or any feature available in the ConnectedDrive store have been purchased when a customer vehicle is ordered, no subsequent subscription or payment is necessary".

But the company argues that the ability to add new features can be helpful for owners who change their minds after purchase.

And it is particularly useful, BMW wrote, for second-hand car owners, "as they now have the opportunity to add features the original owner did not choose".

Subscriptions also enable drivers to "experiment with a feature by purchasing a short-term trial before committing to a purchase", the company added.

However, unlimited use of a feature can be purchased. For £200, those with chilly hands can enjoy a warm wheel for "as long as the technical prerequisites are met for this vehicle".

The news has sparked online debate, [with news site The Verge saying](#): "In the case of heated seats, for example, BMW owners already have all the necessary components, but BMW has simply placed a software block on their functionality that buyers then have to pay to remove."

[The Register](#) said that while it could work as a way for owners to add features as they can afford them, "on the other hand, it may feel like buying a mug and having to rent the handle".

A number of the reports note BMW's move is part of a wider industry trend with a [range of car makers offering subscriptions](#).

There were negative comments on social media too, [with one Twitter user writing](#): "Subscriptions for software is one thing, no-one is going to subscribe for heated seats or whatever, if I own the car I own everything in it."

And Kurt Opsahl, general counsel of digital civil liberties campaign group the Electronic Frontier Foundation, [tweeted](#): "A seat heater blocked by software is broken, and the car owner should have the right to repair their seats."

Source: BBC

*"Its like buying a mug
and having to rent the
handle"*





What's behind those mysterious ZAA number plates on cars?

Hundreds of vehicles have appeared with new number plates on our roads, leading to curiosity as to why and how Kiwis are getting their hands on them.

Over the past year, more cars are appearing with number plates starting with the letter Z, something rarely seen on our shores.

The plates starting with ZAA and up to ZBB are now being sold by a handful of resellers. According to Waka Kotahi New Zealand Transport Agency, New Zealand is currently only up to PKR for government-issued plates.

So why are Kiwis suddenly getting their hands on number plates starting with Z and bypassing a range of other combinations?

KiwiPlates marketing manager Karl Plank told the Herald the Z Series Euro plates are being sold as a trial at selected European band car dealerships so owners can get their hands on plates that fit the car's look compared with smaller New Zealand-sized plates.

"For people buying European vehicles, they want the plate that best fits their car. They look better and when they purchase the plate it becomes personalised which means they can keep the plate combination and transfer it from vehicle to vehicle (if they wish).

"With the plate combinations starting at ZAA it also means that it is not easy for someone to know the age of a vehicle. For some people they like this aspect as it doesn't age their vehicle.

"These plates stand out on the roads, which is an attraction for many car owners."

A salesman from Miles Continental, one of only a handful of companies selling the 'Z series' New Zealand-branded Euro plates, explained that purchasing personalised plates can be expensive, whereas the 'Z series' Euro plates are currently selling at the same price as authentic European plates you'd buy overseas.

"At the price point the resellers are selling them at it's a good entry into having your own personalised plate.

"If someone is purchasing a brand new car the cost of the plate can cost a bit more, so this is a good upgrade to finish it all."



What is in a plate and why do the letters I, O and V not exist?

Government-issued plates begin with a letter that relates to the year it was registered.

According to Miles Continental, "these can then 'date' as new plates come out".

By purchasing Z-series NZ-branded Euro plates, you are "future-proofing your vehicle registration," they say.

NZTA told the Herald that registration plates "exist to link the vehicle to the person or company in charge of the vehicle, for the purpose of collecting licensing fees and for enforcement purposes.

"The current series of plates with three letters and three numbers are being issued in alpha number order – i.e. starting with AAA 1 and finishing with ZZZ999."

You also won't see the letters I, O and V on a plate because they look too similar to the numbers one and zero, and letter U.

NZTA previously revealed a number of other number plate combinations were banned because of their offensive nature.

These include: BUT, FUK, JAP and KKK, among others.

The combination NGR had 999 plates made but NZTA said in 2021 replacements would be offered to anyone who was offended or wanted it changed.

It is expected to take approximately 15 years before New Zealand reach the end of the six-digit vehicle registration plates, which will finish with the plate ZZZ999



What happens when we run out of plates?

According to NZTA, New Zealand government-issued plates are currently at PKR.

It is expected to take approximately 15 years before New Zealand reach the end of the six-digit vehicle registration plates, which will finish with the plate ZZZ999.

NZTA say they haven't yet determined what the next plate combinations will be.

Black-coloured New Zealand plates are also now making a comeback.

KiwiPlates this week announced the launch of Black Number Plates as the latest auto accessory.

Originally, black government-issued plates began in 1964 but were discontinued in 1986 to make way for the white variety which are in use today.

The new and customisable Black Plates will come in a range of sizes and character colours.

As well as bringing back standard Black Plates with silver characters, KiwiPlates will also introduce Black Plates with white characters for the first time, which will be available in Standard, European and Slim sizes.

"New Zealanders are naturally optimistic and creative people. We see this every day in the humour and sentiment expressed when people are choosing their plates.

"Be it for themselves, or for someone else, it's a fun process that is all about self-expression," KiwiPlates managing director Mark Wilson said..

"Now drivers will be able to make a statement that also comes with a premium aesthetic. The visual impact of the Black Plates on vehicles is striking and takes automotive personalisation to a whole new level."

Buyers wanting to update their plates can redesign their existing Government-issued combination from white to black plates from \$199.

The new Black Plates have been rigorously tested by NZTA and the New Zealand Police. Before any new plate design is approved for New Zealand's roads, it needs to comply with existing vehicle legislation and pass an extensive testing process.

This includes camera testing in different conditions to ensure the new number plate is recognised correctly across different camera systems.
Source: NZ Herald

Originally, black government-issued plates began in 1964 but were discontinued in 1986 to make way for the white variety which are in use today.





'It's a bit of freedom': traffic-stopping tech helps Glasgow school's bike bus on its way



With a jingle of bells and a blur of hi-vis jackets, the colourful convoy of children and parents crosses a busy junction on Glasgow's southside on their way to primary school.

It's Friday morning, and the weekly Shawlands bike bus is using a new wireless remote control to pause the peak morning traffic at Shawlands Cross for long enough to allow the 50 or so cyclists to navigate the junction together in safety.

Developed by Glasgow city council's traffic management service, the "ultra-smart cycle system", mounted on the lead rider's bike, uses a military grade encrypted signal that sets a specially timed traffic light cycle in motion, initiating a longer than usual 45-second pause to allow the slower-moving youngsters to turn right at the junction on their way to school.

The smart technology, believed to be the first of its kind in the UK, operates only on Friday mornings between 8.30am and 9am, when the bike bus escorts children from the local area along a prescribed route finishing at Shawlands primary school, in time for the start of the school day.

Waiting for the bell in the playground, nine-year-old Beatrix says she likes to take the bike bus because it means she can chat to her friends on the way to school. Laurie, also nine, likes ringing his bell at the people who wave when he cycles past. Eight-year-old Leo says simply: "It's a bit of freedom in your life."

For Owen, five, the best thing about the bike bus is being able to cycle his new red and orange bike on the road, when normally his biking is confined to parks and tracks. He learned to pedal when he was three, he explains.

Giving children and parents permission to take up space amid the car traffic is one of the key aspects of the bike bus, says Owen's father and a co-organiser, Gareth Johnson, who first suggested the idea to a group of neighbours last October after reading about a similar project in Barcelona.

"It's nice for parents to realise they can take up space and use the road safely, and to see their kids growing in confidence. It's an injection of joy in the morning, and people are calling it their weekly dose of community," he says.

"We started off with five families," Johnson explains, "and the first time was the day of the Halloween party at primary school. The kids loved it, cycling along in their costumes."

More families have joined since then, but with increased numbers the bike bus has encountered a few dangerous incidents of drivers frustrated at the time taken for them to cross the busy junction, moving too close to the children and using their horns.

Organisers are hopeful that the new traffic-stopping technology will put an end to this.

"It's a tricky junction, so this helps us to keep together and lets other road users see we need to be turning right," says Beatrix's mum, Polly Le Grand.

"It's good for them to feel they have as much right to be on the road as cars. They're getting extra confidence that then makes cycling a more practical way to get around the rest of the time. It helps that they're treated a bit like celebrities, which the kids love!"

The Shawlands bike bus is already advising six other schools in Glasgow that are interested in piloting their own versions, with similar schemes in Edinburgh and elsewhere across the UK.

One parent looks around the playground as the children disappear rosy-cheeked into the building for the start of the school day. "We're going to need a bigger bike shed."

Source: Guardian

Nine-year-old Beatrix says she likes to take the bike bus because it means she can chat to her friends on the way to school.



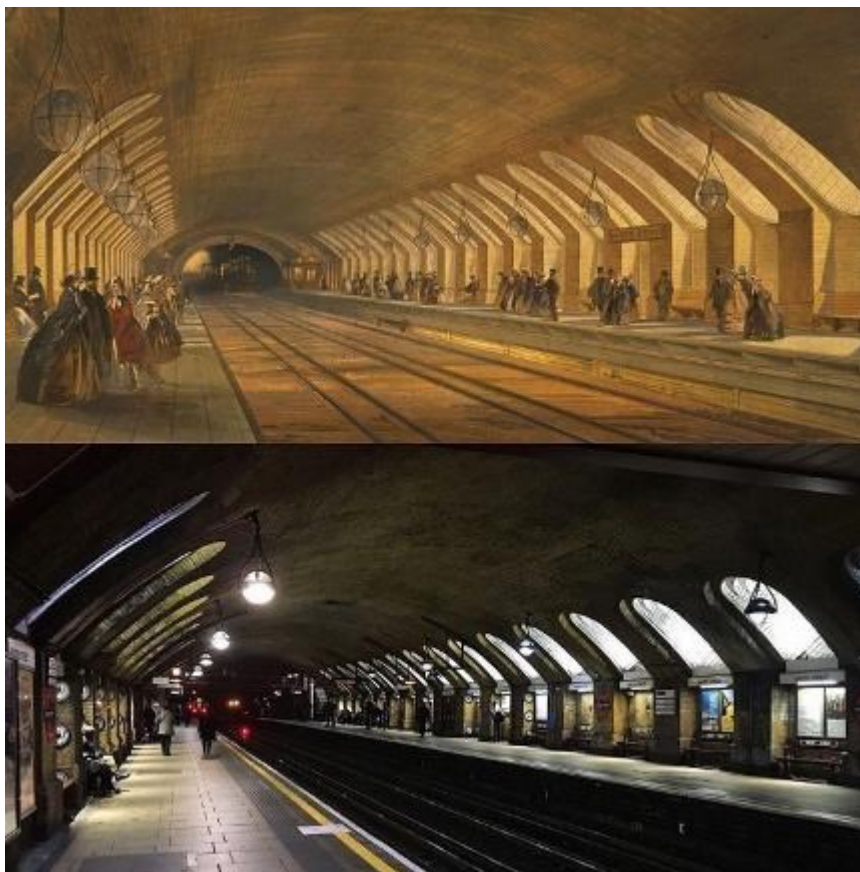
Select Committee into passenger rail

Engineering NZ is considering making a submission (due 6 October) to the [Transportation and Infrastructure Select Committee inquiry in passenger rail](#).

If any Transportation Group members are keen to contribute, please contact your branch chair or Group Deputy Chair John Lieswyn john@viastrada.nz

Depending on the level of interest, the Group may make a submission of its own, or simply assist ENZ.

*Right:
Images of the world's oldest underground station (Baker Street, England) 157 years apart*



Free webinar: Transport and Auckland: What is required for inclusive urban mobility?

Auckland University's Public Policy Institute is hosting a free online and in-person seminar on the topic of: Transport and Auckland: What is required for inclusive urban mobility?

Join us for a conversation between Simon Wilson (NZ Herald) and transport researchers Professor Alistair Woodward (Population Health) and Professor Kim Dirks (Engineering) about Auckland's transport challenges, including:

- bikes, trucks, and transitions
- active transport, cycling, and infrastructure
- bus stop locations and accessibility
- reasons for rapid action to lower greenhouse emissions
- air pollution while travelling

The seminar will be held on **Friday 16 Sept 1-2pm** in the Owen Glenn Building OGGB Case Room 2 (260-057). The online link and more details can be found [HERE](#)

Vasectomy powered by EV

A surgeon in Texas performed a vasectomy last week with power from his electric vehicle (EV) after a power outage at his clinic.

Chris Yang, a urologist in Austin, said his patient went ahead with the procedure because he had booked time off work and did not want to wait.

When the power went out, Yang used an extension cable to connect medical equipment to his Rivian RT1 ute.

Yang said he was fortunate that the procedure did not require much power for its 15-20 min duration. The EV also operated a small fan in the operating theatre.





UK ministers consider registering cyclists

Bicycles could be made to have registration plates and insurance as UK ministers weigh up bringing speed limits for cyclists into line with those for drivers.

The government is also considering the possibility of cyclists receiving licence penalty points and fines if they break speed limits or run red lights.

It comes as the UK Transport Secretary, Grant Shapps, proposed a Whitehall review of how cyclists who flout the law can be tracked down by police.

“Somewhere where cyclists are actually not breaking the law is when they speed, and that cannot be right, so I absolutely propose extending speed limit restrictions to cyclists,” he said.

“Particularly where you’ve got 20mph limits on increasing numbers of roads, cyclists can easily exceed those, so I want to make speed limits apply to cyclists.

“That obviously does then lead you into the question of ‘well, how are you going to recognise the cyclist, do you need registration plates and insurance and that sort of thing’.

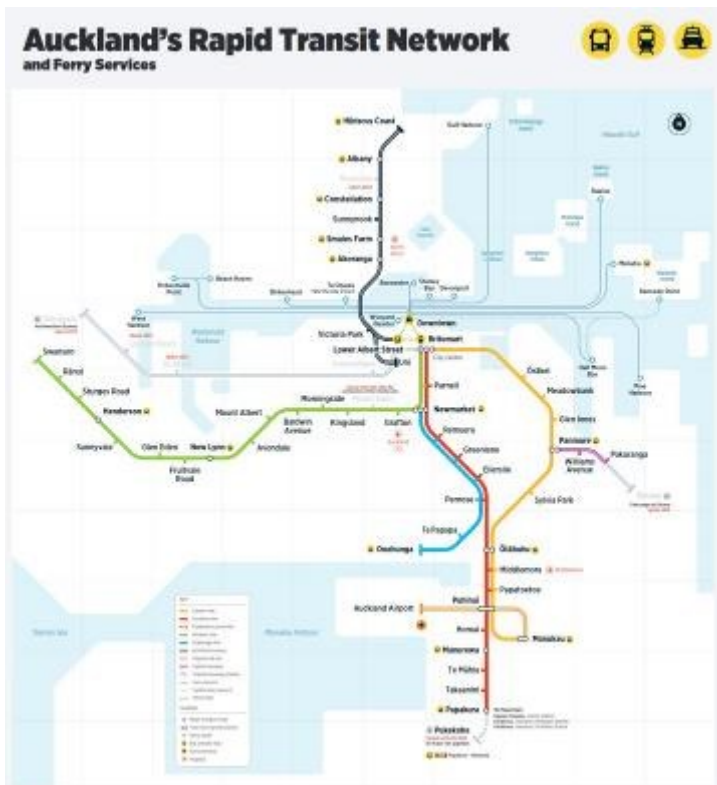
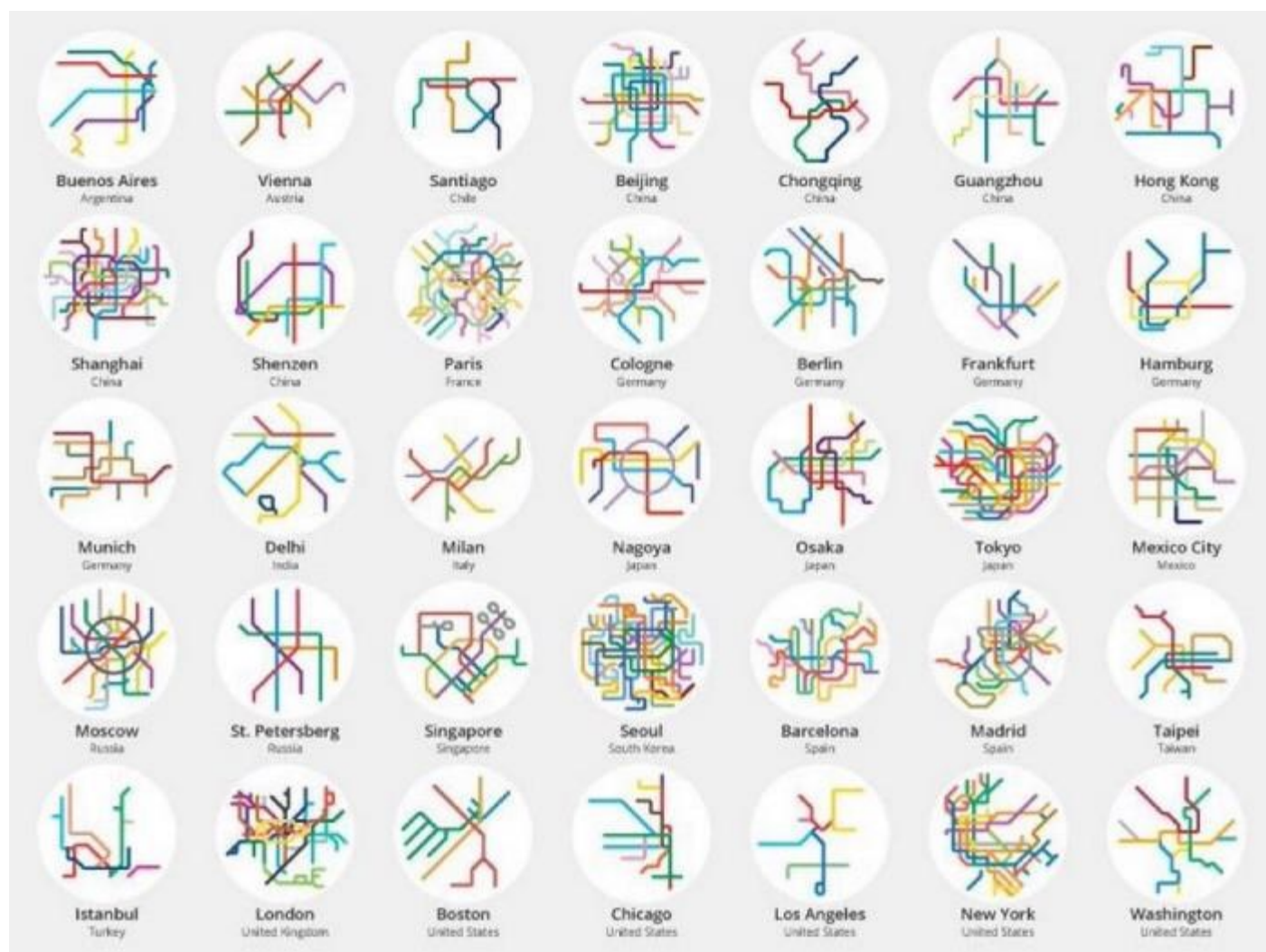


So I’m proposing there should be a review of insurance and how you actually track cyclists who do break the laws [via identifiable markings].”

The UK government is considering the possibility of cyclists receiving licence penalty points and fines if they break speed limits or run red lights

Two jumbo jets cracking a joke and having a good laugh 🤣





Tube Maps of the World (plus Auckland's latest map)

Below: Building the London Underground, 1898





Two hours of sitting in your car going nowhere: New York's unique parking rules are back



New York City is known for being one of the most difficult cities in the world to own a car – and a return to pre-pandemic parking restrictions could make it even more discouraging.

Recently, drivers who park outside have to move their cars two or three times a week for street cleaners, up from once a week during the pandemic.

This unique dance is called alternate side parking. Under these rules, drivers are allowed to park on many of New York's streets free of charge, except during marked hours when a sanitation truck drives through to clear debris with a mechanical broom. Each side of a street has different cleaning hours, so that cars can move from one side to the other. Failing to move your car gets you a \$65 ticket.

It's a workable solution in theory, but in practice, streets are already crammed full on both sides so there's nowhere for cars to go at cleaning times.

It's not uncommon for New Yorkers to spend [hours circling](#) for a free space. After a surge of new car registrations during the pandemic things are likely to get worse.

To keep their coveted spots without getting fined, many New Yorkers simply sit in their cars during the 90-minute cleaning period so that they can swing their vehicle out when the cleaner comes, then quickly pull back in afterward. While wait-

ing for the cleaner, they tend to leave their cars on, blasting AC in the summer or heat in the winter, while hunched over in the driver's seat scrolling on their phones.

Street parking is so hard to come by that many drivers avoid driving whenever possible, simply leaving their vehicles in place until the next time the cleaner comes.

The ritual has become a part of the city's culture. The New York comedian John Wilson recently devoted a [half-hour episode](#) of his documentary series to ruminating over parking (joining a long tradition: in one episode of *Seinfeld*, George Costanza gets a job moving people's cars for them).

An editor for the *New Yorker* once maintained a blog called [the Alternate Side Parking Reader](#). In 2009, Anthony Bourdain joined the local news anchor Debra Alfaro as [she demonstrated alternate side parking](#). "I'm not buying a car," he quipped when it was over.

The ordeal was initially suspended completely during the pandemic by Mayor Bill de Blasio, before a reduced once-a-week clean was implemented. But Jessica Tisch, the new sanitation commissioner, ordered a return to more frequent cleanings earlier this year, explaining that De Blasio's rollback had left the streets clogged with litter.

"The conversation shouldn't be about one day of alternate side versus two, but rather how NYC can reimagine curbs to be more than just free storage for multi-ton private vehicles"



"I know it's a pain to move the car, but let's be real, we need people to do it to allow our brooms to give the city the good scrubbing it needs," said Tisch.

Laurel, a 54-year-old driver who parks in Brooklyn's affluent Park Slope district, told the Guardian that street litter had gotten worse as some of her neighbors simply don't move their cars at all, preferring to risk the occasional ticket.

"It used to be that there was an understanding that everybody would get in their car and move to the other side, but now nobody bothers to do that." Going back to two days a week could help, she said, if tickets are enforced.

But Jimmy Segarra, a 51-year-old car owner, called the city's move to two days a week "crazy". Segarra is a longtime resident of Brooklyn Heights, a wealthy area where street cleaning rules have been once-a-week for decades, and will remain so, unlike the rest of New York.

Segarra said the tidy streets in Brooklyn Heights showed one weekly clean was enough. "When people are around the neighborhood, they take care of the neighborhood," he said.

The problem dates back to the early days of America's 20th-century auto boom. In 1947, as cars choked New York's streets, the police commissioner, Arthur Wallander, called street parking "one of the gravest problems facing the city" and cited broad public unhappiness with "the public streets being used as garages". The sanitation department responded by introducing alternate side parking in the summer of 1950.

"The new plan is expected to keep the test area virtually free of litter and answer sanitation workers' prayers for relief from the arduous task of sweeping up accumulated refuse beneath parked cars," [reported](#) the New York Times that year.

The program has remained in effect in the decades since. But now some advocates say a real environmental justice effort should reconsider whether free parking should exist at all.

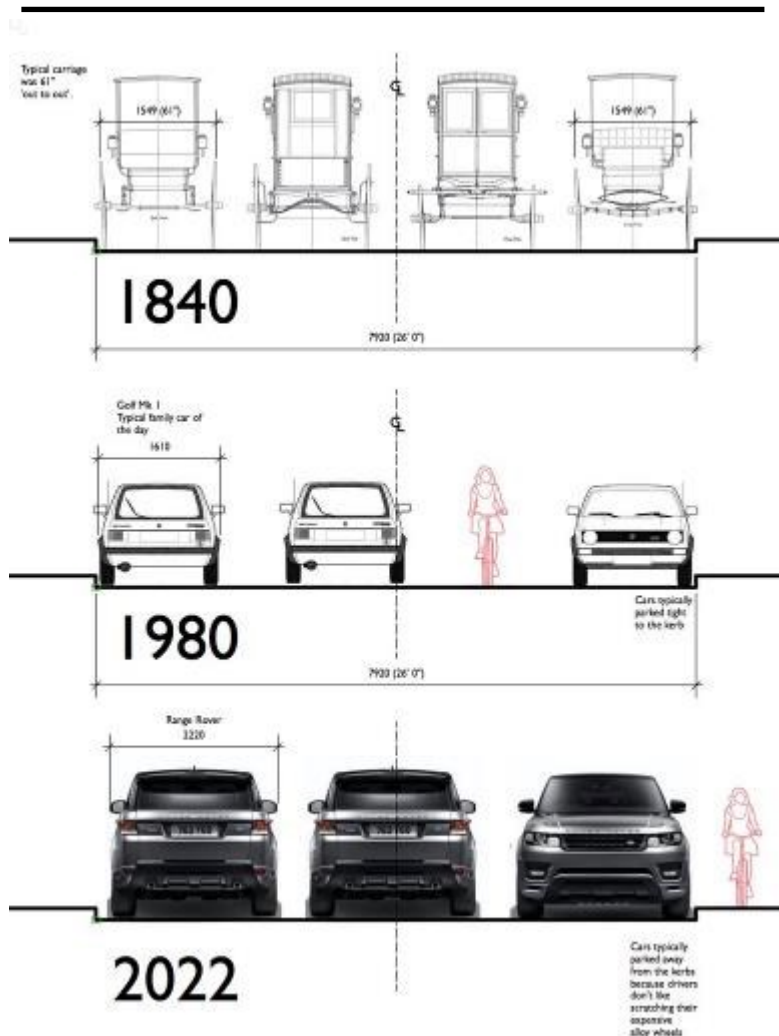
"The conversation shouldn't be about one day of alternate side versus two, but rather how NYC can reimagine curbs to be more than just free storage for multi-ton private vehicles," said Cory Epstein, the director of communications at Transportation Alternatives.

A [poll](#) commissioned by the non-profit last year found that a majority of New York voters would support adding bike lanes, bus lanes, wider sidewalks, greenery and parks to their neighborhoods even if it meant reducing parking spaces. Helen Ho, a transportation planner in Queens, called street parking a wasteful giveaway, citing estimates that [the typical car stays parked 95% of the time](#).

Ho, who has a car but rents a private parking space, considers free street parking "an infringement on public space". For the last few years, Ho has been selling merchandise with anti-parking slogans like "[Street Parking is Theft](#)" and "Parks not Parking". It's a "niche idea", but one that gets a lot of approval among fellow transit enthusiasts, she said.

"Our parking spots are highly, highly subsidized. The cost per square foot of property in New York City is astronomical," Ho said. "So our parking spots should similarly reflect that price."

Source: Guardian





Air pollution from cars killing thousands of NZers yearly

In findings which have startled scientists, new data shows car pollution is killing thousands of New Zealanders each year and costing the country billions of dollars.

The first-of-its-kind study has measured the health impacts of nitrogen dioxide, a toxic gas emitted by fossil fuel cars.

It found 3300 people were dying yearly because of air pollution, and it was mostly because of cars.

That meant as a whole, 10 percent of the people who died each year in the country were dying because of air pollution.

Exposure was also sending more than 13,000 people to hospital for respiratory and cardiac illnesses and giving the same number of children asthma. The social cost of these health impacts was estimated to be \$15.6 billion.

The study, Health and Air Pollution in New Zealand, was conducted by New Zealand experts in air quality, health, and economics. It was the study's third instalment since 2012, but for the first time, pollution data from vehicles was measured.

The new numbers were more substantial than previous records of air pollution - making car pollution more harmful than the damage household fires caused.

Researchers said the extent of the nitrogen dioxide impacts were "unexpected" and "startling". Nitrogen dioxide emission in New Zealand is almost exclusively from burning petrol and diesel.

The country has almost 4.4 million motor vehicles and that figure is on an upwards trend. Fossil fuel cars killing thousands

Previously, air pollution measured in the country had been largely from fine pollution particles - which came from domestic fires, car brakes, and industry. That pollution caused an estimated 1300 deaths in adults per year.

A closer look now showed that a further 2000 people were dying because of exposure to nitrogen dioxide. That was because the pollutant was a major factor in stroke, heart disease, lung cancer and chronic respiratory diseases.

Young children, elderly, asthmatics and people with pre-existing heart or lung diseases were most vulnerable to both forms of air pollution.

Hospitalisations and unhealthy children

The new figures more than doubled Aotearoa's air pollution hospitalisation statistics. Nitrogen dioxide is sending an estimated 8500 people to hospital with cardiovascular or respiratory illness, compared to 4600 from other air pollutants.

An extra 6000 people are being hospitalised with a respiratory condition from nitrogen dioxide exposure. It brings the total annual hospitalisations from all air pollution to 13,100. New Zealand already has some of the highest asthma rates in the world, and the new research estimated that 13,200 cases of asthma in children were exclusively because of car pollution.

The cost of the harm

Not only is air pollution killing people and harming their health, it is costing the country \$15.6b; and 60 percent of that is because of nitrogen dioxide.

The "social costs" of air pollution calculated in the study took into account the costs to society when people were sick or died from exposure. It was not just in terms of the direct medical costs with illness and death, but a loss of output from people taking time off work, school and the loss of income.

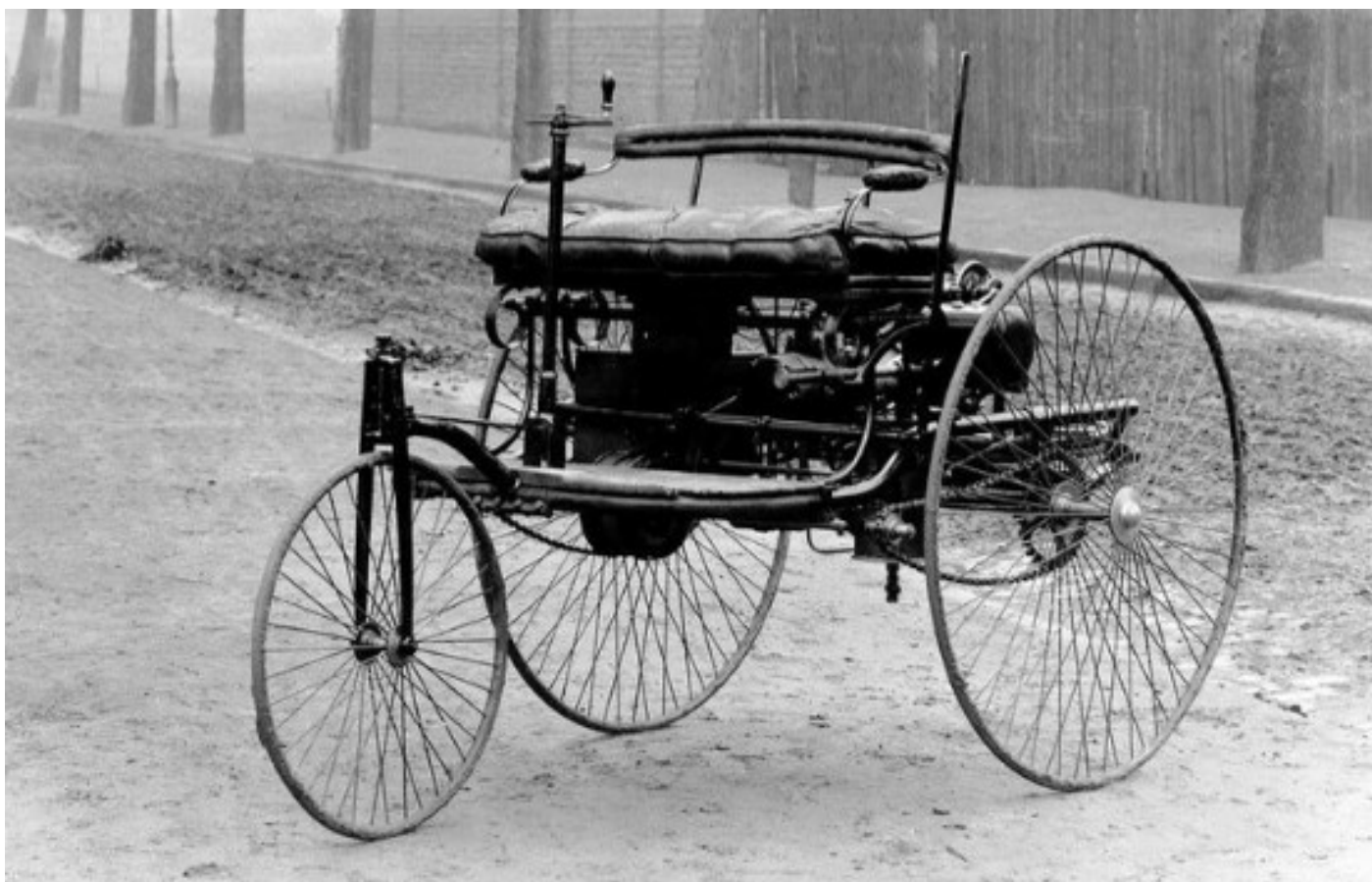
The study used a "value of statistical life" which was the same used to cost road crash deaths. At 2019 prices, that was \$4.5 million per person's premature death. It also estimated a cost of \$36,000 for each person admitted to hospital with cardiac issues, and \$31,700 for people with respiratory issues triggered by air pollution. Childhood asthma hospitalisations are costing the country \$1800 per case.

Air pollution is also causing 1.745 million restricted activity days - days where people cannot do the things they normally would because of the bad air.

Increased air pollution also makes people less likely to engage in physical activity, which of itself has wide-ranging public health impacts. Data for the study was collected from 2016 statistics because at the study's commencement in 2019, it was the most suitable on hand.

Source: RNZ

The new numbers were more substantial than previous records of air pollution - making car pollution more harmful than the damage household fires caused.



Above:

July 3, 1886 – Karl Benz officially unveils the Benz Patent-Motorwagen, the first purpose-built automobile

Below:

In 1900, 40% of American automobiles were powered by steam and 38% by electricity

THE SATURDAY EVENING POST 57

A Four-Passenger Coupé with removable top which may be replaced with Leather Victoria or Buggy top. Exide, Waverley or National Batteries. Choice of solid or pneumatic tires.

Price \$2,250



Waverley

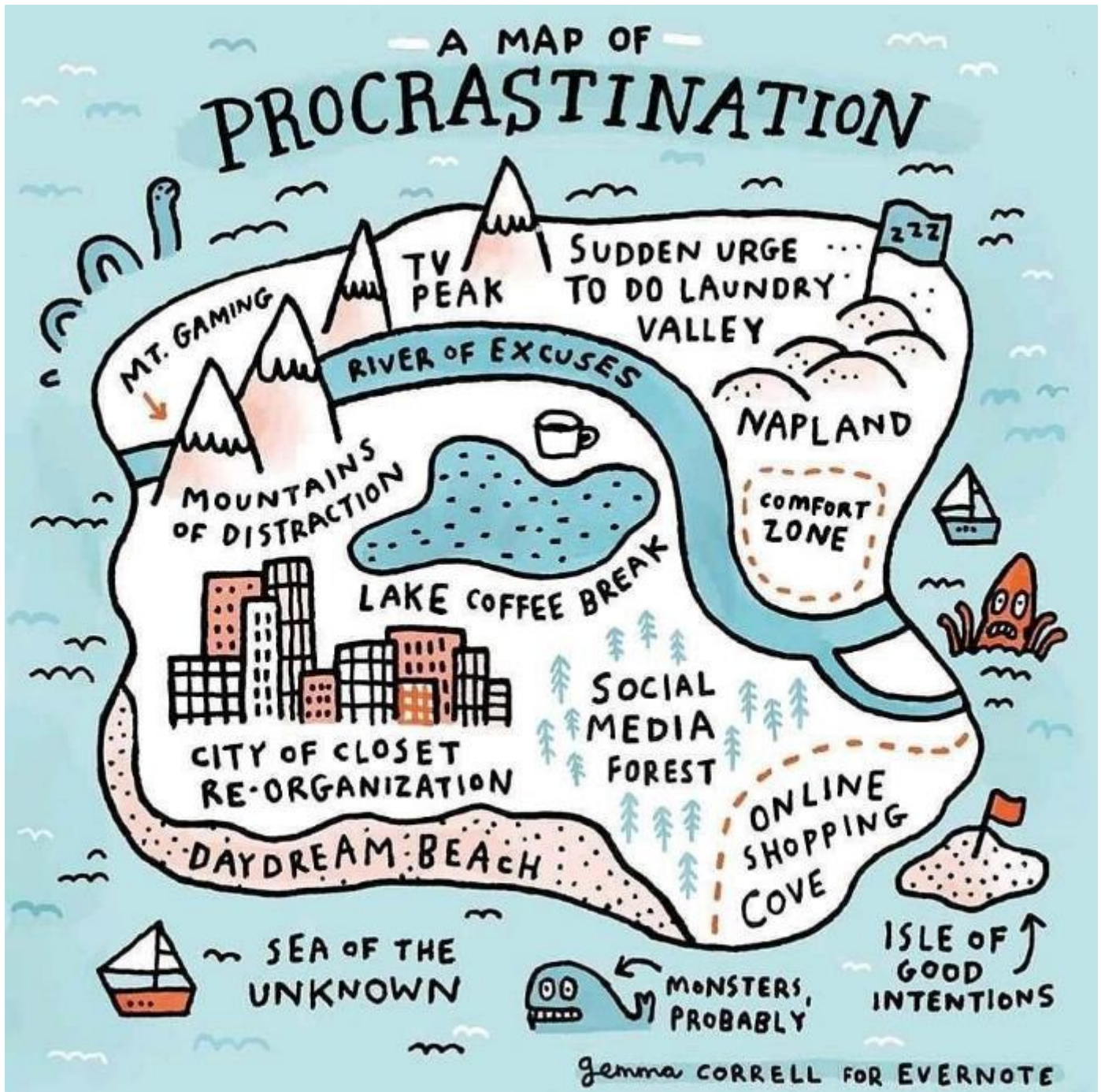
*Perfection of
Style and Service
In an Electric*



Roundabout of the Month



OK, it's not a roundabout, but perhaps it would be improved if it was....





COVID, Climate Change – Catalysts for changes to our cities

The impacts of the global pandemic have been felt far and wide. But a more positive effect has been how it has catalysed large scale rapid cycleway building - at a global scale never seen before.

In the confined spaces on public transport where the risk of COVID transmission came under the microscope, many cities across the globe looked to find ways to give people safe, viable alternatives.

Progressive transport authorities fast-tracked their plans for low-emission transport systems, with protected cycleways gaining traction to do that quickly and cheaply.

As an example – in Germany they developed pop-up cycleways - called '[Corona-Radweg](#)' (where Radweg translates to cycleway). Along with a suite of changes made to urban centres – these cycleways are safe and convenient.

[France's response](#) is an ambitious plan to build 650km worth of cycleways, mostly in Paris – and establish a “new normal” post-lockdown. By prioritising cycling, the city has shifted in just a few years from a congested car dominated city to an attractive cycle friendly city, for residents and tourists alike.

Milan recently announced plans to create 750km of dedicated cycle paths to cut pollution and boost sustainable travel by 2035. During the pandemic they tested public response by reallocating 35km of road space showing residents what would be possible.

Now the ambition is to make cycling the first and easiest choice for getting around the Metropolitan City of Milan – an area that includes both the city and its suburbs.

Back home in New Zealand, making changes to cut pollution and boost sustainable travel has gained significant momentum. Fuelled by the ambitious targets to reduce transport emissions by 41 percent by 2035, under the Government's first Emissions Reduction Plan, the next year will see a range of transformative projects roll out in numerous cities.

The Government has allocated \$350 million to fund strategic cycle networks, create walkable neighbourhoods, support safe, green, and healthy school travel, and make public transport more reliable and easier with the Transport Choices package - partnering with local Councils to bring about change.

The Expression of Interest for the fund was released to Councils in the first week of August, and this month Waka Kotahi is working with Councils to refine the final programme to present to the Minister for approval in September. We have received 48 Expressions of Interest from councils at the first stage and are moving into deeper conversations with them. All these successful projects funded under the Transport Choices package will not only be an opportunity to make changes to cities and commuting but will also help show us all what's needed in the years ahead.

Work is underway on another programme that will also help Aotearoa to achieve its emissions reduction goals faster, while creating vibrant, people-friendly places for thriving communities.

The impacts of the global pandemic have been felt far and wide. But a more positive effect has been how it has catalysed large scale rapid cycleway building.



In early September, Waka Kotahi will be announcing the list of councils who will receive funding to test street changes as part of Streets for People programme

The Streets for People programme is a smaller scale programme, which aims to make it easier and faster to create more people-friendly streets in our towns and cities. The programme will invest \$30m to enable Councils to partner with communities by testing changes that better meet community needs. We're looking to learn from the projects and councils we're working with to inspire a growing national movement.

For the [Streets for People programme 2021-24](#), the programme team at Waka Kotahi has been visiting Councils around the country to hear their project proposals, and in early September, Waka Kotahi will be announcing the list of councils who will receive funding to test street changes as part of Waka Kotahi Streets for People programme.

Combined, the Transport Choices package and Streets for People programme will mean a significant number of projects that will make safer, more liveable places for people across Aotearoa.

[Streets for People programme 2021-24](#)

In the lead-up to announcing the councils who will receive full funding to implement their proposed projects as part of the Streets for People programme 2021-24 – below is a case study on a project that was implemented as part of the Innovating Streets programme 2020-21, which demonstrated successful outcomes.

Ferry Road, Ōtautahi Christchurch

In little more than eight weeks, with the help of paint, pop-up wave delineators and planter boxes, Christchurch City Council was able to create a brand-new cycleway. The Ferry Road Cycle Connection was one of 62 projects implemented by 32 councils in 2021/22 as part of the Innovating Streets for People programme.

The project involved community co-design and provides the previously missing link between the city's south-east and central cycle network, and the result is a safer, community-driven, people-focused way to get around Ōtautahi via active modes.

And it's clearly working – within six months of the cycleway's installation, cycling numbers along the route had increased by 18–20 percent.

[Reshaping Streets consultation open](#)

We need to make it safer, quicker, and more attractive for people to walk, bike, ride devices, and take public transport in our towns and cities across Aotearoa New Zealand.

One of the actions from the Emissions Reduction Plan is to consider regulatory changes to make it easier and faster for local authorities to make street changes that prioritise people, support public transport and encourage active travel. Better transport options will reduce emissions, reduce deaths and serious injuries on our roads, and improve our environment as well as the wellbeing of our people.





Reshaping Streets is a suite of proposed changes to legislation and land transport rules that will enable our local government partners to trial temporary street changes in our cities and towns and provide new ways for communities to be involved in changes that affect them.

Communities across Aotearoa will be able to experience the difference and enjoy the advantages of street change improvements quickly, while working towards more permanent solutions.

Public consultation on Reshaping Streets regulatory changes is now open until Monday 19 September.

[Have your say.](#)

Painting the town red, or should that be green?

Coloured surfacing is generally an additional feature added to the standard features of a design.

This guidance note sets out the principles for the use of colour, including what type of colour applies where. It also includes coloured surfacing specifications, materials, maintenance, and installation.

[Coloured surfacing principles](#)

Construction set to begin for Te Ara Tupua

Waka Kotahi recently celebrated signing the construction contract for Te Ara Tupua Alliance – confirming the project team is moving to the delivery stage. The agreement means construction of the Ngā Ūranga ki Pito-One pathway will begin later this year.

The project will create a safe attractive way to walk and cycle between Wellington and the Hutt and will provide much-needed resilience to the coastal edge protecting SH2, the rail line, and key underground infrastructure.

Our design and construction partners [Downer New Zealand](#), [HEB Construction](#), and [Tonkin + Taylor](#) have been working with us under an interim agreement since 2021.

During this time, we've been further developing the design and the approach to construction. Under the full contract, construction can begin.

Te Ara Tupua Alliance will also be delivering [Hutt City Council](#)'s Tupua Horo Nuku Eastern Bays Shared Path. We're working together to share the skills of the delivery team across these two coastal projects.

The projects share many common challenges and opportunities as harbour-side walking and cycling routes. [More information and gallery.](#)

Reshaping Streets is a suite of proposed changes to legislation and land transport rules that will enable our local government partners to trial temporary street changes





Changing the narrative around urban mobility



Kathryn King
Urban Mobility Manager
Waka Kotahi

Our streets need to change. Cities and towns need to be places where people can easily move around safely in ways that are good for their health and the environment. We recognise the urgency to rapidly reduce emissions and shifting people away from making so many of their journeys by car is critical to meeting the targets set out in the new Emissions Reduction Plan.

The plan sets out the actions needed across every sector of the economy to reduce emissions and achieve New Zealand's first emissions budget, and lays the foundations for greater reductions in the future.

And transport has a significant role to play in this, as it calls for a 41 percent reduction in emissions from the transport sector by 2035 (from 2019 levels). The great news is that we have all the tools we need to do this and understand where we need to focus.

Four targets will contribute to the goal of a 41 percent reduction in transport emissions:

- Target 1: Reduce total kilometres travelled by the light fleet by 20 percent by 2035 through improved urban form and providing better travel options, particularly in our largest cities.
- Target 2: Increase zero-emissions vehicles to 30 percent of the light fleet by 2035.
- Target 3: Reduce emissions from freight transport by 35 percent by 2035.

- Target 4: Reduce the emissions intensity of transport fuel by 10 percent by 2035. In response to this, our Urban Mobility team here at Waka Kotahi is thinking big, starting small and acting fast.

We have a number of initiatives on the go, such as the new Streets for People programme; proposed changes to transport regulations and legislation with Reshaping Streets; a National Cycling and a National Walking Plan; and the transport choices package of investment in improvements to streets across the motu that was announced as part of Budget 2022.

It's about adapting the streets we already have to provide communities across Aotearoa with the ability to change the way they move around.

A key way we can support this work is by changing the conversation and narrative around how we use our streets.

Decarbonising the land transport system will reduce emissions, but it will quite simply create nicer places to live where kids can get around under their own steam, where everyone can get where they need to safely, and where the cost of travel isn't a barrier to people.

There's a lot of work to do, but our streets need to change so that we can enjoy all those benefits. Our team is moving fast and I'm excited about our journey ahead.

We recognise the urgency to rapidly reduce emissions and shift people away from making so many of their journeys by car



Active Modes Infrastructure Group (AMIG) Update

It's been a while since the last AMIG online meeting; July 28th in fact. Another good attendance of over 20 people on that video call was matched by a wide-ranging list of topics covered:

As mentioned in the March update, after some further review work, the **cycle facility selection chart** in the Cycling Network Guidance (CNG) for urban routes has now been updated to reflect more recent developments in similar overseas guidance. The new guidance now recognises that separate cycle paths are now more warranted in situations with lower traffic speeds and volumes than before.

The new guidance being developed on **wayfinding signage for cycling** recognises that some new symbols are needed that reflect items of relevance to people cycling (e.g. bike parking/repairs). Some potential symbols were presented, and AMIG members were asked to choose the ones they thought were most relevant for further consideration.



Guest speakers from Waka Kotahi presented updates on how the Govt's Emissions Reduction Plan is being applied to transport. Two particularly relevant initiatives are the National Cycle Plan and **Climate Emergency Response Fund (CERF)** projects. Research, development and engagement on the Cycle Plan has been underway, with the final plan hopefully going to the Transport Minister about now. The CERF fund includes over \$150m in the next 2 years focused on rapid rollout of urban cycle networks, walkable neighbourhoods, and other measures to reduce veh-kms travelled. In both cases, the challenge will be coming up with methods to roll out cycleways and other low-traffic measures quickly...

One way to get quick, low-costs street measures will be via the rebranded **Streets for People** programme, which was also introduced at the AMIG meeting. A \$30m contestable fund will offer a 90% funding subsidy to ten local

councils who will deliver "tactical urbanism"-style projects over the next couple of years to prioritise people over motor vehicles on urban streets. Similarly, some recent Waka Kotahi research work on **quick-build cycleways** was also presented to AMIG, which includes a dynamic matrix tool for selecting the most appropriate cycleway separator options for different scenarios.



Other topics discussed at the latest AMIG meeting included revisions to the draft CNG guidance on **cycleway lighting** and initial field data from Wellington on **typical cycle speeds on various gradients** uphill and downhill. A wider review and revamp of the layout of the CNG website is planned in the coming year too. There was also a heads-up about the first of a series of **multi-modal webinars**, introducing the Waka Kotahi guidance available for walking, cycling, public transport, and urban street design, hopefully delivered roughly monthly.



If you want to see more details from the AMIG minutes, check out Waka Kotahi's AMIG website: <https://nzta.govt.nz/walking-cycling-and-public-transport/active-modes-infrastructure-group/>

One more online AMIG meeting for the year is scheduled very soon on Sept 22nd. Then the team are looking forward to the first in-person meeting in about three years, scheduled for Havelock North in November.

Contact co-convenors Wayne Newman (RCA Forum; wayne@cremere.co.nz) or Gerry Dance (Waka Kotahi; Gerry.Dance@nzta.govt.nz) for more info, or drop me a line if you wish me to raise any ideas or issues at AMIG on your behalf.

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

The team are looking forward to the first in-person meeting in about three years, scheduled for Havelock North in November



Canterbury and West Coast Branch Update

The Canterbury and West Coast Branch held their annual quiz last month.

There was a great turn out with 73 people over 12 teams taking part. Even the bar staff got involved!

The theme of the quiz was '*Humans, Nature, Human Nature*' with categories such as Travel in Books, Governance and Civil, and Mere Mortals.

Scores were pretty tight across the board, however there was one clear winner – **Breakdance Squad** (below) who took home the spoils.




See Auckland CBD in 3D

Auckland Council has released a new high-resolution 3D model of Auckland city centre. You can access the model [HERE](#)

Auckland Council Open Data

Auckland CBD - 3D Web Scene




Private Member
Auckland Council

Summary


A 3D web scene showing the 3D model of the city center for Auckland , New Zealand

[View Full Details](#)

Details




3D Map
Web Scene



August 8, 2022
Date Updated

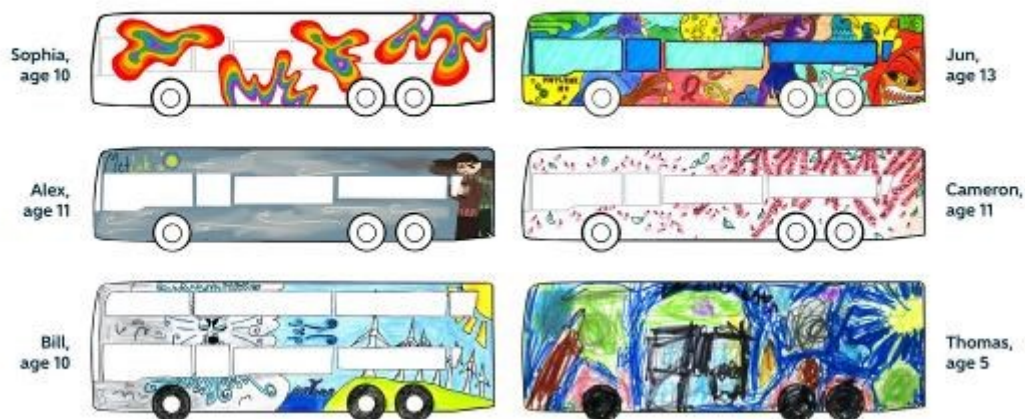
I want to use this





Transport photos of the month: Metlink buses

DESIGN A METLINK BUS WINNERS!



The winning bus designs and how they look in real life.







City Rail Link update



Statement from Dr Sean Sweeney, Chief Executive, City Rail Link Ltd on CRL financial situation

The impact of Covid on major construction projects has been far more wide-ranging than first anticipated in early 2020. Unsurprisingly, this has cast a long shadow over the City Rail Link project since the first lockdown in March 2020 too.

Understandably people want and deserve an explanation about what those impacts are and why it's taking so long to give a definitive answer around costs and finish date.

There has been the direct impact of almost three months of full lockdown of our sites, the ongoing impact of over 280 days in which Auckland was either at Lockdown, Level 3 with borders closed or level 2 with ongoing restrictions to site operations.

In addition has been the impact of closed borders on site resources. Like other global infrastructure projects, City Rail Link endured shortages across a number of critical trades such as steelworkers and block layers. These resources were usually solved via greater movement of international skills.

These shortages meant at times entire work areas were not able to be progressed for weeks at a time. The closed borders also meant a loss of skilled overseas workers in critical construction and engineering roles.

As a result, poaching of workers became a major issue and added further uncertainty. One day, I turned up at a City Rail Link site to find a steel working crew of eight workers had been poached by another company and simply left that day.

Finding and keeping skilled resources throughout 2021/22 has been an exceptionally difficult task and has directly impacted cost and schedule.

The global supply chain was also severely disrupted in direct ways, such as when a global shipping company dropping New Zealand of their supply routes, and indirect ways when key goods were marooned off the

Port of Shanghai for months whilst all of Shanghai was in hard lockdown.

All these effects have delayed the project but also combined to push building cost inflation up to levels unheard of since the high inflation years of the 1970s and 1980s. Some elements such as copper increased in cost by more than 200%.

City Rail Link has been working with our design construction partner, the Link Alliance, to attempt to quantify and agree what the actual time and cost impacts to the project are.

The difficulty was that every time we conducted an updated assessment, another variant of Covid (Delta then Omicron) emerged and further impacted the project. This has made re-estimating the overall completion time and completion cost extremely difficult.

In April 2021, because of the challenges listed above and the unknown future progression of Covid, we advised our Project Sponsors (The Crown and Auckland Council) that we would not be in a position to give a revised project time and cost status UNTIL such time as the effects of Covid appeared to be diminishing into the medium term.

We advised, at the time, that we did not think we would be in a position to do so until the end of 2022.

This is what we are now doing.

Since January 2022, we have been working with the Link Alliance to quantify all Covid costs and impacts since June 2020.

This process has taken eight months to date and there are still some complex commercial negotiations to be concluded before we will have any clarity about the full impacts from June 2021 up till the middle of this year.

As this work is ongoing, any attempt to provide a time and cost adjustment would require us to guess. This is something that we do not think would be useful for anyone.

However, we certainly recognise the continuing uncertainty is not helpful to anyone. Therefore, we are continuing to work with resolve to quantify all impacts to the project and then agree the time and cost consequences of what those impacts are.

Once negotiations are concluded, we will then be in a position to accurately advise Project Sponsors about a completion date and seek additional funds to covers these Covid costs.

As we have been advising since April 2021, we anticipate that this will take till the end of this year and this is of course contingent on no further Covid variants impacting the country.

There has been the direct impact of almost three months of full lockdown of our sites, the ongoing impact of over 280 days in which Auckland was either at Lockdown, Level 3 with borders closed or level 2 with ongoing restrictions to site operations





You're not hearing things. Your bus is talking to you.

You might hear something new on your next bus ride in Auckland.

Auckland Transport is all about creating easy journeys and connecting people with their communities. With millions of bus boardings every year, improving the journey information available to you is a key part of this.

You'll soon start to notice new bus audio announcements for "next-stop", "transfer" and "disruption" information, in both Te Reo Māori and English.

AT will be gradually rolling this out across our network over 2022 and 2023, as the necessary equipment arrives from overseas.

AT hopes this comes in handy for when you're not sure if your stop is coming up, especially when travelling at night.

It can help inform you when to transfer to a different bus, train, or ferry service, or for any details about live service disruptions.

Don't worry about losing that quiet thinking time on your journey though, as announcements will be played less than 10% of the time.

By providing a more accessible service to our customers, especially for its passengers with low vision, AT hopes for an improved and enjoyable experience when travelling around Tāmaki Makaurau.

There will be new bus audio announcements for "next-stop", "transfer" and "disruption" information, in both Te Reo Māori and English

Plus One Bus Companion making bus travel more accessible

From August 18 onwards, people holding a Total Mobility Card have been able to bring a support person with them for free when they travel on all AT Metro bus services.

People holding a Total Mobility Card can now bring a support person with them for free when they travel on all AT Metro bus services.

AT's Interim Chief Executive Mark Lambert highlighted the introduction of a 'Plus One Bus Companion' for Total Mobility Card holders is to give thousands of Aucklanders the confidence to hop onboard one of AT's more than 10,000 daily bus services.

"We know that there are still barriers in place for some Aucklanders, which can make it difficult to travel with confidence on our public transport network."

"By enabling support people to travel for free onboard our bus services with Total Mobility card holders we're aiming to make Auckland that extra bit more accessible by helping give more people the confidence to travel by public transport."

"This initiative builds on accessibility improvements made across Auckland's transport network over the past decade, including the widespread adoption of kneeling buses, and construction of accessible footpaths and bus shelters."



AT worked closely with accessibility advocacy groups through the Public Transport Accessibility Group (PTAG) when developing the Plus One Bus Concession and planning its launch.

PTAG member Vivian Naylor says this initiative will make a meaningful improvement for people who haven't previously had the confidence to travel by bus.

"Plus One will make a huge difference to people who, for all sorts of reasons, have never ridden on buses, maybe due to lacking confidence in dealing with the unknown."

Travelling on buses can make a huge difference in opening up new opportunities to discovering Tāmaki Makaurau."

Total Mobility scheme is a nationwide scheme that supports people with accessibility challenges who have barriers to using public transport to travel.

Find out more or apply through this link:
[Total Mobility scheme \(at.govt.nz\)](https://at.govt.nz/total-mobility-scheme)

By enabling support people to travel for free onboard our bus services with Total Mobility card holders we're aiming to make Auckland that extra bit more accessible.



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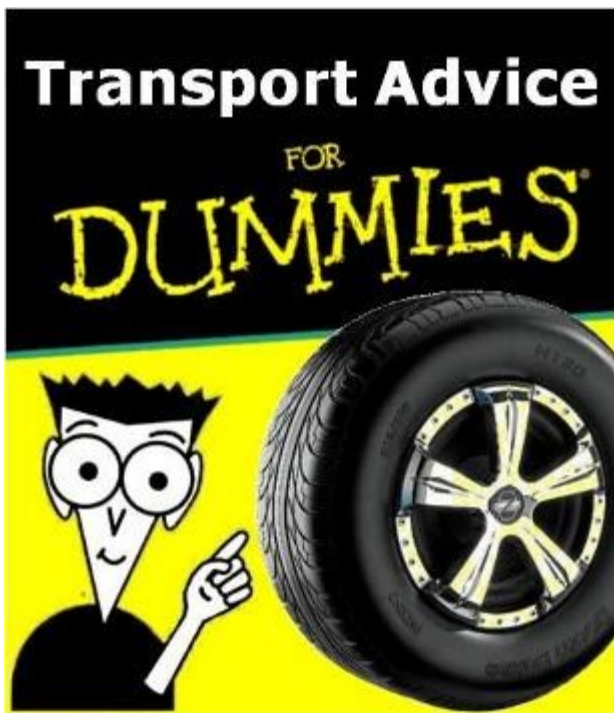
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Find us on the web:
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A tongue-in-cheek column on transport matters by The Transport Guy. The contents do not represent the views of the Transportation Group, or anyone else for that matter. Follow the advice at your own risk. If you have a question for The Transport Guy, no matter how stupid, email it to transportfordummies@gmail.com and he'll do his best to answer.

Dear Transport Guy

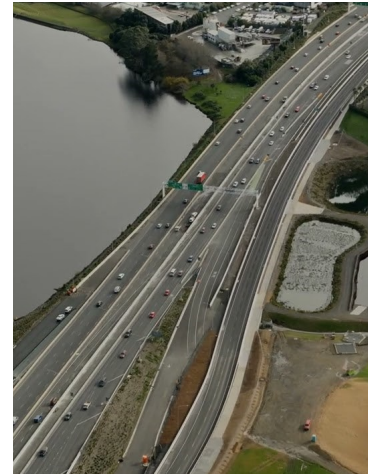
I keep hearing about this thing called 'induced demand' but I think it's a load of bollocks. For years we've been building roads and I don't remember them all filling up!

Steve, Albany

Dear Swede

Have you ever looked out the window at the Northern Motorway? I have a prediction about how well that extra lane at Greville Rd will perform, but's just wait and see.

The Transport Guy



Dear Transport Guy

I was disappointed to see yet another money-grabbing exercise by the Government, this time extracting revenue from hard-working Kiwi drivers through these new so-called 'smart cameras'.

People are smart too, you know. If people can operate a car at high speed safely (and most new cars are extremely safe with air bags and whatnot) then I don't see why they need to be unfairly penalised or forced into crawling along.

Howard, Ashburton

Dear Coward

How 'smart' are those drivers if they can't manage to stick within the speed limit?

And if driving at 50km/hr (let's be honest, its more like 60km/hr) in built-up urban areas, mixing with cyclists, buses, turning drivers and random pedestrians, is considered 'crawling along' then I shudder to see what speed you'd like to do.

I thank you in advance for the ongoing contribution you will make to the Government's coffers in coming years, via your speeding tickets. If only there was some way you could evade their devious plan. Perhaps it will *slowly* dawn on you...

The Transport Guy

How 'smart' are those drivers if they can't manage to stick within the speed limit?



"Good news. Looks like the pot hole has been sealed."

A golden retriever is sitting on a wet asphalt sidewalk, looking towards a large white truck parked across the path. The truck is a flatbed with a corrugated metal body. To the right of the truck, a yellow and orange utility vehicle is partially visible. The scene is outdoors on a rainy day, with a wet street and a grassy area to the right. A stone wall and a white fence are on the left. Bare trees are in the background.

Kids explain traffic engineering

“Sometimes it isn’t just people who get blocked when someone parks across the footpath”