Roundabout

Magazine of the Transportation Group NZ

Issue 175 March 2023

In this edition:

Transport through a disability lens

- Public transport masterclass
- . Homes built on roundabouts
- Cyclone and flood recovery
- Road projects scrapped
- Electric ferries
- And much more...



Daniel Newcombe Roundabout Editor daniel.newcombe@at.govt.nz

I'm thankful to the hard work and commitment of our departing Chair, Bridget Doran. who brought a frankness and perspective that has refreshed much of what the Group does

Editorial

I wanted to start this edition with some gratitude. It was, for a time, also the heaviest trophy in the

Firstly I'm thankful that my home wasn't in a slightly different part of my suburb, where numerous houses were red-stickered after being inundated with over a metre of water during the Auckland Anniversary floods.

It still astounds me that, on many streets, one neighbour was fine, whilst the next lost their home, their cars and all their belongings. Just due to small differences in topography or drainage.

I feel guilty I experienced nothing worse than my pool overflowing, whilst down the street there were multiple cars abandoned after conking out after trying to drive through deep floodwater.

I'm also grateful that more lives weren't lost in the Cyclone Gabrielle and of the outpouring of support that devastated communities have received.

Secondly I'm thankful for the long term support of 3M in sponsoring the 3M Traffic Safety Innovation Award, which has now sadly come to an end.

The handing out of this award was the pinnacle of not just our profession but our conference,



where there are many memorable photos of winners receiving the award at dinner in that year's fancy dress theme (my favourite was Colin Brodie dressed as Gandhi). It was, for a time, also the heaviest trophy in the profession. If any other company is interested in taking up a new sponsorship of this prestigious award, please let me know.

Finally I'm thankful to the hard work and commitment of our departing Chair, Bridget Doran. Bridget brought a frankness and perspective that has refreshed much of what the Group does, from a more inclusive approach to our membership and activities, to instigating an internship programme for students with disabilities.



I promised her I'd never use it, but now that she will no longer be the boss, here is a photo of a much younger Bridget asleep at the 2010 conference, having clearly had too much fun talking to other professionals.

Thanks so much Bridget, and I'm sure the Group wishes you well in your post-Chair future, and you can have more rests like the one in the photo.

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Couple fined when bus lane camera took picture of writing on woman's top



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:

daniel.newcombe@at.govt.nz

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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



Bridget's Final Chair's Chat

Four years ago, I began a two-year term as Vice Chair of the Transportation Group, hoping to promote 'online access to our events' as a way to be more inclusive. Then Covid-19 happened, and online access to our events became ubiquitous.

Two years ago, I began a two-year term as Chair of the Transportation Group, hoping to increase the prominence of transport's approach to climate change in our profession. Then Cyclone Gabrielle happened, and floods in Auckland, and Cyclone Hale, and other droughts and floods and hail storms. Climate responsiveness was poised to become the overarching objective in the next Government Policy Statement (GPS) on Land Transport, but it is now being demoted because, inexplicably, climate change-induced storms have caused too much damage for us to invest so much in it right now.

Focusing on the goal of reducing car travel by giving people genuine non-car choices has been replaced by a focus on 'resilience'. That word could be interpreted in lots of ways, but at the moment it means fixing slips and rebuilding



Healthy urban mobility, and rural road network resilience are such different systems, it's completely nonsensical to take money from one to prop up the other every time there's a storm.

> We are riding a wave of rapidly increasing public and professional alarm about the changing weather. Dramatic and unpredictable weather is a symptom of anthropogenic climate change, which is itself just one example of ecological overshoot caused by humanity's obsession with excessive consumption and unbridled persuit of economic growth.

> Stress is hitting many of us at personal, professional and planetary levels. Those of us in Te Ika a Maui wonder when the next storm might bring a big tree down on our house, or wash the whole thing into the sea. Those in Te Wai Pounamu, which I'm rebranding "the island in which we mustn't complain", are also caught up in rapidly shifting government priorities for transport investment.

bridges destroyed by storms, and potentially designing and building new regional highways to give us all a better chance at getting where we want to go if one of those road links gets damaged.

I have another word that can be interpreted in lots of ways: "Ugh".

Obviously we need a strong rural highway network. Better would be a strong rural freight and passenger rail network to support it.

More obviously than ever in the last couple of decades, we also need to separate out transport investment related to rural networks, from urban health and mobility.

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The fact that our national transport agency ('the vessel that travels together as one') has responsibility for funding and operating that rural State Highway system *and* planning and investing in urban mobility, is a huge conflict and it's time to separate those arms, and quickly.

Transport engineers are very good at fixing munted roads and bridges and can do that by themselves.

But planning and prioritising the complex interaction of land use and transport that combine to create healthy, inclusive access in towns and cities? Engineers' role in that should absolutely not be as investment decision-maker.

We don't need to fight between preparing for, and adapting to climate change, but I guarantee board meetings and GPS meetings at our transport agencies are doing just that, taking money from safe routes to school and putting it into potholes and passing lanes.

Healthy urban mobility, and rural road network resilience are such different systems, it's completely nonsensical to take money from one to prop up the other every time there's a storm.



Bring back Transfund and the National Roads Board, and let's give urban transport planning to a consortium from the health and environment



sectors to promote access instead of mobility in urban centres.

Then, in two years from now when my role as Immediate Past Chair of the Transportation Group is over, I will be able to take my bike on a train the length of the country and sip my oat milk latte on a healthy Timaru street, satisfied that our little transport sector in this little corner of the Earth is at least set up to operate as best it can. **Bridget Doran** Departing National Committee Chair bdoranmrcagney.com

Bring back Transfund and the National Roads Board, and let's give urban transport planning to a consortium from the health and environment sectors to promote access instead of mobility in urban centres



Page 5 High Street, Auckland. They don't teach you about flowers at engineering school. But ain't they pretty.



The countdown is on.....

Only two and a half weeks untill the Transportation Group Conference 2023!

Register here.

Keynote



Graham Currie

Keynote



Martin Small



Donna Provoost





Transportation Group AGM and Survey: Proposed Amendments to Group Operating Procedures

The Transportation Group invite you to join them for their Annual General Meeting. The minutes from the previous AGM, and the agenda for the upcoming AGM are attached below.

2022 AGM Minutes 2023 AGM Agenda

When: Thursday 30 March, 12pm Where: Trinity Wharf, Tauranga

If you would like to attend the AGM remotely, please register your interest with Vice Chair John Lieswyn.

Please send any apologies to Bridget Doran.

At the AGM we will vote on changes to the Group Operating Procedures. The proposed changes are to help the National Committee administer Life Membership nominations and awards, and to clarify the process for election of officers to the National Committee. Please review the changes and vote on whether you are in favour or not, in this survey. We will consider survey responses in the AGM deliberation over accepting, amending or rejecting the proposed changes.

There's space in the survey for comment, or you can email feedback to <u>Bridget</u>

Bridget Doran Transportation Group Chair

Take the survey here

Auckland/Northland Branch AGM 22 March 5:30pm

The Transportation Group New Zealand Auckland/Northland Branch would like to invite you to come to our AGM, our first in-person one for a few years.

Wednesday 22 March 2023, 5:30pm – 7:30pm This year's AGM will take place at the Paddington, 117 St Georges Bay Road, Parnell.

Please **RSVP today**

Our AGM will commence at 5.30pm. The formal portion of the evening will be very quick and allow you to better understand some of the things that your committee has done on your behalf.

The Chair's Report, Financial Report and 2022/2023 Annual Plan will be provided next week and presented at the AGM.

We have a healthy, vibrant, and strong committee but as is always the case we are keen to see nominations for new Auckland/Northland Committee Members. Feel free to nominate yourself using <u>this form</u> and return it to our Branch Secretary, Hamish Speakman Hamish.Speakman@at.govt.nz.

Please **<u>RSVP</u>** by COB 20 March. As per previous years, there will be a free beverage if you arrive prior to the AGM and food will also be provided.

The committee and I look forward to seeing you there.

Matthew Hoyle Auckland / Northland Branch Chair



Transporting NZ launches decarbonisation roadmap

New Zealand's road transport industry is tackling decarbonisation in partnership with an international road freight body representing more than three million companies across the globe.

The Green Compact was officially launched by road freight body Transporting NZ at an Auckland event on February 24 hosted by Bridgestone NZ with guests including transport minister Michael Wood.

The industry-led initiative is a roadmap to decarbonising commercial road transport by 2050 based on six key pillars: alternative fuels, efficient logistics, collective mobility, vehicle technologies, driver training and green infrastructure.

Transporting NZ, which represents 1200 road freight companies, adapted the policy from the International Road Transport Union (IRU), which represents 3.5 million road transport firms around the world.

Transporting NZ chief executive Nick Leggett says the industry knows green freight technology is going to accelerate quickly, however full decarbonisation could still be decades away. "That is why our Green Compact emphasises practical, immediate methods to lower emissions – the 'low-hanging fruit.' These enduring principles will guide our industry on its policy approach to officials and successive Governments," he says.

Leggett says emissions can be reduced today through fuel efficient driving, larger vehicles in key freight areas, and efficient logistics. "Better roading design and quality will not only lower emissions, it will make our transport system far more resilient so that we can withstand extreme weather events," Leggett says.

The pillars aims to play an important part in CO2 reduction, along with the growing number of smaller battery electric trucks on the road, and hydrogen vehicles entering service.

"It is critical for the road freight sector to demonstrate to its customers and the wider public how the industry is reducing emissions and is committed to sustainability.

"It's up to industry to s+how we're acting in the here and now. That means doing what we can to reduce emissions and embracing sustainable



Our collective longterm roadmap for industry is to become fully carbon natural by 2050



practices, and supporting the government to build back roads that will withstand the weather, and keep people safe. We are not waiting passively for regulation or technology to determine the future," Leggett says.

Speaking via a video recording from Geneva, Switzerland, IRU secretary general Umberto de Pretto congratulated Transporting NZ on the Green Compact launch.

"The global road transport family is committed to help reduce CO2 emissions and meet climate targets by 2050.

"Our collective long-term roadmap for industry is to become fully carbon natural by 2050. This is an enormous challenge, we need to decarbonise our operations and services but at the same time we need to continue keeping logistics moving.

"We can't do this alone, we have to work hand in hand with the government regulators, our suppliers and our clients. By working together we can decarbonise our fleets and keep delivering road transport's social and economic benefits," de Pretto says. Bridgestone NZ director John Staples welcomed the initiative as a significant step forward for the industry.

"Bridgestone will wholeheartedly support this framework and contribute where we can to the efforts of research and implementation.

"This framework has strong alignment to the global and local priorities of Bridgestone, in line with our vision towards 2050 of evolving towards a sustainable solutions company.

"Like the framework outlined in the Green Compact, Bridgestone has a global commitment towards carbon neutrality by 2050, and we can only do this by working together with our customers and the industry to achieve our goals in partnership. It is impossible to do this alone."

Meanwhile, Michael Wood says it's important that big goals such as decarbonisation are done in partnership with the industry.

"We don't get this big stuff done unless we have public sector and private sector working together problem solving and drawing off the strengths that we each have," he says. *Source: TransportTalk* We can't do this alone, we have to work hand in hand with the government regulators, our suppliers and our clients



How a suburban train line became the focal point for Wellington's housing debate



A humble 137-year-old train line will determine <u>the future of housing</u> in several Wellington suburbs.

In hearings on the city's district plan, there was one fiercely debated question by experts and lawyers: is the Johnsonville train line a rapid transit service?

If yes, Government planning rules – the <u>National</u> <u>Policy Statement on Urban Development (NPS-UD)</u> – would allow housing to reach six storeys within walking distance of stops on the line.

To residents' associations, the train "squeals its way" up a windy, hilly track and the stops are difficult to access. To climate advocates, the train serves in-demand suburbs near the city, where more housing is needed.

The Johnsonville rail line, built 1886, has a train every 15 minutes at peak times and every 30 minutes at off-peak, slowing to every hour late at night.

It runs from Wellington train station up through the hills, stopping in suburbs including Ngaio and Khandallah before reaching Johnsonville.

The train operator, Greater Wellington Regional Council, classifies the line <u>as rapid transit</u>. Officials from the <u>city council</u> and <u>Kiwirail</u> agree. But in June last year, responding to pressure from suburban residents on the line, city councillors narrowly voted that the line was not rapid transit.

The final decision is in the hands of nine hearings commissioners, now considering the city's proposed district plan.

Experts and submitters on both sides said it was a "chicken or egg" problem – the train line hadn't been upgraded because few people lived nearby and the suburbs hadn't been zoned for more housing because the transport options were not good enough.

Marko Garlick from climate group <u>Generation</u> <u>Zero</u> said commissioners should take the opportunity to break that pattern and create a "virtuous cycle" where building <u>more housing</u> would lead to better transport options and vice versa.

<u>The NPS-UD</u> aimed to align housing with desirable urban environments, like the "extremely high -demand" suburbs on the train line, Garlick said.

The commissioners should take a holistic approach to the definition of rapid transit, because it was "simply a proxy for places where denser housing should be provided".

Housing density should not be "held hostage" by the status quo of an imperfect train line, he said.

In hearings on the city's district plan, there was one fiercely debated question by experts and lawyers: is the Johnsonville train line a rapid transit service?



"If you stand back, it would be absurd in the context of the NPS-UD not to allow density in a high-demand suburb a few kilometres from the city centre, which has a train line."

Some residents did not want the rapid transit designation or the increased housing density that went with it.

They argued the line did not meet the rapid transit criteria – "frequent, quick, reliable and high-capacity" – because it was plagued with Metlink delays, sometimes blocked by slips and has limited opportunities for expansion.

While the rail line was a "great bus alternative", it was not rapid transit, said Lawrence Collingbourne, president of the Onslow Residents' Community Association (representing Khandallah, Broadmeadows and Kaiwharawhara).

The single railway track meant the capacity and frequency were restricted. If the Johnsonville line was rapid transit, the Cable Car would be too, he said.

Encouraging housing along the line would increase transport emissions because, with the train not providing a good alternative, new residents would simply drive to the city, Collingbourne argued.

"We want progress and densification, we're not against it," he said. But he thought enabling high -rise development in suburbs would not increase the overall amount of housing. He asked commissioners if the plan should "trash our amenity with high rises to achieve nothing?"

Julie Ward, a Khandallah resident who made a joint submission with Collingbourne, said people in the area would not know about dense housing "until the digger arrives and the chainsaw starts up".

She thought population growth could be met by the <u>medium-density townhouses</u> allowed in the plan, making six storeys unnecessary.

"One six-storey apartment building takes the sun from the six houses behind them. That seems somewhat unfair for the benefits we're deriving.

"The thing I would not like to see is elderly people finding they're suddenly living their final days out in the shadow of tall buildings," she said.

Commissioner Rawiri Faulkner responded by asking Ward: "Would you not want the children being born now to live in a city that is practical and relevant for their needs?"

"We can meet the needs of the present and the future without having to build high density in our area," Ward said in her response.

Hearings on the District Plan will continue intermittently over the next year. A decision from the commissioners is expected later in the year.

Source: Stuff

They argued the line did not meet the rapid transit criteria – "frequent, quick, reliable and highcapacity" – because it was plagued with Metlink delays, sometimes blocked by slips and has limited opportunities for expansion.



Roundabout



Some very, very specific times for speed limit reductions near a school, by a clearly reluctant traffic engineer.

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Nobody Lives Here

Kaore tetahi e noho ana i konei

Parts of New Zealand with no inhabitants living per one square kilometre

(78.21% of New Zealand's total area)

THE MAP KIWI

Map by Andrew Douglas-Clifford

andrewdc.co.nz

NZ Jkm Pop Grid by Blair Rogers, used under CC BY J Modified from original. Coastline Data by UNZ used under CC.

0.060

The devil is in the detail

SUCCESSFULLY IMPLEMENTING PUBLIC TRANSPORT NETWORKS

A White Paper by Pippa Mitchell and Anthony Cross Pippa is one of MRCagney's Technical Directors, and has been involved in helping manage the PT disruptions re-

sponse to the City Rail Link (CRL) construction for the past eight years, assisting Auckland Transport with Bus Stop and Shelter Capitalisation Programme, and rolling out of literally hundreds of individual bus stop and bus priority projects for the Auckland New Network. pmitchell@mrcagney.com

Anthony Cross has over 30 years' experience of public transport planning and management in Wellington and Auckland. His principal skills relate to network design, customer information and stakeholder and com-





There is growing awareness of the critical role of our public transport (PT) networks throughout Aotearoa New Zealand.

Increasingly they are needed not only to provide equitable transport choices, but also to meet the challenges of reducing emissions and rapidly decarbonising our transport system. As such, significant work has already been invested in designing our PT networks. In this paper we focus on the next and equally important step, their implementation. We argue that the devil is in the detail when it comes to implementing network and service changes¹.

Our aim is to challenge all participants in the PT service design process – from those who approve plans and budgets to those who put up signs and drive the buses – to recognise the importance of:

- maintaining the integrity of the network as it is implemented and operationalised.
- infrastructure that is designed and operated to provide the best possible customer experience.
- continuous communication about the network and its benefits to existing and potential customers.

Why is this so important?

Designing a PT network is only the first step. Effectively implementing the design is crucial to set the foundation to grow and continuously improve services for customers and encourage mode shift. Successful implementation requires careful planning to avoid challenges such as community backlash, operational issues, and poor customer experiences.

This is more important than ever as central and local governments recognise the need for urgent action to reduce vehicle kilometres travelled, and tackle transport emissions as part of our action on climate change. In 2022 councils in Auckland, Hamilton, Wellington, and Christchurch committed to emissions reduction targets, and all have cited PT as a core means of achieving this.

Additionally, the Ministry of Transport's Emissions Reduction Plan (ERP)² also recognises the role PT can play. These are significant, for example:

- The ERP identifies the need to reduce light vehicle total kilometres travelled by 20%, by 2035, through a range of tools including "improving the reach, frequency and quality of public transport and making it more affordable for low-income New Zealanders."
- Auckland Council and Auckland Transport recently approved a transport emissions reduction pathway. To achieve a 64% reduction in transport emissions by 2030 the pathway signals that 550 million trips will need to be made by PT each year. This is a more than five-fold increase on pre-Covid levels over the next eight years.

Realising the network vision through implementation

The goal during implementation is to ensure we maintain the vision for an integrated network of routes and services.

This is a challenge for everyone involved in the process – even more so where more than one mode (bus, train, ferry) is involved, or more than one PT company.

All networks involve some level of compromise. For example, trade-offs between:

- strategic aspirations and limited resources;
- maximising patronage and maximising revenue; and between,
- what's good for the urban area as a whole and what's good for each neighbourhood.

Balancing these aspects during the implementation process is critical and this is where a strong connection to the overall network vision is essential.

Embedding network thinking in operations Throughout the 1990s and early 2000s our transport legislation wasn't really set up to enable networks to be planned, let alone implemented.

The role of PT authorities was to plug the gaps left by the operators after they had identified which services were deemed commercially viable. Whereas under the current legislation³, it is possible for PT authorities⁴ to plan whole networks in each urban area.

It's important to then apply this network thinking - thinking of PT as an integrated system - to all stages from planning, to implementation, operations, and every aspect of the customer experience.

1 We primarily focus on bus networks in this paper because that is relevant for every region in Aotearoa New Zealand and is still, even in our large cities, the essential component of the PT network.

2 <u>https://environment.govt.nz/what-government-is-doing/areas-of-work/climate-change/emissions-</u>reduction-plan/

3 The Land Transport Management Amendment Act 2013, which introduced PTOM (the Public Transport Operating Model) which is now being reviewed by the government through their recently announced Sustainable Public Transport Framework

4 Regional and unitary councils, and Auckland Transport.

The goal during implementation is to ensure we maintain the vision for an integrated network of routes and services. Roundabout



Above: detail of a map of Auckland's future rapid and frequent transit network, by Nicolas Reid

Successful implementation needs all actors in the system to understand and apply network think-ing. These actors include:

- Elected members, board members, and executive managers – who must understand network thinking themselves and expect it from those delivering the system. This will enable them to support the process and ensure that it delivers the best possible customer experience for every journey.
- Regional, city and district council staff who will be required to intensively collaborate as they each have different roles in the provision of PT (typically split between services and infrastructure).
- Communications staff who are responsible for communicating and promoting the services not just when the network is introduced, but once it's in place, sharing the network message repeatedly.
- **PT Operators** this includes those who devise the timetables, schedules, and rosters. It also means specifically supporting bus drivers to understand that they're a critical source of knowledge about the network. They are valuable ambassadors for the whole PT system, helping customers connect from one service to another rather than just driving a bus from A to B.

Changing networks is about improving them Throughout the implementation process it's important to never lose sight of the purpose of the PT network design - to grow PT usage by existing customers, and to attract regular new customers.

The best planning and engagement processes will be rendered ineffective if they are not supported by a clear and ongoing plan to grow PT patronage numbers. This includes:

- Ensuring existing customers are happy with the service so they continue to use it.
- Supporting existing customers to make more journeys because PT meets their needs better. For example, increasing service levels at all times of the day and all days of the week which means that PT is useful for journeys other than the traditional commute.
- Encouraging new customers who are open to using PT to make the change because the service now meets their needs.

Growing patronage is easiest in the first case, harder for the second, and hardest of all for the third.

During implementation it will be important to connect with existing users who perceive that they are disadvantaged by the changes. A powerful way to manage these concerns is the use of fully trained PT ambassadors on-street during implementation of the changes.

It is critical to keep the network vision through the implementation so as to focus on the overall benefits for the vast majority which will outweigh the disbenefits for some.



Successful implementation needs all actors in the system to understand and apply network thinking



It is vital to take a holistic approach to deciding what infrastructure is needed to support a network design.

It is very easy to be drawn down into the specifics of individual infrastructure challenges. From both a timing and cost perspective, keeping the whole network in mind is crucial.

To illustrate this point, we focus here specifically on bus infrastructure. A useful first step is an audit of the existing PT infrastructure, which would consider questions such as:

- Which existing bus stops and interchanges will be retained? What condition are they in? Do they need upgrading and to what extent?
- Which bus stops and interchanges will become redundant? What could the space be used
- for once they are removed, rather than simply defaulting to parking?
- Will any existing bus priority infrastructure (bus lanes, bus advance signals etc.) continue to be useful under the new network or are changes needed?

Then you need to work out what new infrastructure is needed. It is important to remember the aims of the PT network design as it was consulted on. This will help prioritise what to focus on.

Increasingly, transfers make up a critical component of PT networks, be it bus-bus, bus-train, or bus-ferry. It is about achieving the right balance to ensure transfers can occur at many points in the network not just at major interchanges. It seems that a lot of the PT interchange guidance internationally is solely focused on major interchange infrastructure and neglects the need for smaller facilities throughout the network.

Essential elements include making the transfers legible, universally accessible, and convenient. This includes short transfer distances where there is "line of sight" for both customers and bus drivers⁵.



It is important to remember you are catering for existing users who will be adapting to the change, and also attracting new users. This means that tradeoffs will be needed, and priorities set based on the reasons underpinning the network design.

For instance, to specifically improve customer experiences the initial focus could be on network -wide bus stop upgrades plus necessary new stops, before progressing to more complicated infrastructure.

Don't underestimate the power of a good bus stop

Bus stops are the point of entry for any bus journey, and therefore their quality can make or break a PT customer's experience. Budgets mean you are unlikely to be able to provide the gold standard everywhere but there are key elements that should be provided wherever possible:

- Good safe access a footpath connecting it to the street network and a safe place to cross the road.
- Comfortable waiting environments level, stable, dry waiting areas (not a grass berm), with seating and adequate lighting.
- Clear information signage including the stop name, the services using it and timetable information. Ideally this will include real-time information, given that not everyone will have access to a digital app.

All this needs to be considered in the context of other factors such as the impacts on individual properties.

Providing appropriate bus priority is also important to ensure reliable travel times. There is an increasing suite of bus priority measures available – bus lanes are not the only solution⁶. Working out the type of bus priority and at what times of day it is needed should be guided by your network plan.

Another benefit of bus priority is the potential to reduce operational costs. This is because reduced bus journey times require fewer buses and drivers for any given level of service.

Installing infrastructure, or, "why are you putting a stop outside my shop?"

The PT network design process will have involved extensive consultation with PT users and a range of stakeholders to confirm the network vision and individual routes.

5 Waka Kotahi are soon to release new PT interchange guidelines (<u>https://www.nzta.govt.nz/</u> <u>walking-cycling-and-public-transport/public-transport/public-transport-design-guidance/</u> <u>public-transport-interchanges/</u>). In the meantime these Auckland Transport PT interchange standards are useful <u>https://at.govt.nz/media/1984012/</u> <u>public_transport_interchange_design_guidelines.pdf</u>

6 National Association of City Transportation Officials (NACTO) report Move! That! Bus! How to Transform Transit and Fight Climate Change in Two Years, Action 2 - <u>https://nacto.org/wp</u>-content/uploads/2022/08/MoveThatBus-FINAL.pdf

It is important to remember you are catering for existing users who will be adapting to the change, and also attracting new users. When implementing the network, the consultation shifts to those whose properties might be adjacent to PT infrastructure installation. There is a danger that the voice of PT users will not be heard at this stage, which can lead to sub-optimal outcomes for them.

It is essential to consult with the properties directly affected by new PT infrastructure. For example, few people like having a bus stop directly outside their property. However, these are critical pieces of infrastructure to support the PT network, so how the information is conveyed is important. If it is too technical it won't be easy to understand. If it is too strategic you may be seen as failing to acknowledge the immediate impacts on the property.

Finding the right balance can be hard. Reinforcing the vision for the network will provide context for the decisions that have been made about the routes and supporting infrastructure. It is also important to remind the affected properties of the region's transport priorities, which may mean that PT has priority over parking. This will include the reason why each stop is laid out the way it is.

For example, if parking is being removed this is so the bus can pull up parallel to the kerb to enable people to safely get on and off the bus. It is not realistic to expect that every affected person will be happy with the outcome but by providing these explanations they will at least understand why.

Putting the network at the heart of communications

As the network goes live the communication enters a new phase.

Initially to ensure that the transition goes smoothly it is important to be seen "on the ground", particularly to ensure that existing customers are comfortable with the changes. Supporting the behind-the-scenes effort, especially when there is a change of operators, is also essential.

After the settling in period there is always a sense of relief that the new network has been implemented. However, that is not the time to take the foot off the pedal. The network will now be humming and will be ready for promoting to new users.

The post-implementation period is vital for patronage growth. This is the time to communicate the new journeys the network provides to those people that haven't used it before. Likewise this is also the opportunity to encourage existing customers to make a wider range of journeys which the network now enables.

From this point on there needs to be a continuous programme of communications that are refreshed continuously to promote the network. Targeted community-run in-person information sessions provide a way to connect existing and new PT users.

Alongside this is the need for a good customer experience. This is a term that too often relates only to customer information, especially digital information delivery. However, there are several other aspects that need to be factored in. These include:

- punctuality,
- reliability, and
- the quality of waiting environments.

Also critical are the interactions between customers and PT system staff including bus drivers. These should all be managed together to ensure the best overall customer experience.

When it comes to digital information it must be intuitive, timely and accurate. However, it doesn't replace the need for good traditional communication, especially signage and wayfinding. These analogue tools help to reduce anxiety for customers, especially at points where they need to make a transfer, and then to reassure them that they're in the right place to wait for their bus, train or ferry.

Customer experience, however, is about so much more than information. There is no point in having the best quality real-time information if a bus driver doesn't wait for passengers who are transferring from another service. Consequently, continuous communication is also needed with those operating the network.

At the time of writing public transport reliability is challenged because of the bus driver shortage. We need to assume that a solution will be found to this critical problem in the relatively short term. Key to operationalising the network is ensuring those directly engaging with the customers, the bus drivers, also understand how the whole network operates, not just the routes they work on.

Post implementation

Once the implementation phase is completed it is useful to conduct a post-implementation review. While the format can vary, this shouldn't be a one-off box-ticking exercise and should include active public participation. There needs to be regular monitoring of the operational network against the original network principles.

This needs to understand how the network is experienced by customers and operators and whether it is successfully attracting new users. It is also recommended that the key points from these reviews are publicly reported.

In the rapidly changing urban environment, which is our new normal, this continuous improvement process will be far more effective than reviewing the network every five years as has been the nominal custom.

Reinforcing the vision for the network will provide context for the decisions that have been made about the routes and supporting infrastructure.

The post-

implementation

period is vital for

patronage growth.

Magazine of the Transportation Group NZ



Summary

The responsibility for implementing a PT network sits with a wide range of participants – from those who approve plans and budgets to those who put up signs and drive the buses.

We hope that this paper will help all those involved in the PT service design process understand the critical role they play, and highlight that the devil is in the detail when it comes to implementation.

PT network plans play an important part by optimising the usefulness of PT services. However, fully realising the benefits of these plans depends on well executed implementation. As outlined, critical aspects include:

- The importance of retaining and maintaining the PT network design vision as it is implemented and operationalised.
- The need to design and operate infrastructure to provide the best possible customer experience.
- The value of continuous communication about the network and its benefits to existing and potential customers.

Effective implementation of PT networks is more essential than ever, as we seek to provide more equitable options for connecting our cities and residents in a way that supports a thriving low carbon future.

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Did you know you can sail from the UK to New Zealand in a straight line?







Aotearoa New Zealand Walking Summit: 24–25 July

The Aotearoa New Zealand Walking Summit is back for 2023, and this year it will have the theme of **Walking into the Future**.

It be held in Ōtautahi/Christchurch, on Monday 24 and Tuesday 25 July 2023.

We are timing it to lead in to the Local Government New Zealand annual conference and Excellence Awards (which are in Ōtautahi on 26–28 July 2023) so that more of our key decision makers can attend and contribute to the summit.

Our keynote speaker will be the **Hon. Michael Wood, MP**, the Minister of Transport. We are delighted that the Minister can join us and are really interested to see what he has to say on our theme of Walking into the Future.

Do keep **24–25 July** free and join us in Christchurch for what will be *the* walking event in New Zealand in 2023.

We have a dedicated group of volunteers working to make the summit a success, but would really love to have more **Cantabrians** on the team, to make sure that we are making the most of Ōtautahi/Christchurch as our host city for the 2023 summit.

If you're interested in helping, please let us know at <u>Webmaster@LivingStreets.Org.NZ</u>.



Auckland Branch Webinar Recordings—Auckland Light and Urban Mobility

Thank you to those who joined us in our recent webinars hosted by the Auckland Branch. If you missed them, or want to view these webinars again, they are linked below:

Auckland Light Rail

Delivering a city shaping project This event provides an opportunity for an update on the progress of New Zealand's largest transport infrastructure project. **MC:** Tommy Parker (CEO Auckland Light Rail)

Presenters: Alan Peddie (Design), Amanda Harland (Urban) and Steve Dudley (Transport & Integration)

Urban Mobility Waka Kotahi Update

Join the Transportation Group and the Urban Mobility Team at Waka Kotahi as they provide updates on a number of key actions that will support people to walk and cycle, and put Aotearoa on track for achieving the transport targets set out in Aotearoa New Zealand's first Emissions Reduction Plan.

Speakers: Darren Fidler (Team Lead Walking and Cycling), Greg Bassam (Lead Advisor Transport Choices), Geoff Haines (Lead Advisor Streets for People)



Roundabout

Southern Branch site visit — Beaumont Bridge



The Transportation Group's Southern Branch, along with friends from the Engineering NZ Southern Branch, ended 2022 with the opportunity to observe construction of the new two-lane road bridge crossing the Clutha River at Beaumont.

The bridge, located on State Highway 8 between Milton and Alexandra, will replace the existing wrought iron single-lane bridge that is no longer suited to today's traffic demands.

Leading the tour was Todd Wilkins of HEB Construction, who were awarded the \$25M contract to construct the new bridge, and project manager Albie Ford of WSP, a committee member of the Southern Branch of Engineering NZ, who helped organised the tour.

The visiting group were greeted by impeccable weather on the day, and were able to see firsthand how the design of the project relates to construction activities on site, ask questions, and make connections with other engineering members.



to discuss HEB Construction's approach to tendering for the project and the unique challenges faced by the bridge designers.

Another highlight was scaling one of the bridge pylons before the deck was installed, which offered unobstructed views along the mighty Clutha River and over the surrounding countryside.

The new bridge will support a transport system for Otago that is safe, resilient, meets current and future needs, and connects people, products and places. It is expected to be open to traffic by the last quarter of 2023.



Highlights for the group included the opportunity

All major road building projects in Wales are scrapped



Plans for a third Menai crossing have been scrapped in their current form

All major road building projects in Wales have been scrapped over environmental concerns.

The planned third Menai bridge will not go ahead and neither will the controversial "red route" in Flintshire. The move is part of the <u>Welsh government's National Transport</u> <u>Plan</u> and follows a year-long review.

Environmental campaigners called it "worldleading and brave" but some in the construction industry warned the announcement could put jobs at risk.

It comes as the Welsh government is accused of endangering bus services as a senior minister said <u>industry subsidies have yet to be confirmed</u> <u>beyond summer</u>.

The Welsh government said all future roads must pass strict criteria which means they must not increase carbon emissions, they must not increase the number of cars on the road, they must not lead to higher speeds and higher emissions, and they must not negatively impact the environment. Flintshire council leader Ian Roberts was disappointed by the decision.

"The council is concerned that there are currently no alternative solutions being put forward and no funding for much needed improvement works to local transport infrastructure," he said.

It comes as Ken Skates said Welsh government decisions on roads for the north should be made locally. The Clwyd South Senedd member and former Welsh transport minister said certainty over how transport in north Wales would be improved was needed. "I firmly believe that decisions over roads, buses, rail and active travel are best made at a regional level," he said. "It's time to devolve to the north, beginning with our major roads."

A second Labour Senedd member questioned the move by his party. Blaenau Gwent's Alun Davies called for "more joined up thinking" by ministers.

"If we're going to take services away from people in terms of distance, then what we have to be able to do is to provide the public transport options available for people to reach those services, and that hasn't happened," he added.

Deputy Minister for Climate Change Lee Waters told the Senedd the approach of the last 70 years was not working.

"We will not get to net zero unless we stop doing the same thing over and over," he said. "None of this is easy but neither is the alternative. To reach net zero by 2050, he said, the Welsh government must "be prepared to follow through".

The deputy minister insisted new roads would be built in future, but said the government was "raising the bar" to ensure any new road was "the right response to transport problems".

In 2021, the Welsh government announced it was conducting a roads review. An expert panel, led by transport consultant Lynn Sloman, assessed 59 road projects and made recommendations on which projects to proceed with, which to abandon and which to reconsider in a different form. Of these, 15 will go ahead, but all the rest have been rejected or will be revised. *Source: BBC News* Deputy Minister for Climate Change Lee Waters told the Senedd the approach of the last 70 years was not working.

Low Emission Transport Fund (LETF) - Maritime proposals sought

The Low Emission Transport Fund's (LETF) round 8 of funding has opened with a very specific investment focus.

Fuel use in the maritime sector – including coastal shipping, commercial fishing boats, ferries, and recreational vehicles – is responsible for 1.5 mega-tonnes of carbon dioxide equivalent emissions each year, or the equivalent of over 600,000 cars.

The sector runs almost entirely on fossil fuels, so there's huge potential to decarbonise. We have been working with Beca to identify significant energy and emissions savings that could be made from technologies that could be deployed across different sectors and vessel sizes. These range from relatively inexpensive fuel efficiency measures to electrification.

In order to support decarbonisation of the marine sector, recently the eighth round of the Govern-

ment's LETF has opened with a sole focus on commercial maritime projects.

This funding round seeks proposals to demonstrate a range of low emission technologies, infrastructure, innovations and business models in the marine transport space.

This could include projects in the areas of marine vessels, electric outboard motors, charging infrastructure to service marine projects and associated technologies or services.

Hydrogen fuel cell vessels and other technologies may be in scope if they make use of New Zealand's renewable electricity advantage, and a reliable supply exists. Talk to us about these types of projects.

Up to \$2.5 million will be available in Round 8. Apply <u>here</u>.



The sector runs almost entirely on fossil fuels, so there's huge potential to decarbonise.

Inter-urban passenger train network:: US vs Europe Magazine of the Transportation Group NZ

0

NZ's first fully electric bus depot powers up



The 35 electric buses are part of a total order of 152 e-buses agreed between Auckland Transport (AT) and NZ Bus in November 2021. The BEVs are expected to reduce greenhouse gas emissions from the AT Metro bus fleet by an estimated 11% per year – almost 10,000 tonnes of carbon dioxide annually.

The buses will be deployed on Auckland's roads over the next four years replacing around 12% of the city's diesel bus fleet.

AT interim chief executive Mark Lambert says it marks a significant step forward in implementing the Low Emission Bus Roadmap to decarbonise Auckland's public transport. It aligns with the Government's 2035 mandate for the full decar-

> "These buses are the first tranche of electric buses, with more coming over the next two years. It's been exciting to witness the transition to electric buses recently and we know our customers are enjoying the cleaner, quieter travel," Lambert says.

bonisation of urban buses in New Zealand.

"This new technology manages when and how much each bus is charged – which is very important for load management on the Vector network and, of course, using off-peak energy prices."

NZ Bus chief executive and Kinetic NZ head Calum Haslop says the e-bus depot has come through the hard work of multiple parties.

"What we are now operating is a cutting-edge approach to the efficient supply of battery electric zero-emission buses for Auckland," Haslop explains.

"Kinetic is proud to have built and be operating this depot – Australasia's largest all-electric bus operation."

AT, Vector and NZ Bus have adopted a smartcharging system which will be connected to Vector's Distributed Energy Resource Management System.

This smart charging system manages e-bus charging during off-peak hours, typically overnight, to avoid increasing peak demand on the local electricity network. *Source: TransportTalk* AT says it marks a significant step forward in implementing the Low Emission Bus Roadmap to decarbonise Auckland's public transport.

New Zealand's first fully electric bus depot has been unveiled in east Auckland and marks the largest of its kind in Australasia.

Operated by Kinetic Group's NZ Bus, the Panmure depot is home to 35 electric buses (Chinese built CRRC ET12Max three-axle) with each one charged up overnight via their own individual direct current charger. Previously, the depot was home to 44 diesel buses.

Built in partnership with Auckland Transport and power company Vector, the facility features the latest technology to reduce any burden on the grid and ensure it doesn't put nearby energy supply at risk.

The depot charging work cost about \$2 million, funded by AT.





More buses in disadvantaged areas better value than major transport projects, Australian research finds

Increasing the frequency of local bus routes in underprivileged suburbs can provide a better return on taxpayer investment "by a considerable margin" than projects such as Melbourne's suburban rail loop, researchers have found.

Governments are failing to fully calculate the flow-on financial benefits of smaller public transport projects in poorer urban fringe suburbs, such as lower crime, increased employment, better health outcomes and improved social inclusion According to the <u>paper by researchers</u> at the University of Sydney and the University of Melbourne, state governments in Australia are far more likely to spend billions on major infrastructure projects such as highways and new rail lines than smaller projects because the time savings they deliver are easier to quantify, which makes it easier to attract political support.

But governments are failing to fully calculate the flow-on financial benefits of smaller public transport projects in poorer urban fringe suburbs, such as lower crime, increased employment, better health outcomes and improved social inclusion.

Transport planners have long considered the connection between mobility and social inclusion. They rely on a formula that calculates the monetary value to society of public transit trips based on an individual's household income, employment status, social support, participation in community such as library or sports events and political activity.

The new research bolsters that formula by adding a measure for neighbourhoods – and how at-risk residents are of social exclusion – based on data including: the proportion of residents aged 15 or older without a university or school education or English skills; one-parent families; households without a car; and the number of people employed as labourers, machinery operators or service workers.

People who are socially excluded commonly have a higher risk of being unemployed, having poorer mental and physical health, being less socially connected and some will be more likely to engage in crime and substance abuse – which has consequential costs for the wider economy, the paper said.

The updated formula would give governments better evidence to fund less glamorous, lowpatronised public transport projects that would ordinarily be overlooked or cancelled, ultimately improving social inclusion.

Lead author John Stanley is an adjunct professor of sustainable transport and social inclusion at the University of Sydney who once headed Bus Association <u>Victoria</u> – a group that contributed part of the cost of undertaking his research. Stanley said because all public transport in Australia runs at a loss, illustrating every flow-on benefit of a project is an important way to help governments decide what to fund.

He said that in new suburbs on the urban fringes of major Australian cities, his formula showed that local bus services would only need to carry eight or nine passengers an hour for its societal benefits to outweigh the financial cost of running the bus.

"You'd be hard-pressed to find a government that wouldn't cut a bus service, let alone start a new bus service, with just eight or nine passengers an hour." In regional towns, he estimates just six passengers per hour on a bus outweigh the cost.

Stanley's formula calculates the societal value of any public transport trip at \$22.75 for a person living in an average-income household. For a household with half the average income, the societal value of the trip roughly doubles to more than \$45. For someone from a household with double the average income, the societal value of a public transport trip is just over \$10.

While not discounting the benefit of city-wide transit projects, Stanley says more needs to be done to level the playing field for less central communities.

"Mass transit is about getting bums on seats, but social transit is not just about bums on seats, it's about whose bums get on the seats, and how much their life could be changed through improved social mobility and inclusion."

Stanley has researched his formula in the context of some Australian cities. He found that without considering the full value of social inclusion, Sydney's Parramatta light rail would stack up as a "white elephant". He also found a sound business case for a hypothetical plan to double the frequency of buses in western <u>Sydney</u>.

In Melbourne, planners included part of Stanley's updated formula when making the case for the ambitious suburban rail loop. But Stanley argued that if governments used the formula to assess all transport options for the city they would find that funding local bus and tram routes would be a far better use of money.

"Projects on the fringes are going to give you better returns than the suburban rail loop by a considerable margin," he said.

Stanley added that while building roads was popular with governments to allow residents to travel faster, such a mentality "expands a city" and "encourages people to travel further not more local", providing less social inclusion benefit. *Source: Guardian* Magazine of the Transportation Group NZ



Hoe ki angitū - Innovation Fund: Second round of funding open for innovators

Waka Kotahi has announced a second round of challenges for the innovation fund, Hoe ki angitū.

This fund is designed to support private and nongovernment organisations to develop, and accelerate, innovative projects that address challenges facing the transport sector. The launch of the round two challenges comes shortly after the first 24 successful applicants were announced in November.

The aim of Hoe ki angitū is to make transport greener and safer, with \$15m allocated over two years to support a range of innovators and innovations.

Round two of Hoe ki angitū focuses on three specific challenges facing our transport system:

- How can we make roadworks safer and smarter to protect workers and other users of the road network?
- How can we reduce the impact of our rapidly growing urban freight task and door-to-door delivery on our urban environments and people?
- How can we improve the safe and efficient movement of people and goods that are using different modes of transport in the same space, by making better use of new technologies and data?

More than 110 applications were received for the first funding round of Hoe ki angitū. Successful applicants came from a range of organisations, from small community groups and start-ups, through to research organisations, universities, and larger enterprises.

Projects that received funding include an investigation into the feasibility of using recycled textile fibres in different types of asphalt, development of low carbon concrete, and a sustainable recycling process for chipseal surfacing. There is also a trial e-bike subscription service, a coach company developing on-board e-scooter hire services, and the development of an 'on demand' bus service to serve a remote community.

In addition to financial support, successful applicants will be supported by Waka Kotahi with access to data, transport expertise, real-world testing, and with help to navigate land transport regulation.

Waka Kotahi Manager of Future Transport, Lee McKenzie, says: "We know there is great work and out-of-the-box thinking out there in the private sector, in our research organisations, and amongst iwi and community organisations. This fund allows us to support those who are passionate about solving Aotearoa New Zealand's transport challenges. It is a great example of public and private sector working together to solve problems.

"Hoe ki angitū means 'paddle to opportunity' – we encourage all innovators out there to pick up a paddle, bring their ideas and work alongside us to help shape the future of our land transport system," Ms McKenzie says.

Hoe ki angitū is open to projects at all stages of development from initial ideas and testing, through to implementation or growth. It offers successful applicants 16 weeks of support to develop or accelerate their innovation.

"We're looking to align our support to the needs of individual projects. For some, this might be access to data or transport expertise within Waka Kotahi, for others, help navigating land transport regulations. Hoe ki angitū is all about collaboration and removing unnecessary barriers. We want to support people to unlock the potential of their innovative ideas to deliver lasting benefits for our transport system and communities across New Zealand," says Ms McKenzie.

Round two is open for applications until 24 March 2023. All information is available on the Waka Kotahi website. <u>Hoe ki angitū – Innovation Fund</u> The aim of Hoe ki angitū is to make transport greener and safer



Sean Prenter using bikeshare on Melbourne's seafront path

Before you have lived experience with disability your understanding is limited to the exposure you have to the disabled community

Interview with Sean Prenter, the Transportation Group's 2022 disabled student intern

What got you interested in transport?

Disability advocacy in general gave me an insight; the level of inaccessibility and the adverse outcomes for people with disabilities, multiple exposure; the idea that our transport system is not sufficient.

First layer of exposure is that public transport is less efficient. Second level is that people with disabilities are often excluded from policy making. Third level of exposure is that people with a disability have outcomes worse than those who not disabled.

What was your own disability journey?

Before you have lived experience with disability your understanding is limited to the exposure you have to the disabled community. With much of society being inaccessible and exclusionary of disabled persons, for most people that means understanding is poor. I don't believe I was any different.

Early in my journey I was supported by a fantastic neuropsychologist that warned me of identifying as disabled due to the stigma the identity holds and internal contentious of the political identity. I decided not to follow this advice. Noticing disability embrace helped me to navigate accessing support for my brain injury and made navigating my symptoms easier.

Through my advocacy work I have come to believe disability embrace is a crucial component on disabled rights realisation. As an advocate I now put it "disabled people need to come out of the closet.", drawing on the queer liberation

Sean and last year's National Disabled Students' Association executive dressed formally for the annual members hui. Page 28

movement. Today, disability embrace is a key component of me destigmatising disability, making my invisible disability visible to empower others to do the same.

What were the outcomes of creating the Otago Disabled Students' Association ? Otago Disabled Students' Association (ODSA) is a whānau made of tauira from both the University of Otago and Otago Polytechnic.

Members may either identify as a disabled or impaired student themselves or be an ally of the disabled community. Disability reflects the interaction between an individual's impairment and the barriers of their environment.

This includes, but is not limited to, physical impairment, mental health and psychological conditions, learning and/or sensory forms of impairment, neurodiversity, chronic illness, individuals within the Deaf community and beyond. ODSA's pūmanawa (what makes our hearts beat) is empowering the voice of disabled students through inclusivity, accessibility, advocacy and allyship on-campus in Ōtepoti and around Aotearoa.

Kei tēnā tangata, kei tēnā tangata tōna ake āhua, tōna ake mauri, tōna ake mana anō hoki. Each and every one has their own uniqueness, life essence and presence. As part of this mahi you'll see ODSA advocating on committees, hosting guest speakers, organising movie screenings, taking home the Sustainability Office's kowhai award two years running for being the Lorax of all clubs, running up for the Blues and Gold's award (humble brags), writing submissions, sending out surveys, on radio interviews, in the paper and most regularly at our weekly Disabil-Tea meets, where there is a range of dietary inclusive beverages and a space to connect, 2-4 pm Tuesday and Thursday alternating weekly in the Otago Room.

How did you find out about the Transportation Group?

I found out through Mary O'Brien, the Accessibility Coordinator for CCS Disability in the South Island – and her links to Transportation Group chair Bridget Doran. Mary contacted OD-SA to advertise the opportunity.

Why do you think our environment is still lacking for people with disabilities, despite the plethora of information, strategies, etc? The bureaucracy – there are different mandates within organisations. Practitioners don't necessarily have the resources for effective consultation. So consultations are last minute or insufficient. Previous research is about methodologies and not context-specific – which is why consultation at the local level is so important.

Another layer to this is inaccessible employment and education leading to poor employment of disabled people in the sector. Many of the problems facing disabled people in the transport system are intuitively addressed for disabled people and their networks where there are knowledge gaps for professionals with unconscious bias.

(Interview by Group Deputy Chair, John Lieswyn. See Sean's article on an international comparison of transport planning through a disability lens later in this edition)

Issue 175 March 2023



red countries

Road distances are shown from furthest to nearest city

blue countries

Road distances are shown from nearest to furthest city



By Sean Prenter, the Transportation Group's 2022 disabled student intern This paper reviews the New Zealand cycleways and walkways guidance on its effectiveness to produce positive outcomes for the disabled community.

An international comparison of transportation

engineering guidance through a disability lens

To effectively assess New Zealand's guidance, this research process conducts a literature review of relevant academia finding a cross section between transport and disability.

Next, this qualitative data is implemented to complete an in-depth study of two best practice guidance examples in the United Kingdom's Wheels for Wellbeing and the United States of America's Getting to the Curb in San Francisco.

Finally, the qualitative data is implemented next to the best practice examples to review New Zealand's existing policy and legislation as it pertains to cycleways and walkways.

The mentioned countries find commonality on discrepancies in transport system outcomes for disabled people. Ultimately, this research looks to provide guidance recommendations to Waka Kotahi, New Zealand's transport agency, to improve outcomes for persons with disabilities in transport.

Research recommendations:

-Disability need to be related to through the social model of disability. This is often lost in transport guidance, for example Waka Kotahi describe the deaf community a people who "suffer... hearing loss". -A big problem is our propensity to extrapolate guidelines from Australia, assuming the context is the same, when New Zealand's topography and indigenous context vary differently and require local interpretation. This oversight has particular impact on the disabled community. For example, gradient changes present a specific barrier to mobility device users. Further, intersections of the disabled community and indigenous, whaikaha māori suffer worse outcomes.

-Another finding is that personas in the PNG are fantastic but might have a negative effect – planners might rely on these personas instead of consulting locally.

-Disability transport guidance is not integrated. For example, there is a plethora of guidance on wheelchair users on given contexts but this advice is not integrated into guidance for wheelchair users beyond wheelchair geometrics. Here there is no mention of curb cuts, surface material etc.

Whereas for blind pedestrians there exists a detailed integrated pedestrian design principles section. Where there is a lack of integration for wheelchair users, there is an absence for the neurodiverse and the deaf community who experience a lack of visibility throughout guidance. This occurrence is particularly problematic given the poor resourcing of local councils and their ability to respond to poor disability outcomes from muddled guidance.



The international research found commonality in discrepancies in transport system outcomes for disabled people.

Magazine of the Transportation Group NZ



Members of the blind and deaf community are often anxious of mixed path use, as cyclists can pass at high speeds.

-New Zealand's guidance is particularly uninclusive of paracyclists, most notably on raised crossings. Guidance implicitly draws a contention between the benefit of raised crossings for wheelchair users, as opposed to curb cuts, the car slowing effect and what is referred to as "discomfort" for some road users.

Many paracyclists use this mode of transport as a mobility device, and thus are unable to brace or mount and dismount. Therefore, this paper recommends that this contention is made more explicit augmented with guidance on alternative cycle routes and or alternative traffic slowing measures.

-Further this review recommends that paracyclist visibility is increased. The white, male, ablebodied cyclist norm predominates cycling guidance and the consequence of this invisibility is the lack of consideration for paracyclists. In agreement with the United Kingdom's Wheels for Wellbeing guidance, this review recommends that 2% of policy pictured cyclists are paracyclists.

-NZ's guidance is concurrent with Japan and Victoria Australia which allow for pathway cycling for disabled people, under 12 or their supervisors or the elderly.

The problem with this recommendation is the lack of specificity. In dense urban areas, cyclists are likely to follow the queues of pedestrians by lowering speeds and navigating consciously. However, in less dense urban areas a cyclist on the path poses a greater hazard. Members of the blind and deaf community are often anxious of mixed path use, as cyclists can pass at high speeds without alerting disabled pedestrians. This is more likely to be the case where cyclists have increased priority given the risk they pose and the lack of pedestrian cues to mindfully cycle.

Therefore, this paper recommends that this detail is properly fleshed out in guidance, with the recommendation for shared paths in denser areas and cycle lanes in less busy urban areas so that those with sensory impairments can navigate the urban environment with increased safety and less anxiety.

-Along the vein of anxiety, Road User Rule, 10.1 states that cyclists using a zebra crossing are legally required to dismount and walk their bicycle across the roadway. If significant numbers of cyclists are expected to use the crossing, then a dual crossing should be installed.

This review holds that the transport policy cycle needs to consider education to make cyclists more aware of this requirement, and or the dual crossing should be normalised.

Presently, cyclists are typically unaware of this legislative requirement and anecdotally are not self-regarded as motor vehicles or pedestrians. Cyclists tend to navigate the roads with a level of fluidity that without clear policy communication and awareness is a danger to the disabled community.



'Metro mania': Former top NSW rail exec says train mega-projects lack rationale

The man who masterminded the train timetable for the Sydney Olympics warns the city's multibillion-dollar metro rail projects risk delivering limited benefits to commuters despite their staggering price tags.

Day said Sydney's "metro mania" was destined to be an "extremely expensive and poorly thought through experiment" In what he terms "metro mania", former top NSW rail executive Dr Dick Day argues the state government is rushing to commit to massive rail projects in Sydney for which there is "little rationale".

He describes as a "gross misuse of public funds" the \$11 billion to be spent on a <u>23-kilometre rail</u> <u>line</u> from St Marys to <u>Western Sydney Air-</u> <u>port</u> because it would "see quite limited use". Infrastructure Australia also warned two years ago that the cost of the airport line would <u>far out-</u> <u>weigh the benefits.</u>

Day, a former general manager of planning and timetable development at RailCorp, expects people will travel primarily by car to the new airport after it opens in late 2026, and that a network of <u>express buses</u> would initially provide the best form of public transport access.

In a paper for Sydney University, Day said Sydney's "metro mania" was destined to be an "extremely expensive and poorly thought through experiment" which would be "found wanting as a cost-effective means of enhancing" the city's public transport network.

"Sydney's proposed metro projects represents very poor use of what were once considered scarce public funds," he warned. "The willing-

Future metro (Business case still being prepared) Business case underway



ness to commit public money to such poorly conceived projects raises disturbing questions about financial governance within NSW."

The cost of constructing three new metro rail lines in Sydney, as well as the <u>Metro North-west</u> which opened in 2019, is estimated at <u>\$63</u> <u>billion</u>.

Day argues it is reckless to keep committing vast sums of money to extra metro rail lines because of a "very real possibility" that peak-hour commuting by train never returns to pre-pandemic levels.

He warns Sydney is out of step with London, Melbourne and Brisbane, where new rail tunnels under the heart of those cities will accommodate existing train services at improved frequencies and offer relief for their networks. Sydney's metro rail lines run driverless single-deck trains, and other types of passenger and freight trains cannot operate on them.

Day, who was responsible for mapping out and planning train services that contributed to Sydney's successful 2000 Olympics, is also critical of plans for a <u>\$27 billion line</u> from the CBD to Parramatta known as Metro West.

He warns that most passengers travelling towards central Sydney from the outer west by rail will have boarded double-decker trains at stations further west of Parramatta, and will not change there to catch services on Metro West, which would have only one main station in the CBD. In comparison, the existing western line serves three CBD stations.

"There has been an unprecedented rush by the government to lock in the construction of these projects despite a very poor understanding of their costs and benefits. This has taken place at a time when commuting patterns have shifted considerably following COVID-19," he wrote.

Premier Dominic Perrottet last week recommitted to planning for an <u>expansion of metro</u> <u>rail</u> in Sydney's outer west, including between St Marys and Tallawong, near Rouse Hill, if his government is re-elected, four years after his predecessor Gladys Berejiklian <u>outlined similar</u> <u>plans.</u>

In his paper, Day warns that plans to link an "orphaned line" between the new airport and St Marys to the Metro Northwest line at Tallawong cemented Sydney's position as a city that built "high-capacity metro lines in peripheral areas with very low demand". *Source: Sydney Morning Herald*



'Can't make this stuff up': California sinkhole devours cars despite warning signs



For the second time in two weeks, a sinkhole in a collapsed road has swallowed a vehicle after a driver ignored road closure signs.

For the second time in two weeks, a sinkhole in a collapsed road in <u>California</u> has swallowed a vehicle after a driver ignored road closure signs, according to law enforcement.

The two-lane road near Tracy, a city in the Central valley, collapsed earlier last month following weeks of destructive storms that wreaked havoc across the state.

The damage and signs warning of the road's closure didn't stop drivers from attempting to traverse Kasson Road, which commuters use to travel to nearby Stockton, Manteca and Modesto, according to the local California highway patrol (CHP) office.

"There are concrete rails across the roadway. It takes a little bit of effort to maneuver around it to get past it," said Jesse Skinner, a CHP public information officer.

Still, the office is aware of at least two vehicles whose drivers got them stuck in the collapsed roadway. Over the weekend a truck fell into the hole, prompting police to issue a citation to the driver for traveling on the closed road.

Authorities appear to be growing increasingly exasperated over motorists' disregard for the warnings. "It happened again. We can't make this stuff up," the CHP office wrote on Facebook. "This was 100 percent preventable. There is no excuse. The signs are clear, visible, and unobstructed." Days before that the driver of a Volkswagen sedan tried to drive down the closed road and also ended up in the hole. "We're at a loss for words.

If only there were signs and/or barriers that could have prevented this," the office wrote, then pointing out that there were in fact signs. Shortly after the road first closed but before it split and sunk, a different car had ignored the signs and driven through the closure.

The office has published information about alternate routes, but has continued to respond to calls about drivers who ignored warnings. Recent storms hit the area hard, closing some roads for the first time, including Kasson Road.

"It's not a closure we've had set up in that area before," Skinner said. "We don't have an officer that can man the closure the whole time." *Source: Guardian*





Low Traffic Neighbourhoods appear not to push traffic on to boundary roads, London study finds

LTNs use either physical filters, such as bollards and planters, or traffic cameras to prevent motor vehicles using some smaller residential streets as through-routes, while bicycle and foot traffic is unaffected Low-traffic neighbourhoods significantly reduce the number of motor vehicles within their boundaries without appearing to push traffic on to roads around their edges, the most comprehensive study yet of such schemes in the UK has concluded. The <u>research</u>, which was based on traffic count data before and after the installation of 46 so-called LTNs in London, found a reduction in motor traffic within the zones of 32.7% when measured as the median, and a 46.9% drop when calculated as the mean.

Of the 413 roads inside the LTNs with beforeand-after traffic counts, the percentage experiencing an average of fewer than 1,000 motor vehicles a day, seen as a good shorthand for a street receptive to more cycling and walking, rose from 41% to 66%. This could mean "a qualitative change in the local environment" on at least some streets because of the LTNs, the researchers said. LTNs use either physical filters, such as bollards and planters, or traffic cameras to prevent motor vehicles using some smaller residential streets as through-routes, while bicycle and foot traffic is unaffected.

Opponents of the schemes, which <u>have proved</u> <u>controversial</u> in some places, with a handful removed, claim they do not reduce the overall amount of motor traffic but simply move it to other roads. While the authors behind the research, from the University of Westminster's Active Travel Academy (ATA), noted they only had useable data for just under half the 96 LTNs installed in <u>London</u> between March 2020 and May 2021, they said there was significant overall evidence of so-called traffic evaporation. Data from the 174 count points on boundary roads showed what the authors said was a more mixed picture, but without apparent evidence that such roads were necessarily seeing more traffic once an LTN was installed. Of those monitored, 47% showed a fall in motor traffic and 53% showed an increase. When measured as a median, the overall figure for boundary roads rose by 1.3%, but fell by 1.6% when calculated as a mean (average).

When the totals were adjusted using <u>Transport</u> for London data for wider traffic changes, to account for factors like the Covid-19 pandemic and differing seasons, boundary roads had an overall mean increase of 0.7% in motor traffic, or 82 vehicles a day on average. Within this, the researchers found what they called "substantial variation in both directions" on boundary roads. They concluded this was mainly due to non-LTN factors such as other works, and said more research could be done on reducing traffic on boundary routes.

The study noted other caveats, including that the majority of counts took place within inner London rather than more distant suburbs, and that the extent and quality of traffic data, provided by councils, was varied, with some not having produced any monitoring at all.

The researchers also pointed to the need for further study on other effects of LTNs, including how to best mitigate their impact on people who particularly need to drive on local journeys, for example some people with disabilities. *Source: The Guardian*





Heavy EVs Are Putting Extra Pressure On Crash Testing Equipment

Electric vehicles are redefining car safety as they have several key differences that mean they have to be treated differently in the event of a crash.

Their battery pack catching fire is the prime concern, because it's then very hard to put out as it will keep reigniting, but also EVs' extra weight, which not only negatively affects their handling and braking, but it also apparently makes it harder for these vehicles to be crash tested.

The Insurance Institute for Highway Safety (IIHS) recently published a video explaining the struggle it is anticipating it will encounter testing EVs. The problem here is <u>their increased mass</u>, which is putting extra pressure on the institute's crash testing equipment, so much so that it decided to simulate the testing of even heavier vehicles in order to see if anything breaks.

They believe that vehicles weighing 9,500 pounds or more may put their equipment to the test, so they stuffed a Ford F-150 pickup (and others, including SUVs) with concrete to get the weight up to the desired level and then proceeded to crash them in order to see what happens.

And in case you were wondering which vehicles weighs that much, well, it's the <u>GMC Hummer</u> <u>EV</u>, which is so heavy that you need a special license if you wanted to drive one in Europe.

One of the problems they thought they could face was not being able to pull the vehicle towards the concrete barrier at the correct speed. The machine needed to be able to keep the vehicle traveling at 40 mph, which it did, and you can really see the forces at work here when it does slam into the barrier and the block of concrete from the bed ends up pressed against the dashboard...

The takeaway from this is that making vehicles really heavy only has downsides – it dulls handling, makes brakes less effective, it lowers efficiency and performance, on top increasing the likelihood of pulverizing whatever you crash into. The difference between the footage showing loaded and unloaded vehicles is quite startling and it also shows why you should never overload your vehicle either. *Source: InsideEVs* Electric vehicles are redefining car safety as they have several key differences that mean they have to be treated differently in the event of a crash

Looking to sell my Delorean. Good shape, low mileage. Only driven from time to time.



The world's largest electric ferry can take you and your closest 2000 friends across the ocean



Electric power is flexing its muscles again as the world's largest <u>electric ferry</u> – capable of carrying 2,100 passengers and their vehicles – is set for delivery in two years.

Incat Tasmania, an Australian manufacturer of high-speed craft (HSC) ferries, is ready to deliver the 148-meter (485.5 feet) Utility Ro-Pax ferry, which will be the world's largest electric ferry.

Although swapping for electric propulsion requires a significant redesign, the company will replace 500 tons of equipment and fuel tanks with 400 tonnes of batteries to maintain its light weight Designed by Revolution Design and built by Incat, the ferry is powered by two electric motors (5 - 9.6 MW) beneath the hull. The vessel can carry up to 2,100 passengers and 226 vehicles at up to 25 knots for a max range of 100 n.m.

Buquebus, which operates several Incat vessels in South America, will use it to transport passengers between Argentina and Uraguay.

The vessel was initially intended to be powered by LNG, but after having second thoughts, both Incat and Buquebus agreed it was best for the environment and its customers to go zeroemission electric.

Incat Group founder Robert Clifford speaks on how the new electric ferry will revolutionize the industry:

"Zero emissions shipping is the future and Incat based in Tasmania, one of the few places on the planet which has already delivered net zero, is now poised to revolutionise the world's shipping fleet by delivering the world's first zero emissions, lightweight ship."

Although swapping for electric propulsion requires a significant redesign, Clifford says the company would replace 500 tons of equipment and fuel tanks with 400 tonnes of batteries to maintain its light weight. In addition, Clifford says, using aluminum instead of steel to build the vessel could halve its weight, and adding electric ferries would not be an additional cost compared to traditional ships.

Shipping contributes a significant amount of carbon dioxide each year, accounting for <u>around</u> <u>3%</u> globally (in Europe, marine traffic accounts for about 12%). The International Maritime Organization aims to reduce CO2 emissions for new ships built from 2025 by 30% while lowering average overall fleet emissions by 40% by 2030.

Electric ferries and ships can play a significant role in the transition. Zero-emission ferries are an excellent place to start electrifying as they generally run the same routes, making it easy to place charging infrastructure.

Not only will electric ferries save the environment, but they will also save operators money. The <u>first all-electric ferry in Norway</u> claimed it cut costs by 80%. In addition, *Ellen*, the selfproclaimed world's largest electric ferry (before Incat's, of course) operating in Southern Denmark, helps save <u>2,000 tons of CO2 emissions</u> annually. *Source: Electrek*





Town Cenre: Workers mocked over road marking spelling blunder

Workers have been mocked online after a photo of a misspelt road marking in Scarborough went viral.

Instead of "town centre" being painted onto the A165 contractors accidentally missed out the second T and wrote "town cenre" instead.

A photo of the error, shared online by Caroline Bains, has attracted hundreds of comments, with many poking fun at the mistake.

Yorkshire Water carried out the work and said it had now fixed the error. Ms Bains, shared her picture of the blunder on the Facebook on Friday, adding: "Not sure that's right."

The spelling error was spotted on Northway and Valley Bridge Road, a popular route for tourists in the seaside town.

One woman, who used the face-palm emoji, wrote: "Only in Scarborough". Another wrote: "Are we sure they didn't just pop off for a T break".

However, one woman defended whoever made the mistake, writing: "We are all only human and am sure they'll be feeling bad enough." *Source: BBC News*





Residents in block of flats 'trapped' in middle of a roundabout



It must be one of the most bizarre locations for family housing

Residents of a three-storey development in Penywaun, South Wales have to negotiate a busy roundabout whenever they want to leave the property, and some of them have had enough.

Their block of flats sits slap bang on the grass in the middle of the roundabout, and there is no pedestrian crossing to make life easier. It must be one of the most bizarre locations for family housing – there are no perimeter fences to stop children or pets running onto the road. Just two flats have tiny courtyards.

Speaking to the <u>Daily Mail</u> recently, one resident, who is eight months pregnant said: "I know the busy moments in the day when buses are on the roundabout - that's the most dangerous. So I have worked out the times to come and go as safely as possible, otherwise we are trapped."

Another resident described it as "the unmagic roundabout", but added it was no laughing matter. Another said it reminded him of the time he spent nine days in prison. Chelsea said she won't let her daughter play outside near the road, and intends to move elsewhere when she has her second child.

A neighbouring resident said the traffic has become a lot busier than it was when the flats were built several decades ago.

Google Maps show three roads feed into the roundabout in the middle of the small village. And there are several businesses bordering the roundabout, including a fish bar.

There is no parking for cars at the flats. And there is no planting around the flats to soften the building, visually.

A bird's-eye view - there's a certain symmetry to the block of flats sitting in the middle of the circle, but some fencing and a pedestrian crossing would make it a lot safer. *Source: Stuff*

One resident, Chelsea, admitted she worries about her daughter's safety every morning when she heads off to school. "The cars come down the hill at a pace, and the school buses too, because there's a comprehensive nearby, so there's about 10 school buses."



Sixty bollards installed outside UK school to put off parking parents



We're all for traffic safety around a primary school, but this just looks like a weird slalom of posts more suited to the Winter Olympics.

A council has been criticised for installing 60 bollards outside a primary school, with residents claiming the measures could put cyclists and pedestrians at risk.

Birmingham City Council has erected a large number along the A38 Bristol Road between Longbridge and Northfield, while 60 appeared outside The Meadows primary school around 18 months ago.

Residents have said the bollards are an "unnecessary eyesore" and argued they could prove more dangerous for pedestrians, cyclists and other road users. The 50-metre stretch of bollards has provoked consternation from locals, especially the three rows of 60 outside the school.

Jessica Grant, a mother of one who lives nearby, said that they had "just popped out of nowhere", adding that "everyone was just a bit baffled".

"We're all for traffic safety around a primary school, but this just looks like a weird slalom of posts more suited to the Winter Olympics," she added. "A simple fence or some barriers along the side of the road would have done the job, but this is surely more expensive. It's an absolute eyesore too and, if anything, could prove more dangerous for cyclists or pedestrians trying to navigate it.

"Delivery drivers have also been unable to park up. and I hear parents have had difficulties too. I've never seen anything like it anywhere else, to be honest." Another local, who did not wish to be named, added: "Serious questions have to be asked of the council. It's barmy. Who on earth thought this was a good idea?

"We have had problems with parking near the school, but this is an unnecessary eyesore and complete overkill by the council. The first row nearest the road, I sort of understand. But the rest of them are just weird."



A Birmingham City Council spokesman said: "We receive regular complaints from residents about inconsiderate and dangerous parking outside the school.

"We are working with the school to help challenge this behaviour and encourage walking and cycling where appropriate, but unfortunately the number of bollards that have been installed demonstrates the scale of the problem.

"We will continue to encourage parents to consider other forms of transport and to consider others when dropping off children at school." *Source: Telegraph*

Auckland's top public transport user took 3400 trips last year – and didn't pay a cent

Auckland's most frequent public transport user took about 3400 trips last year – and didn't pay a cent.

The person travelled 18,000 kilometres around the Super City from January to the end of November, according to Auckland Transport HOP card data.

That's the equivalent of about 10 trips a day over 334 days, with an average journey distance of 7.8km. Sixty-four per cent of their journeys included a transfer to another service.

But Auckland Transport made no revenue from the person – because they're over 65 years old and entitled to <u>Super Gold concession</u>, which gets them free travel after 9am on weekdays and all day on weekends and public holidays.

Without knowing the specifics of the person's travel, it's hard to work out what they would have spent over the period if they weren't travelling for free with their concession.

But <u>Auckland Transport doesn't charge HOP</u> <u>card users more than \$20 per day</u>, no matter how many trips they take. So an estimated 10 trips per day for 334 days would have cost them a maximum of \$6680.

Stuff asked to interview the person, however Auckland Transport would not reveal their identity for privacy reasons.

The person frequently travelled between their home suburb to the city centre. Their most frequent stops were outside the Auckland Town Hall and Britomart/Te Komititanga.

Bus was their preferred mode of transport, accounting for 91% of journeys, followed by train (8%) and ferry (1%).

Auckland Transport manager Richard Harrison commended the person's public transport habits as "super impressive".

"It's super exciting to find someone who is so enthusiastic about it," Harrison said.

The total kilometres travelled was equivalent of going from Auckland to London. Based on the person's average of 10 trips per day outside of commuter hours, Harrison said it was likely they were <u>using public transport for leisure</u>.

"Why not? This is a beautiful city and it's a really great way to experience it. Sounds like they're having a fun time.



"It's clearly easy for them to get around. It's a good choice, a more sustainable choice."

Harrison said his favourite journeys were going over the Harbour Bridge on a double decker bus and down Tāmaki Drive on a silent electric bus. Both boasted "gorgeous" ocean views, he said. As for the top public transport user not paying a cent for their travel, Harrison said it was a wellearned privilege.

"They've earnt the Super Gold concession through a lifetime of paying taxes. Make the most of it."

Auckland's top 100 public transport users

- This group made around 194,000 trips between them, travelling 1.2 million kilometres.
- Almost 80% of the top 100 are aged over 65 and use the Super Gold concession. Thirty per cent paid \$0 for their travel all year.
- They mostly travelled to and from the city centre, New Lynn, Panmure, Onehunga and Newmarket.
- The average journey distance was 6.8km and 54% of journeys included a transfer onto another service.
- Bus made up 93% of their travel, train 6% and ferry 1%.

Auckland public transport useage generally

- 19% of HOP card users travel between 11 and 31 days per month (around three times per week)
- 54% of total patronage is during weekday peak hours (first services-9am and 3pm-6.30pm), implying that majority are commuters
- Under 25s are the most frequent users
- Average trip distance is 7.7km
- Most-frequent users live in: Glenfield, Beach Haven, Birkdale, Forrest Hill and Birkenhead
- Least-frequent users live in: Glendowie, St Heliers, Hobsonville, Parnell and Bucklands Beach.

Source: Stuff

This is a Public Interest Journalism funded role through NZ On Air



They've earnt the Super Gold concession through a lifetime of paying taxes. So they should make the most of it.



Cyclone Gabrielle: Maps show widespread disruption to North Island roading network

A senior Waka Kotahi manager says the damage caused by Cyclone Gabrielle across the North Island's state highways is the worst he has seen in his 37 years working in the roading industry here and in the UK.

At least nine state highways in the central and northern North Island remain closed more than a week after Cyclone Gabrielle unleashed heavy rain and severe gales across the regions, causing widespread destructions, isolating communities and claiming at least 11 lives.

Scores of other highways and local roads in the North Island have access issues as workers clean away debris, slips and other hazards left behind by one of the worst weather events to hit New Zealand.

To understand the scale of the damage caused by Cyclone Gabrielle and the January floods to our roading network, the *Herald* has used local and national data to map state highway closures and other disruptions.

The *Herald* has used data from Waka Kotahi to map the State Highways and data from Auckland Transport and Gisborne District Council to show some of the local road closures in these areas. Locations in these regions are approximate due to the limited information provided by the councils.

The data used dates back to January 26 to include any roading closures and restrictions due to the Auckland Floods.

Waka Kotahi senior manager for maintenance operations Wayne Oldfield says it was expected most of the closed state highways will be accessible to some degree within the next three to five weeks with stop-go traffic control in place as workers continue repairing the damage.

At the time of writing, ten state highways are closed across the North Island following the recent storms. There are at least 19 other sites across the network with restrictions in place due to cyclone-related slips, flooding and washouts, based on Waka Kotahi's traffic map. Most of the state highway closures are in Hawke's Bay where four key routes into the region are closed, including a lengthy section of SH5 between Eskdale and Taupō. Locations are approximate based on Waka Kotahi's traffic map and correct as of Feb 23, 3pm *Source: NZ Herald*



state highway limited access



If you wish to donate to Cyclone Gabrielle or flood relief efforts, you can go to:

NZ Red Cross

15forfloods.co.nz

Mayoral relief funds

Iwi fundraising Helping You Help Animals (HUHA) Federated Farmers



Learning from the sad tale of the Advanced Stop Box

Advanced Stop Boxes (for cyclists, at intersections) are now fairly common in New Zealand – and sometimes, together with on-roadway cycle lanes, derided as "bits of paint on the road" compared to the more favoured "protected" or "separated" cycleways (which completely separate cyclists from motor traffic).

Advanced Stop Boxes originated in small towns. They were not really meant for large multi-lane intersections, yet that is where we may see them today Tim Hughes very usefully delved into the nuances of the great on/ off-road cycling facility debate in a June 2021 issue of Roundabout (number 168). He usefully pointed out that on-road measures may in some cases deliver some safety benefits, but that much depends on the quality of the infrastructure and (very importantly) what goes along with it.

Tim cited the example of Portland, Oregon, USA – well known to many of us a world leader in providing for cycling – and that their on-road cycling infrastructure was not only of good quality (i.e. up to best practice standards) but went along with measures including speed management, removing a riverside motorway, better public transport, smart growth urban policies and parking policy reform. It's in situations like these, opined Tim, that we reap benefits, and I agree with him. It's far too simplistic to say "offroad good, on-road useless".

Before going further, I can recommend Waka Kotahi's recent hour-long seminar on multimodal intersection design, which comprehensively delves into the whole knotty problem of what we can do the provide for non-car transport at intersections. Here is a link to the webinar <u>Multimodal intersections webinar - 14 February 2023 -</u> YouTube.

Most of the people, however, who have a hand in deciding what actually goes on our roads probably won't have seen this type of material. I'm more concerned about how good ideas start that way but then get 'lost in translation' through a whittling-down process no one actually wants to happen – and I hope we can learn something to minimise this.



I introduced the first Advanced Stop Boxes into New Zealand in the late 1990s – Land Transport Safety Authority trials at two sites in Hamilton. Advanced Stop Boxes had started life in small English towns in the 1980s. In the wake of the 1970s "oil shocks", cycling, previously disregarded as yesterday's transport, became of interest to government as potentially "part of the solution" of impending oil scarcity.

Someone then noticed that cyclists in highcycling areas such as (flat-as-a-pancake) East Anglia often stopped, illegally, in advance of an intersection limit line. Then it was realised that they did this not to be naughty (a common stereotype about cyclists in general), but to protect their own safety. The cyclists were more visible to drivers, and had a head start in clearing the intersection before the cars started moving. A search then began in officialdom to see how this illegal practice could safely be made legal.

The early 1980s UK trials soon found that cyclists still felt intimidated with a 3.0m deep box (the original trial dimension) – so later trials increased this to 5.0m. This got averaged to 4.0m in the 1999 revision of the Austroads Guide to Traffic Engineering Practice Part 14 Bicycles (and it's probably thanks to me that it was in there at all; I made a substantial individual submission).

That was the first of many compromises. UK and NZ trials, both official and the unofficial late 1990s trials led by Christchurch City Council's Alix Newman (ably assisted on the technical side by one Axel Wilke) always had an approach cycle lane. This was kerbside for nearside-lane boxes, and between traffic lanes for multi-lane intersections. Do we see many of these now? There are a few approach cycle lanes, generally olderestablished ones, but I suspect today they are rarer than hen's teeth.

And as I said, Advanced Stop Boxes originated in small towns. They were not really meant for large multi-lane intersections, yet that is where we may see them today in New Zealand.

And the box depth? 5.0m of the later UK trials, 4.0m of the 1999 Austroads manual, or even 3.0m of the early UK trials? I've seen some of about 2.0m – and even then, not actually a box – no defining lines, just someone has sprayed some green paint and a cycle logo in the space between the limit line and the pedestrian crossing lines. Which, actually, is there to give a safe separation between cars and crossing pedestrians – not to accommodate cyclists.

And almost invariably without any approach cycle lane. How are cyclists meant to get into the

Magazine of the Transportation Group NZ



colours is used – but on the ground there are hard decisions to be made. When you can't fit everything on the ground that the multi-coloured spaghetti map says you should provide, what gives (even after you have done all you can using skills and techniques such as those presented in the Waka Kotahi webinar I mentioned earlier)?

Despite our rhetoric about planning for "all" transport modes, about climate change response, complete streets, healthy streets, innovating streets, one network, streets for people, or whatever other theoretically nice-sounding words

we may pick, I suspect the real-life decisions – made I suspect by staff who would not necessarily be among Roundabout's readers – remains about planning for the car, and for other transport if, and only if, we can accommodate them without too much inconvenience to motor traffic.

That, I think, is the main reason for the whittling down of the Advanced Stop Box from a hopeful and good 1980s idea to what we often see now – sometimes little or no real practical use, or even actually dangerous.

Portland, on the other hand, if Tim Hughes' 2021 article is anything to go by, seems to have got the "politics" of this right. If we only focus on design techniques without tackling the bigger -picture policy context of which they form part, we may be very limited in what we actually achieve.

But let me end on a good note: tackle that context, and look at what places like Portland, the Netherlands and Denmark have achieved. I doubt what I have described would have happened in those places.

At-the-coalface infrastructure designers will take their cue from the wider context. If that is supportive, then it will give the incentive (and in the real world of office pressures, even the permission) to get the quality good and right. <u>It is possible</u>.

And that is whether we favour on- or off-road cycling facilities in that particular 'great debate'.

Roger Boulter Boulter Consulting 021 872 654 Roger@boulter.co.nz Multiple networks look good on a map – especially if, as often, a tastefully dazzling palette of colours is used – but on the ground there are hard decisions to be made

boxes? Scooting along the gutter or playing wing -mirror roulette between two lanes of cars?

And sometimes on some very large, multi-laned intersections. Where a cyclist would need to be circus contortionist to ride into the box ("and for their next trick, from the kerbside into the box, two swiftly-executed right-angle turns!"), and even then be putting their life at risk because the constrained space typically doesn't allow for safe visibility. I remember Alix Newman's ruleof-thumb (in Christchurch CC's unofficial trials) that each traffic lane should have its own approach cycle lane.

A sad tale indeed, I think you'll agree. No wonder many cycling advocates sneer at such "bits of paint on the roadway".

So what can we learn?

Readers will no doubt be familiar that we now live in a world where we plan for a diversity of transport modes, not just for cars. Rather than just a "roading hierarchy" (for example of arterial, collector and local access roads) we plan for "one network", combining networks for cars, trucks, cyclists, buses and people on foot.

But transport planning remains intensely "political". Not "National/ Labour/ the rest" political, but about power struggles between different interests. Think of an intersection which is on an arterial road network for cars (implying efficient motor traffic throughput), a bus network (which may imply bus priority lanes or other measures), a cycle route network (which may imply on- or off-road cycling facilities) and a walking network (which may imply decent footpaths, and signalled crossings with short pedestrian waiting time).

Multiple networks look good on a map – especially if, as often, a tastefully dazzling palette of



PHEVs fail Consumer fuel efficiency test

'Real life' driving of hybrid and plug-in hybrid electric vehicles (PHEVs) runs up larger-thanexpected fuel bills, a Consumer NZ trial reports. The trial found that when measured at the pump PHEVs used on average 73% more fuel than the manufacturers' claims, while hybrids averaged 20% more fuel use.

"Overlooked in those test results was that the actual fuel economy achieved was still very low – ranging from 1.4 litres per 100km to 3.1 litres per 100km" The watchdog was commissioned by Te Manatu Waka Ministry of Transport to assess the fuel use of five brands' PHEVs and hybrids to see how normal use compared with manufacturers' claims.

"Some PHEV manufacturers claim their vehicles require very low fuel use," says Consumer NZ test content team leader James le Page.

Manufacturers' fuel efficiency figures come from lab tests held under controlled settings.

"However, when you drive a vehicle on 'real roads' the efficiency is likely to be lower," says le Page.

"The fuel usage was much higher than manufacturers claimed."

The difference in fuel efficiency was also evident in each car's computer, which showed that PHEVs used on average 45% more fuel, and hybrids used on average 10% more than manufacturers' claims, says <u>Consumer NZ</u>.

Each vehicle in Consumer's trial was driven on the exact same routes, including a rush hour commute to and from Consumer HQ in Whitmore Street, Wellington, a supermarket trip, and a weekend run over the Rimutaka Hill near Wellington.

Each vehicle drove 270km over the course of a week, Consumer NZ adds. It explains that fuel use was recorded at the petrol pump - by calculating how much fuel was used on the trips - and on each car's computer.

"Our trial didn't use any specialist or calibrated equipment," le Page explains.

"Instead, we opted for a repeatable, real-world approach, where each vehicle received the same treatment and test."

Consumer's findings echo those of European clean transport campaign group <u>Transport and</u> <u>Environment</u>. In 2020 it found emissions and fuel use were, on average, more than two and a half times those of official test values.

"Our trial is the first of its kind in New Zealand and highlighted a staggering difference in the fuel efficiency between different models of PHEVs and hybrids," says le Page. "It's worth doing some research before splurging on a new vehicle," he says, adding that people in the market for a new vehicle should consider becoming a Consumer member.

"We have just published the results of our expert tests on over 70 EV, hybrid and PHEV models assessing their performance, comfort, city vs highway driving and more."

Motor Industry Association chief executive David Crawford says MIA seeks to "bring some balance to the discussion".

"Overlooked in those test results was that the actual fuel economy achieved was still very low – ranging from 1.4 litres per 100km to 3.1 litres per 100km, depending on model.

"These are still very low fuel consumption figures, lower than a hybrid and impossible to achieve in a conventional-engined vehicle," the MIA explains.

"Even though Consumer NZ did not test conventional-engined vehicles, the reality is they would have also used more fuel than the official figures under the same conditions."

MIA also notes that car manufacturers don't "claim" that their cars will achieve the fuel economy stated in the test results.

"Manufacturers are required to undergo these strict regulated lab tests, and to publish the results, including here in NZ."

MIA says manufacturer's explicitly state that drivers will potentially experience different fuel economy than that stated on the fuel economy labels.

"The purpose of laboratory testing is to compare the fuel economy of vehicles under identical driving conditions. A car consuming more fuel in the lab test compared to another model, can be expected to use more fuel than the other car in the real world too.

"But exactly how much fuel a car will use in the real world will be different from that in the lab test. That's because there are too many variables that affect how much fuel a car will use. These include driving style, traffic volumes, terrain, tyre pressure, vehicle condition, loads and even the weather.

"The bottom line is each person's day-to-day driving is unlikely to match strict lab conditions. But in terms of fuel used, the Consumer NZ tests show that PHEVs are (among) the most fuelefficient type of vehicle people can buy if they want to reduce their fuel use." *Source: EVsandBeyond*



Newtown trams no 113 and 145, Wellington, 1924



Cuba Street, Wellington, 1867

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ITE Update

We hope you enjoyed our International Women's Day webinar. I really enjoyed talking with four awesome women from across Australia and New Zealand who shared their experiences as transport professionals and what *#EmbraceEquity* means to them. The recording will be sent out to those who signed up as soon as possible. If you would like a link, send me an email and I will get it to you (madi.salter@at.govt.nz)

Our next webinar is *Transport Infrastructure Projects in Fragile and Conflict-Affected States* on Thursday, 16 March 2023 at 6:30pm NZDT. The blurb is below:

The United Nations office for Project Services (UNOPS) focuses on implementing projects which help build better lives and enable countries to achieve peace and sustainable development through the UN Sustainable Development Goals. Afiq joined the United Nations Office for Project Services (UNOPS) in 2014 after completing a PhD in Sustainable Development at UNSW, Sydney, Australia. Prior to joining UNOPS, Afiq spent five years in Sydney as a researcher in the Faculty of Built Environment, UNSW.

His research work was focused on sustainability issues for developing countries in Southeast Asia. Before moving to Australia, Afiq spent four years as a lecturer at the Faculty of Architecture, Planning and Surveying, MARA University of Technology in Malaysia. His current role has taken him to the UNOPS Afghanistan Country Office where he works as an Infrastructure Program Management Specialist. In this role, he is involved in supporting the Afghanistan office in managing sustainable infrastructure programs and projects. Afiq has invaluable experience

working with a diverse range of stakeholders on projects that directly impact some of the most vulnerable communities.

We hope to see you there!

In the March edition of the ITE Journal, I really enjoyed learning about 14th Street Busway Monitoring and Evaluation in New York, USA. The busway

project decreased travel times on buses which increased patronage, reduced crashes and did not adversely impact traffic on adjacent roads. Despite initial scepticism, the project was an overwhelming success and was made permanent in June 2020. For more detail, have a read of <u>ITE's</u> journals here.

Finally, I would just like to reiterate the free membership for Transportation Planners. Did you know that, despite the name 'Institute of Transportation Engineers', ITE has many Transport Planner members?

In an attempt to attract more Planners to ITE, they are offering <u>a free membership</u> for the first year and half price off the second year. ITE offers many benefit, such as heaps of Free Live and On-demand webinars through ITE's Learning Hub and access to ITE's Publications and Resources, such as the trip generation manual and ITE Informational Reports that are about an array of different transport topics.

So why not apply here: <u>Transportation Planners</u> <u>Application - Institute of Transportation Engi-</u> <u>neers (ite.org)</u>

Calling All Transportation Planners – New Members Join ITE for Free in 2023

Do you know a transportation planner who is not a member of ITE and would benefit from joining our growing and vibrant community? We want to give them the opportunity to experience all that ITE has to offer, so transportation planners who join ITE in 2023 receive free membership for the year. If they find value and want to stay, we'll give them a second year at half-price.

Eligibility

Individuals with at least one of the following can apply for the free membership: a planning degree, planning certification, and/or relevant current planning responsibility.

This offer does not apply to either current or prior members of ITE from the last 5 years.

How to Apply

Interested individuals can go here to apply today: www.ite.org/membership/transportation-planners. Membership applications will be reviewed and approved if the eligibility criteria are met.

Questions?

Contact membership@ite.org.





Roundabout of the Month



Sure, it may look like an urban hellhole with no redeeming features, but surely this bleak landscape is nothing a roundabout or two couldn't fix, right?



The below image shows the longest straight line you can theoretically walk across the Earth. This line measures 13,589km.

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Roundabout

Active Modes Infrastructure Group (AMIG) Update

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BEACH

Another year underway and already we've had the first AMIG meeting of the year, held online on Feb 9th. Here's what got discussed:

· Waka Kotahi's TCD Steering Group is back in action, already approving several new TCDs for use. These include some **newly** gazetted signs providing more information associated with speed limits, for example around Marae and beaches. For neighbourhood greenways, it is also recommended that the green "Safer Speed Area" sign is now used to denote these. Meanwhile, due to delays

fer Speed Area

in getting some recent formally trialled signals captured in the TCD Rule (including directional cycle signals and two-aspect ped/cycle signals), Waka Kotahi is allowing other Councils to undertake further trials of these.

> • Bike Auckland gave a very interesting presentation to AMIG, introducing a project they have been working on to improve inclusive access of cycling for a

wider range of people and their bikes. For many disabled people, a trike, hand-cycle, or wheelchair bike is their key to mobility, but not all cycle routes provide for these bike types; similar issues arise with many cargo bikes. Waka Kotahi have also been working on some planning/design guidance for the CNG to address these issues as well, considering aspects such as cycleway width, use of bollards and barriers, surface smoothness, legibility of routes, and ramp design.



• A challenging design issue discussed was how to sign the fact that a cycleway is ending, and that riders will be merging with general traffic (e.g. approaching a roundabout). While sharrow markings are one tool, they can be obscured by traffic; Page 49

in practice, many riders also still tend to keep left after the cycleway ends. The Group discussed the pros and cons of different variations of "cvclist merging" warning signs, although there is a question about whether the general public would understand their meaning.



The latest updates to online multimodal guidance were also noted at the recent AMIG meeting, including information on intersection planning/ design in the PNG (https://nzta.govt.nz/png) and advice on cycleway lighting and cycle parking design in the CNG (https://nzta.govt.nz/cng).



- Other topics discussed at the latest AMIG meeting included progress on pedestrian wayfinding, Dutch-style roundabout plans, and choosing cycleway separators to allow waste collection. I mentioned last time that AMIG is now 10 years old, and Wayne Newman also provided an interesting historical overview of the Group's formation and development.
- To see more details about these topics from the minutes, check out Waka Kotahi's AMIG website:

https://nzta.govt.nz/walking-cycling-and-publictransport/active-modes-infrastructure-group/

The next AMIG meeting will be in early April. If you're at a local Council that is not currently involved in the group, you can contact co-convenors Wayne Newman (RCA Forum; wayne@cresmere.co.nz) or Gerry Dance (Waka Kotahi; Gerry.Dance@nzta.govt.nz) for more info. And if you have any ideas or issues that you'd like to raise at AMIG, just contact me.

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

Roundabout



Introduction from Kathryn King

Kia ora koutou,

We've had a really challenging start to 2023, with multiple extreme weather events devastating many communities.

It has been saddening to see the widespread damage caused and I hope those who have been directly impacted are receiving the support they need.

Climate change is posing an urgent challenge to the resilience of our communities, and recent events are a clear reminder that we must maintain our focus not only on the immediate needs of rebuilding, but also on our increasingly urgent response to reducing emissions and building healthier and safer communities. We know that while we have a challenging journey ahead, we have the tools we need to ensure transport can be a major part of the solution.

In this newsletter, you'll find amongst other articles, a look at Paris' efforts to transform its city so everyone can move around in ways that are good for their health and the planet.

As we maintain our future focus, it is important to seek inspiration from others leading the charge and I urge you all to take a look.

We plan to move forward quickly this year across our programmes and as always, I am grateful for all of your hard mahi, particularly in these challenging times.

Ngā mihi Kathryn King

E-bike trials

E-bike trials both here and overseas are proving very popular. <u>New analysis</u> from a non-profit in Washington DC has crunched the data and concluded that subsidies for e-bikes are more costeffective than those for electric vehicles (EVs). The analysis shows e-bike subsidies are nearly three times more effective per dollar at reducing vehicle kilometres travelled for households than EV subsidies. It also outlines the many positive benefits that e-bikes provide compared to EVs, including healthy living, lower energy requirements, and less strain on transport networks.

Climate change is posing an urgent challenge to the resilience of our communities, and recent events are a clear reminder that we must focus not only on rebuilding, but also on reducing emissions and building healthier and safer communities



Magazine of the Transportation Group NZ



Here in Aotearoa, the Innovation Fund (Hoe ki angitū) is helping get several trials of e-bikes underway including those

in <u>Mangere</u> and <u>Wainuiomata</u>. Feedback from these trials shows an overwhelming enjoyment and thrill from giving e-bikes a go and a subsequent enthusiasm for cycling more often.

Hoe ki angitū is providing \$15 million over two years to support the private and nongovernment sectors to develop and accelerate innovative solutions that will help to solve some of our big transport challenges.

Applications for round two are open now and close Friday 24 March. More information about Hoe ki angitū

Draft battery electric bus charging guidance released

Guidance on battery electric bus charging is the latest topic to be added to the <u>draft Public</u> <u>Transport Design Guidance</u>. This new section includes information on the key operational and infrastructure considerations to support battery electric bus charging.



The draft Public Transport Design Guidance supports regional and local councils to design and deliver high-quality, people-focused public transport in Aotearoa. It's best-practice guidance, specifically suited to our regulatory and operating environment.

The guidance is draft, and feedback is welcomed until August 2023. Share your thoughts through a <u>simple survey</u> on our website.

If you would like to be notified directly when new guidance is released throughout the year, please email 'subscribe' to <u>PTDG@nzta.govt.nz</u> The team also hosted a webinar in December 2022 on bus stop planning and design guidance. <u>Watch the webinar</u>

Creating Multi-modal intersections webinar

The latest webinar in the multi-modal training series was held this month with a focus on intersections. This webinar informed the industry on the latest New Zealand guidance on intersection planning and design particularly for people walking, cycling and using public transport. Some of the topics covered include:

- General intersection principles and for the different modes
- Intersection selection and the One Network Framework
- Intersection type details
- Uncontrolled and priority controlled
- Signalised
- Roundabouts

Watch the full webinar

Waka Kotahi webinars and training courses are available <u>here</u>.

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City Rail Link update





The City Rail Link has managed to get through Cyclone Gabrielle and the earlier Auckland Anniversary flooding event with minimal lasting impacts to the project.

Chief executive Dr Sean Sweeney says the condolences of the CRL leadership and staff go out to those people and businesses who suffered through both extreme weather events, the impact of which will be felt for many more months.

At the CRL construction sites, extensive flood response planning stood the project in good stead to withstand both the flooding and the cyclone, says Dr Sweeney.

The advance cyclone warning allowed CRL and Link Alliance crisis management teams to install additional measures for Cyclone Gabrielle, including dams erected in the Maungawhau/Mount Eden Station tunnels (see attached photo), he says. Other measures included installation of extra bunds, pumps across all sites and the removal of plant and machinery to higher ground. There have been no reports of any significant flooding or wind related incidents across any sites as a result of Cyclone Gabrielle.

Dr Sweeney singled out the Link Alliance workers who worked through the Friday night of Anniversary Weekend to ensure there was little damage and disruption to New Zealand's largest transport infrastructure project

"To maintain the highest standards of professionalism in the face of unprecedented flooding, while tunnels were being inundated, speaks to our people's expertise and bravery," he says

At this stage there is no identified damage to infrastructure, permanent works or surrounding ground as a result of the flooding or the cyclone:

"This is a direct result of the detailed planning for events such as Auckland has unfortunately recently undergone – the professionalism and bravery of CRL and Link Alliance workers has been tested and found equal to the task," Dr Sweeney says.

The worst-affected site from Auckland Anniversary flooding was the city-bound cut-and-cover tunnel immediately south of the Maungawhau/ Mount Eden Station temporary portal. The storm partially flooded these works and a mobile crane and several Elevated Work Platforms (EWPs) were inundated.

"This area was pumped dry within 48 hours and the good news is that other than damage to a waterproofing layer behind a reinforced concrete wall, which we will replace, we haven't identified any damage to the permanent works at this stage," Dr Sweeney says.

The advance cyclone warning allowed CRL and Link Alliance crisis management teams to install additional measures for Cyclone Gabrielle, including dams erected in the Maungawhau/Mount Eden Station tunnels

> Right: Flooding in CRL tunels

Roundabout



Left: Tunnels after flood waters pumped out

Elsewhere across the CRL, stormwater flowed from the inundated portal area in the city bound tunnel northwards to the Karang-a-Hape Station (Karangahape). With the weir at the north end, this turned the entire station into a 100mm-deep reservoir.

"Our teams were able to move all but one item of

plant to high ground and we were relatively unaf-

fected, other than a general clean up," notes Dr

Te Waihorotiu and from the main Waitemata train portal at the eastern end, nearest Vector Arena.

"Our partner Link Alliance has been supporting Auckland Transport by supplying pumps and labour to remove stormwater from the existing station," he says.

Below: Progress on the new Te Waihorotiu station

Sweeney. "The bottom of our temporary access shaft at Mercury Lane is lower than the platforms and ended up about 1000mm deep. Again, after pumping out, we identified no significant damage to the permanent works other than some blocked under-platform drainage that we are currently cleaning out."

Dr Sweeney says Te Waihoratiu Station (Aotea) was relatively unaffected with a minor inflow down the tunnel but stormwater did make its way to Waitemata (Britomart) Station through a combination of openings in the roof at





"Siri, show me an image illustrating 'pedestrian desire lines' in relation to built form?"



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Find us on the web: <u>Transportationgroup.nz</u>







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 think the recent storms showed the urgent need to repurpose cycle lane and bus lane funding to more important road repairs. Now!

Sure, doubling down on the mode that has caused more intensive storms sounds like a great idea. We can always fund some cycleways some time in the future.

Stephen, Taupo

Dear Heaving

Unless of course we are spending all our future funds on a giant seawall to keep rising seas out (with outlets to let the increasing volumes of flood waters out). Whoever caught a bus in a flood (except for those with no other choice of course)?

The Transport Guy



Dear Transport Guy

I thought you might like this poem I just wrote after coming across someone parking on the footpath. And perhaps you can tell me why people do this.

Inconsiderate parking: a poem

Why'd you park there, little car? The kerbside isn't very far. Just a step or two away. Why'd you block the path today? Some pedestrians cannot pass a car like this, you thoughtless driver.

Brigitte, Hamiltron

Dear Braindead

Thank you so much for your poem. There is a very small market for parking-related poetry, in fact I don't think there is any, but you have now opened one.

The illegal and unsafe parking of cars on footpaths, or berms, or other inappropriate places, is very common and invokes a range of emotions, and only some of them become lyrical. Many people become angry. Some call the council, some look around for the perpetrator to plead with, and some will sigh loudly and stomp around the offending vehicle.

Some will seriously consider damaging the vehicle by dragging their keys along the stupid blue door panels of that dumb Ford Ranger that is always parked up on the footpath outside the local café just so that lazy so-andso driver from Frankton—who I KNOW works in an office and doesn't need a ute—can walk 5 metres less to get his morning coffee and just doesn't give a HOOT about anyone else but himself, and does it EVERY DAY even though I give him the EVIL EYE every time I have to walk around this monstrosity of a vehicle. Or something.

The Transport Guy



(This is not the ute under discussion)

age 56

Kids explain traffic engineering

RAN AND

"The best way to cross the harbour is on a jetski, but not everyone has one of those, so we have to build a bridge instead"