

Roundabout

Magazine of the Transportation Group NZ

Issue 176 June 2023

A full-page photograph of two women standing on a wooden boardwalk overlooking the ocean at sunset. Both women are wearing red lobster costumes. The woman on the left is wearing a full-body suit and holding a glass of wine. The woman on the right is wearing a red top, a large orange tutu, and red pants, and is holding a pair of lobster claws. They are both smiling at the camera.

Lobsters and Learnings: Conference wrap-up

In this edition:

- Conference photos and stories
- New AT Chief Executive
- Bi-lingual road signs
- Harbour Bridge wobbles
- The secret life of trees
- Genuine public consultation

And much more...



Editorial



Daniel Newcombe

Roundabout Editor

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My kids know way more te reo than I ever learned at school, but don't seem to be indoctrinated in some kind of socialist plot to subvert them from their colonialist ways. They just know more words.

I had always thought transport engineering was fairly objective.

I had thought that it was mostly a process of numbers and equations, with much of the variability coming from the way people interacted with the system.

There are things you learn at school and university about the physical properties of materials, about momentum and physics, about human reaction times and tendencies. And our job is to understand all those things, as well as looking out for better understandings, and help develop a transport system that is safe, efficient and effective as we can make it.

Occasionally my world is worked by outside influences that undermine that view. Its happened twice in recent months.

Firstly, you may have heard of 15-minute cities – the land use planning concept of having a wide range of activities (schools, hospitals, jobs, parks, etc.) within a 15-minute active or public transport mode trip from someone's home.

This just makes sense for so many reasons and in fact is the way the entire world was planned for thousands of years – people commuted by foot or animal, so long distances to key activities were just impractical.

Its not too dramatic a concept, just one that resists car-based sprawl of bland residential suburbs, where people have to drive long distances to reach all those services that they need to live their lives.

But then someone decided that it was a socialist plot to manipulate people's lives, trap them in their neighbourhoods and charge them fees for

travelling further. There have been protests (overseas) and – this may surprise you – heated, ill-informed debate online.

I don't understand how that conspiracy theory came about – and I don't really care – but I am perplexed how people could misunderstand and oppose the idea that having stuff you need be located close to you could possibly be a bad thing.

The more recent shock to my system was bi-lingual road signs. Like many of you, I have travelled around the world and become accustomed to multi-lingual signs. In the Middle East, in Asia, in Europe, in fact you'll find them anywhere that transport authorities thought it was a good idea inform travellers of information in multiple ways.

(As an aside, I think English speakers should be grateful that English subtitles are so often provided on foreign road signs, even when it isn't an official language of that country.)

I thought NZ was a bit late to the party, but hey, better late than never. I've often enjoyed the unique Maori names and descriptions that have cropped up on road signs, usually around tourist hot spots.

But I wasn't prepared for the resistance to adding Maori words to road signs. One of my favourite memories of Wales was observing the bi-lingual road signs and wondering 'How in the hell do you pronounce *that*?' (probably with lots of phlegm and hacking) whilst still knowing where I was going.

I was recently driving through East Auckland and saw a "School/Kura" road sign where someone (I'm going to hazard that they were a fragile

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male pakeha, but am happy to be corrected) had gone to the trouble of getting a spraypaint can and crossing out the word “Kura”.

I mean, why? It just cost ratepayers money to repair the sign. The Maori word doesn't go away just because you cross it out! What is the problem with learning and becoming familiar with Maori words for common destinations and features? No-one is being asked to stop using the English words.

My kids know way more te reo than I ever learned at school, but don't seem to be indoctrinated in some kind of socialist plot to subvert them from their colonialist ways. They just know more words.

In hindsight, why on earth haven't we had te reo on our road signs up till now, just like any other grown-up country with two or more main languages? Its an official language and something that differentiates us from every other country.

I just can't understand the resistance to something that seems like a 'extra' rather than an 'instead of'. No-one is saying road signs in English are wrong, there is just more to gain from having te reo translations.

But, as I said at the beginning, I thought transport engineering was objective. See some later articles and opinion pieces to read more.

I just can't understand the resistance to something that seems like a 'extra' rather than an 'instead of'



Roundabout is the magazine of the Transportation Group NZ, published quarterly. It features topical articles and other relevant tidbits from the traffic engineering and transport planning world, as well as details on the latest happenings in the NZ transportation scene.

All contributions, including articles, letters to the editor, amusing traffic related images and anecdotes are welcome. Opinions expressed in Roundabout are not necessarily the opinion of the Transportation Group NZ or the editor, except the editorial of course.

There is no charge for publishing vacancies for transportation professionals, as this is considered an industry-supporting initiative.

Correspondence welcome, to editor Daniel Newcombe at:

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Roundabout is published around the 15th of March, June, September and December each year, and contributions are due by the 10th of each publication month.

A monthly Mini-Roundabout email update is circulated on the 15th of in-between months

and contributions are due by the 12th of each month.

If somehow you have come to be reading Roundabout but aren't yet a member of the Transportation Group NZ, you are most welcome to join. Just fill in an application form, available from the Group website:

www.transportationgroup.nz

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John Lieswyn
National Committee
Chair
john@viastrada.nz

Chair's Chat

He waka eke noa. Naku te rourou nau te rourou ka ora ai te iwi

A canoe which we are all in with no exception – we are all in this together. With your basket and my basket the people will live – when we co-operate and combine our resources we can get ahead.

Kia ora koutou. At the Transportation Group [Annual General Meeting](#) (Tauranga Conference held in March), I began a two-year term as Chair of our Group.

A trio of visionary and inspiring Group members have led me to this point.

Jeanette Ward (Chair 2019-21) encouraged me to join. At the 2010 Group AGM, she was one of several who successfully advocated for a change in the Group rules to enable transportation planners and others to be full members. Her encouragement and mentorship kept me involved in the Group.

As Chair of the Canterbury and West Coast Branch, Grace Ryan invited me to be Vice Chair of the branch and then nominated me for Vice Chair of the Group. Many accomplished engineers seem to have all the answers, and Grace makes everyone feel that their voice is meaningful.

Immediate past-chair Bridget Doran¹ has been challenging and inspiring us – especially since her moving Group Conference 2011 [speech](#) highlighting how misplaced priorities perpetuate disadvantage for disabled people.

As chair, she led the Group's submission to the Climate Change Commission. Her ongoing reminders of our ethical obligation to act now on minimising emissions have been delivered with passionate eloquence and irony.

Where to from here: New Zealand Solutions



Figure 1: Bridget's humour has entertained Group conference attendees since at least 2010 – this slide from her speed management study tour presentation notes potential solutions include more sheep or lots of sand...

A small pepeha to introduce myself. I am the son of a globe-trotting Dutch civil engineer.

The bicycle has been a key part of my life. I rode by myself to primary school in San Francisco, but traffic safety concerns limited that freedom when we lived in Jakarta.

At my Florida high school there was a bike cage built for hundreds of bikes being ridden in the 10-speed craze of the 70's. By 1986, my Raleigh was often the only bike parked there – other students thought I was a dork. It was then that I started to wonder about the social mechanisms underpinning the transportation choices we make.

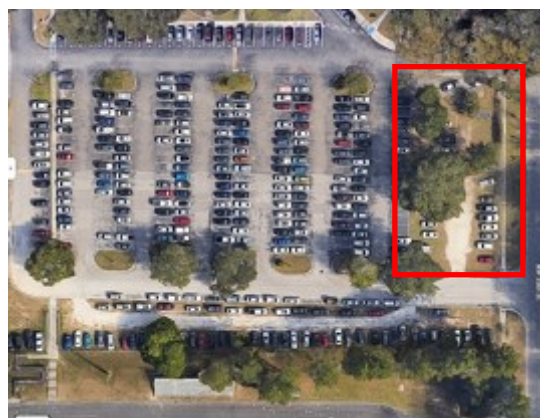


Figure 2: revisiting my forlorn high school bike park in 2002. It is now overflow student car parking (red box in Google aerial photo taken 2022).

Tom Vanderbilt's book *Traffic – Why We Drive the Way We Do (And What It Says About Us)* crystallises the role of street design across various cultures and in the attitudes we have towards other road users.

Faced with questions about how to rebuild London after the blitz, Winston Churchill said “we make our buildings, and then our buildings make us”.

Fitting this to our profession, I suggest “we make our roads, and then our roads make us”. Like many English-speaking countries, New Zealand roads have been planned and designed primarily for motorists.

¹—When searching the literature for Bridget's publications, use also “Bridget Burdett”.



The late Malcolm Douglass summarises many reasons for this in his *History of the Transportation Group and Transportation Engineering in New Zealand 1956-2006*.²

An unconscious bias he didn't address is that the decisions on road space allocation were largely made by men who drove from home to work and back again – without thinking about the needs of women, children and the elderly.

One initiative I am pursuing is the digitisation of his book and the development of an update of our Group history over the period 2006-2023.

I believe that new Group members especially have much to learn from our history.

Another lost opportunity of the past seven decades was our collective failure to retain and invest in public transportation.

Reading through the Group history, it is clear our forebears repeatedly called for public transport but were rebuffed by senior managers and elected members. We now reap what has been sown – with adverse environmental, health and economic consequences.

The challenges ahead of us are monumental. Reflecting on the lessons of the past and heeding Bridget's powerful call to action, we can make a major difference together.

An unconscious bias he didn't address is that the decisions on road space allocation were largely made by men who drove from home to work and back again – without thinking about the needs of women, children and the elderly.

2—This book was given to all new Group members until we ran out of hardcopies. If there is one in your office, I highly recommend at least a skim-read.

3 -Refer to her final Chair's Report in this issue, and her [speech to the Group conference in Tauranga](#). Blame the unsteady video on yours truly – setting the replay speed to 1.25x helps.



National Committee Chair John Lieswyn with outgoing Chair Bridget Doran



SNUG Workshop New Plymouth - Tickets on sale now

Tickets to the SNUG August 2023 Annual Workshop in New Plymouth are now on sale.

Earlybird tickets are available until 7 August. Get in early and don't pay more than you have to!

Like last year, we also have the option of virtual attendance by Microsoft Teams. You need to get a **free** ticket through the online ticketing system. Your ticket will contain the required information to join the workshop remotely.

To see more details, and to book your tickets, please [click here](#). Since 2019, we have used Trybooking for our ticketing, which allows us to do multiple bookings at the same time, along with other ticketing options.

The SNUG workshop is a great opportunity to share what you've been doing with the signals community. **If you have something interesting to present, please contact [Steve Wright](#) or [Alex Lumsden](#)** to show us all what you've been up to.

The annual SNUG workshop is a great chance to get together with other people who work in the signals industry. This includes contractors, consultants, designers, legislators, and RCA staff.

Credit Card payment is the only method of payment for the SNUG workshop. Please have your credit card handy when you book.

Register [here](#)



The Transportation Group is branching out! We have new local branches active now.

The Waikato/Bay of Plenty branch has split and become separate Bay of Plenty and Waikato branches.

Nelson/Tasman has separated from Canterbury to become it's own branch.

Email the National Committee Membership Secretary, Stephanie if you want to change your branch affiliation, or indeed to check which branch you're in.

stephanie.willcox@jacobs.com

It probably hasn't changed since you joined the Group back in 1993!

Being in the correct branch means you'll get targeted invitations to local events. In-person networking and socialising is making a comeback bigtime, so get amongst it and meet other transport professionals closer to home!





NZMUGS NEW ZEALAND MODELLING USER GROUP

2023 CONFERENCE, 9-10 OCTOBER, GRAND MILLENNIUM, AUCKLAND

NZMUGS 2023: First Announcement Call for Presentations and Sponsors

The 16th annual NZMUGS Conference will be held on the 9 and 10 October 2023.

The NZMUGS Conference provides a great opportunity for customers, researchers, engineers, modellers and other practitioners in the transport modelling fraternity to discuss current developments across a wide range of modelling applications.

To cover what NZMUGS perceives as a growing area of transport planning and practice in New Zealand and Australia, we invite presentations in the following area:

What is the role of transport modelling in fostering diverse communities?

- Does our own travel behaviour affect modelling outcomes?
- Is representing the “average” good enough in 2023?
- Modellers: button pushers or influencers?
- Who decides what outcomes are desirable? The professionals or the people?

NZMUGS will accept presentations that best illustrate the conference theme. This year there will be two types of presentation slots:

- A standard slot of 15 minutes with 5 minutes to field questions from the audience; and
- Shorter “quick fire” presentations of 10 minutes with no questions from the audience.

These “quick fire” sessions are intended for young professionals and students to present to the industry in a non-threatening environment. As in previous years, there will be prizes for best presenter and best young presenter.

If interested please submit your conference presentation title and abstract (<300 words) summarising the content of the presentation by 9 June 2023.

Please email all enquiries to Subha Nair at Subha.Nair@aecon.com with the subject line: ‘2023 NZMUGS Conference’.

We also invite interest in sponsorship and have different levels that will suit a variety of organisations.

For these sponsorship opportunities, please contact John Pell at John.Pell@gw.govt.nz for further information.

Call for papers

Call for sponsors



3M Traffic Safety Innovation Award

A big thank you to 3M

The 3M Traffic Safety Innovation Award has been a central part of Transportation Group conferences for over 20 years.

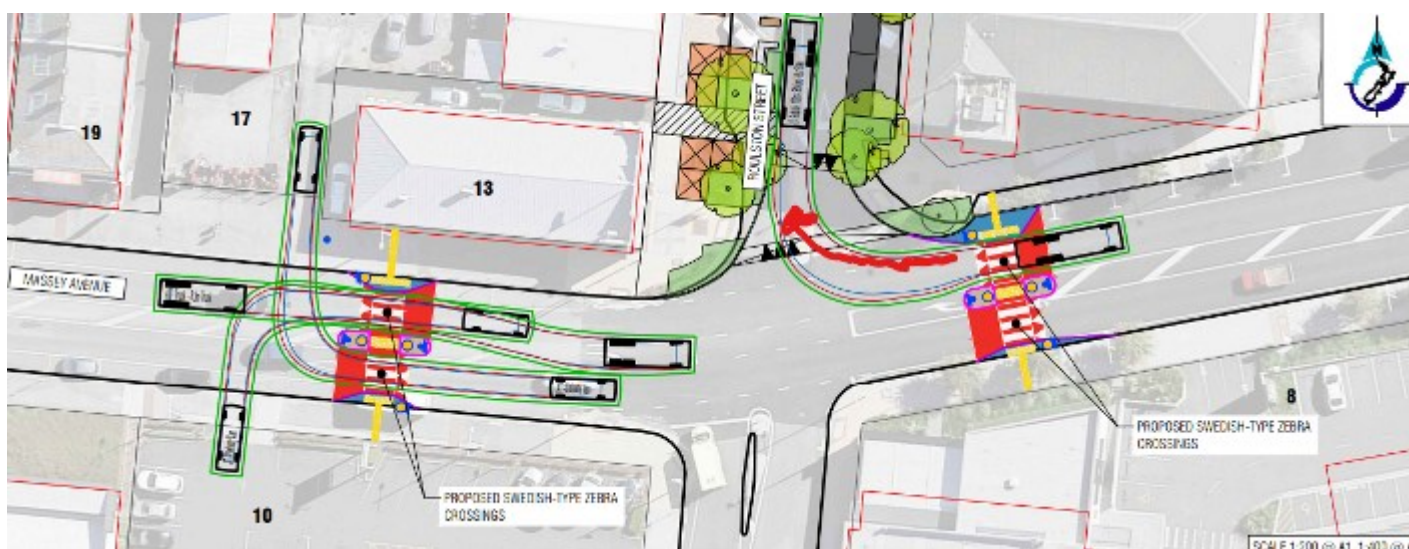
The award has been the pinnacle achievement for our profession and has highlighted amazing inventions and ideas that have improved the safety of everyone using our transport system.

Unfortunately, 3M has decided to end their sponsorship of this award, but will continue as a conference sponsor in future years.

The Transportation Group would like to thank 3M for their support over so many years. Winners have enjoyed not just the very heavy trophy, but also the experience of visiting 3M headquarters in Minnesota, US.

We would like to put out a call for any other business organisation to consider sponsoring a new award to replace the 3M Award.

If you or your organisation is interested, please contact Transportation Group Chair John Lieswyn john@viastrada.nz



Not sure who was checking the tracking of this 95 percentile 11.3 metre long rigid truck, but we think they missed one key issue.

“That’s a wrap” for the Transportation Group Conference 2023 in Tauranga

*From the Transportation Group 2023 conference co-conveners
Craig Richards and Sarah Dove*

*PHOTOS FROM
THE CONFERENCE,
THE BOAT CRUISE
AND THE DINNER
CAN BE FOUND
THROUGHOUT
THIS EDITION*

At the end of March, we held our Groups’ infamous Transportation 2023 (#TG2023) national conference in sunny Tauranga Moana.

It was amazing to see so many of our members attend in person after a long Covid-19 postponement.

The theme this year was Manaaki Tāngata (Caring for the People), all centred around the Te Whare Tapa Whā model, which has a strong focus on the connections between all aspects of hauora (holistic health) and transportation.

The conference team, led by co-conveners Craig Richards (Beca) and Sarah Dove (TCC), planned a conference full of te reo flavour with strong connections to local iwi and hapu, and truly representative of the Manaaki Tāngata theme.

Nearly 200 delegates attended the 3-day conference from across Aotearoa. We were welcomed in on Day 1 by Tamati Tata with a humbling mihi whakatau, followed by Dr Bridget Doran as Chair and then a welcome and introduction presentation from Stephen Selwood (TCC Commissioner).

The 3-day programme was action packed, with opportunities to listen and learn from a multitude of speakers from across Aotearoa and Australia.

With notable key notes from Professors Karen Witten and Graham Currie, Dr Deborah Hume (WK), Martin Small, Donna Provoost (MoT) and Tommy Parker (AT), all interspersed with theme



introductions (and jokes!) and a cultural tour to Otamatāhā Pā from Buddy Mikaere.

This led to comments from delegates about many insightful discussions and conversations that were all framed up around the Te whare tapa whā model, and the four pillars of hauora that ensure the whare remains standing.



This was followed by the annual conference dinner held at the Pāpāmoa Surf Lifesaving Club. Watching the sun go down behind Mauao from the deck across the sparkling sea, whilst dressed in beach attire, watching a local school kapa haka group, nibbling on delicious food from beaches across the world, and being entertained by dancers made it a fabulous night to remember.

Presentation topics were underpinned by the importance of considering people, community, wellbeing, equity and collaboration, all linked to supporting the mana of people and how transport can play a role in enabling desired outcomes as our towns and cities grow.

The panel discussion on Friday afternoon enabled open questions to be asked, and future topics and ideas to be explored – putting some of the keynote speakers on the spot is always a good way to really get good ideas flowing!

Social and networking events throughout the three days kept us all entertained and showcased some of the projects in progress or planned locally.

Fieldtrip options of a City Centre walking tour, Otumoetai cycle tour, and Mount/Arataki bus tour were well attended and enjoyed in the bright sunny weather.

We were treated to a fabulous Bay Explorer boat trip welcome function, where we enjoyed drinks and nibbles whilst cruising the Tauranga Moana harbour hoping to spot dolphins!



Presentation topics were underpinned by the importance of considering people, community, wellbeing, equity and collaboration





The life membership presentations were well deserved and emotional and both Chuck Noland (Cast Away / aka Greg the MC) and the orca (aka Bridget) did a great job hosting the dinner and presentations. The night finished in true Transportation conference style with everyone kicking off the jandals and having a good ol' boogie on the dance floor!



Thanks to everyone involved in making this conference happen and be delivered with a fabulous impact.

Special thanks to Greg Ellis for entertaining us all thoroughly throughout the conference as MC, Buddy Mikaere and Puhirake Ihaka for supporting throughout and providing mana whenua connections, and of course Glenda and her Hardings team for working tirelessly behind the scenes to keep the conference smooth and seamless.



Here are some lovely quotes from the feedback we received:

"#TG2023 a transport conference drawing on a health model - Te whare tapa whā - inspirational and insightful. Three great days in Tauranga where it was encouraging to see our sector responding to the huge range of challenges we are facing."

"The diversity of attendees and presentations gives me hope for our future. We just now need to see more of these changes get on the ground!"

"I really enjoyed the focus on hauora wellbeing with the Te Whare Tapa Whā it brings the reason why we do what we do into the wider perspective of its impact on people."

"My highlight was being able to connect with a group of people who are all aligned in a shared goal to improve New Zealand's transport system. Sometimes it can be very discouraging to work in this space. The conference was a good reminder that there are other people out there working hard to achieve change and a great opportunity to learn from other people's successes and learnings."

"Highlights included the background given by Buddy each day. Graham Currie, not only being there to present but also present for the rest of the conference and at the dinner for the opportunity to talk to him. Otherwise, lots of good presentations and networking opportunities."

"Highlights included the variety of presentations that were very relevant to our experiences and what we are trying to deliver. I learnt a few things that I think we can implement. The walking tour: these tours are always excellent and provide a break from the standard sessions."

"The MATRIX donations scheme was outstanding." Thanks and see you all next year for Transportation 2024 in sunnier Nelson!



Conference links:

All available presentations can now be downloaded from the conference website: <https://harding.eventsair.com/QuickEventWebsitePortal/transportation-2023/agenda/Agenda>

To access all the conference fabulous photos: <https://protect-au.mimecast.com/s/uSibC4QOXgfBkRwxSXSCcA?domain=hardingconsultants.cmail19.com/>

Special thanks to Greg Ellis for entertaining us all thoroughly throughout the conference as MC



Te Ara o Te Ata Mt Messenger cableway— a NZ first

It's not every day you see a 16-tonne excavator flying through the air.

But that's exactly what's been happening at the site of the future Te Ara o Te Ata: Mt Messenger Bypass, signalling completion of the project's innovative cableway.

The Te Ara o Te Ata: Mt Messenger Bypass aims to deliver a much improved road safety, resilience and journey experience.

The bypass is a new 6km route from Uruti to Ahititi that avoids the existing steep, narrow and winding route over Mt Messenger on State Highway 3.

It includes two bridges of approximately 125m and 30m length, and a 235m tunnel. The route will be lower and less steep than the existing road.

A 1.1 kilometre cableway will transport workers, machinery and materials safely north into the remote heart of the project area.

The structure is a key part of the work Waka Kotahi is doing to create a safer and more resilient 6km section of SH3 in North Taranaki, while also delivering major long-term environmental gains including pest management over 3,650ha of surrounding forest.

Waka Kotahi Central North Island Regional Manager of Infrastructure Delivery Rob Partridge says it's great to have the cableway completed, so the Mt Messenger Alliance can make a fast start to works in the next construction season, starting in September.

Mr Partridge says the cableway helps the project to tread lightly on the land – one of the main priorities. It helps to minimise the impact of the project on the surrounding environment.

"As we close out the current season the team will be using the cableway over the next few weeks - transporting workers and materials for the establishment of areas for storage and the delivery of large machinery such as excavators.

"We'll get these preparatory works done now so we can really make some good progress after winter in the area north of the project's 235m tunnel."

The cableway can carry up to 20 tonnes and rises to 64 metres at the highest point from the valley floor.

It can also be adjusted to serve different purposes, for example – on one trip it might be transporting an excavator, while on the next trip the gondola cabin could be attached to transport people to site.

"In addition to our goal of building a safer, more reliable and more resilient stretch of road, restoration and environmental protection is very much at the forefront of the project.

"The project's enduring pest management commitment over 3,650 hectares is part of a broader environmental programme for Te Ara o Te Ata, which seeks to leave the area in a better condition than its current state.

"The programme will also deliver large areas of restoration planting, to offset the native vegetation removed to build the road and lessen the effects of construction on the local ecology.

"Thirty-two hectares of forest, wetland and riparian planting will be undertaken, comprising approximately 120,000 plants. A further 100,000-plus plants will be planted along the roadside margins and embankments, with all seedlings grown from locally sourced seed.

The cableway is allowing us to start work in this area of the new route alignment much sooner than would otherwise have been possible," says Mr Partridge.

The cableway can carry up to 20 tonnes and rises to 64 metres at the highest point from the valley floor.





Transportation Group Conference award winners



Best Abstract (Sponsored by Tonkin & Taylor)

Jae Morse

The human story: refocusing fatal crash reporting

Best Think Piece Paper (Sponsored by Tonkin & Taylor)

Clare Cassidy, Bridget Carden & Tracey Fleming

Setting up for success: designing for people



Highly Commended Think Piece Paper

Gemma Dioni & Paula Bradbury

Shaping places for children with autism spectrum disorder

Glen Koorey, Ping Sim & Gemma Dioni

How do we measure harm in transport?

Best Practice Paper (Sponsored by Sidra Solutions)

Drew Bryant

Living corridors in Richmond



Best Conference Paper (Sponsored by the AA)

Clare Cassidy, Bridget Carden & Tracy Fleming

Setting up for success: designing for people



People's Choice Award— Oral Presentation

**Dave Hilson
& Helen Griffin**

A genuine consultation,
not just a vote

*Well done to all our
winners this year and
thank you to all our
sponsors*



People's Choice Award—Poster Presentation
Justine Wilson

Water activated slippery surface sign trial



People's Choice Award—Rapid Fire
Emily Cambridge

The secret life of trees



People's Choice Award—Learning Café
Richard Hart

Designing for inclusive cycling access for every-

People's Choice Award—Soapbox
Gemma Dioni

Shaping places for children with autism spectrum disorder



Well done to all our winners this year and thank you to all our sponsors

The below winners were absent from the awards ceremony:

Best Young Author Award (Sponsored by Sidra Solutions)

Varshen Pillay

A story of place and movement

Highly Commended Practice Paper

Varshen Pillay

A story of place and movement



Best Contributor to Roundabout Magazine
Alice Davies*

Serving the transport needs of disabled people

*Accepted on her behalf by Bridget Doran



Passenger numbers on Elizabeth line soar by 41 per cent in three months

This means that one in six of all UK rail journeys are now made on the Elizabeth line.



The soaring popularity of the Elizabeth line was revealed recently as figures showed a 41 per cent increase in passengers in three months.

The £20bn line, which opened through central London last May, carried 62.2m passengers between October and December – up from the 44.1m who used the line between July and September. This means that one in six of all UK rail journeys are now made on the Elizabeth line.

The Elizabeth line was already the single most popular railway in the UK but is now on the verge of overtaking the country's biggest rail franchise, GoVia Thameslink (GTR), which has four separate rail networks.

Howard Smith, Transport for London's director of the Elizabeth line, said: "The Elizabeth line continues to be transformational for people travelling across London and the South East. The huge numbers of customers using our accessible trains and stations is a real testament to the railway and all those involved in keeping it running.

"In November we improved services with trains running directly into central London, and we are now working towards delivering the next stage of Elizabeth line, which will increase peak train frequencies and provide additional capacity to Heathrow Airport and across London."

Peak hour services on the Elizabeth line, which is operated by MTR for Transport for London, are already close to being overcrowded. Earlier this year, trains between Liverpool Street and Abbey Wood were "standing room only" at 6pm, with station staff pleading with passengers to spread themselves along the 200m platforms to ease the pressure on the trains.

Overcrowding on the line between Heathrow and Paddington has repeatedly been reported, with problems linked to the lack of luggage storage space for airport passengers.

Figures published by the Office of Rail and Road, revealed there were 369m rail journeys in the last three months of 2022 – 80 per cent of pre-pandemic levels. The ORR report said: "The London and South East sector recorded 266 million journeys between October 1 to December 31.

"This gives a relative usage of 85 per cent of the 314 million journeys in the same quarter three years ago. This includes 62 million journeys that were recorded in the latest quarter on the Elizabeth line."

Over the same period, the Elizabeth line was the most punctual in the country, with 83.8 per cent of trains arriving on time.

Separate figures published by the Department for Transport recently showed that the national railway has returned to "normal" levels in 2023 – and in some cases demand is higher than it was in 2019.

From Friday February 10, passenger numbers hit or exceeded 100 per cent five days in a row – rising to 103 per cent on Wednesday February 22.

This means that passenger numbers have doubled in just over a year – and passengers have been returning on Mondays and Fridays and not simply mid-week, according to the Railway Industry Association.

Source: Evening Standard

Plan for an exciting new future!

We have been providing transport solutions for major NZ infrastructure projects for over 60 years, connecting communities to enhance resilience and prosperity.

Our Transport Engineers have analysed, designed, and constructed safe and integrated transport networks and land use development projects across NZ and Asia-Pacific. And our Transport Planners have been involved in everything from providing strategic transport planning advice, business cases, public transport studies, integrated land use and transport planning studies, master planning, active modes, and road safety.

We are proud to have been involved in planning and design of some of New Zealand's largest sustainable transport, and housing infrastructure projects such as Auckland's City Rail Link (CRL), the Kainga Ora large scale precinct programme in Auckland (Piritahi), and the Te Ara Tupua walking and cycling project. We have on-going work in Let's Get Wellington Moving (LGWM) focussed on the People Friendly City Streets and Targeted Improvement programmes which complements our commissions with Wellington City Council on the Transitional Cycleways programme. These represent outstanding opportunities for our employees to hone their skill sets while developing their careers.

We are expanding our Transport team and that's why we're looking for a strong Senior Transport Engineers and Planners to join us! If this sounds like something you would like to be involved with, we are always on the lookout for great people.

What's in it for you?

- A highly competitive salary and great benefits
- Flexible working arrangements
- A workplace that welcomes diversity in all its forms
- A fantastic working environment, learning from people who are leaders in their field
- A "family/whanāu first" ethos. We understand they take priority!

Apply now, or if you would like any more information about these positions, please contact Anna Smith ansmith@tonkintaylor.co.nz

We particularly encourage speakers of Te Reo Māori or Pasifika languages to apply.



Upturning the mindset

Roger Boulter
Boulter Consulting
021 872 654
roger@boulter.co.nz

Car ownership was forecast to rapidly rising through the 1960s, 70s, and 80s, then level off about 1990 when “everyone who wants a car will have one” at “about one car per household”.

I was honoured to be awarded Transportation Group Life Membership at the Tauranga Transportation Conference. This got me thinking of what a Life Member was and could offer to those somewhat younger than I am.

Of course I have a long memory, but that could be just an oldie reminiscing – a sure turn-off. Try again.

My long memory, however, could be of use because mistakes have a habit of being repeated.

I can think of one straight away: the gushy enthusiasm I remember as a child in the 1960s over the liberating effect of rising car ownership and bigger roads is remarkably similar to today’s gushy enthusiasm, from some quarters, about autonomous vehicles as some kind of magic bullet for safety, more compact CBD land use patterns (through less land for parking) and road congestion relief. It may take an oldie like me to warn, from experience, that we’ve been taken in by detachment from realism before.

Even professionals – and those in past years were just as intelligent as we are today – can be so sure about something yet later shown to be so wrong.

In my acceptance speech I tried out an old trick which I’ve never known to fail, and it didn’t fail this time either.

The 1963 UK ‘Traffic in Towns’ government report had been enormously influential in New Zealand through the later 1960s, with each major centre receiving its motorway network blueprint plan (although the British report only re-packaged earlier ideas from the United States).

This had forecast rapidly rising car ownership through the 1960s, 70s, and 80s, then levelling off about 1990 as a “saturation point” was reached, when “everyone who wants a car will have one” at “about one car per household”. Sure enough, giggles went round the assembled conference dinner punters.

But they were serious! None of those intelligent professionals in 1963 foresaw that making it easier to drive would have its own effect of not just meeting demand, but fuelling more demand; nor how much household structures and lifestyles would diversify, with a weakening of a nuclear “family life” which might require just a single car.

Late 1980s professionals vigorously resisted the first of these (I remember it well), as the forecast “saturation point” proved elusive and yet governments emphatically denied that their road-building programmes induced more driving.



The question was finally settled in a 1994 government report called ‘Trunk Roads and the Generation of Traffic’, the title of which tells you something of what it found.

In my acceptance speech I also referred to “integrated transport planning”, the big new professional concept of the early 1990s. Modelling had become sophisticated enough to model the effects of public transport improvements to meet some of the forecast demand for travel.

This too was vigorously resisted, with some roading professionals and decision-makers refusing to have anything to do with any study which had “integrated” in its title – leading to the coining of a new term, “balanced” transport studies, which meant exactly the same thing!

It seemed a “win-win”, boosting public transport while reducing the “need” for new road building – but it was still “predict and provide”.

The idea that prosperity and public well-being directly depended on how much we travelled was still firmly embedded.

I could go on. In the niche field of planning for cycling, the idea that cycling may have preventive health benefits of any significance was poo-



poop'd in New Zealand through the 1990s, amidst a predominant climate that cycling should not be encouraged since it was "dangerous", based on crash and injury data, and that more cycling would simply mean more deaths and injuries.

Mayer Hillman, an old friend of mine, of London's Policy Studies Institute told me of the strong resistance he faced to get his groundbreaking 1992 'Cycling: Towards Health and Safety' report published by the British Medical Association.

Now it is widely recognised that cycling's preventive health benefits are truly massive, dwarfing the statistical road safety risk (which, from another discovery the "safety in numbers effect", decreased per capita as cycling levels increased).

Consequently, the idea "don't encourage cycling, it's dangerous" is now firmly in the past. Yet it took about 10 years for the message of Hillman's study to be widely accepted in New Zealand.

The last twenty years, I told my audience, I'd ask those younger than I am to teach me about it. I have been impressed by how much good material there is in Waka Kotahi's multi-modal webinars series, but also exercised by a recurring theme of Bridget Doran's 'Chair's Conversation' series.

That is, that regardless of the good ideas there are around (and there are many, and they are very good), they sometimes (I'd personally say mostly) get "lost in translation" between policy intention and implementation.

Ask yourself: never mind the special programmes of Healthy, Complete, Innovating, etc, Streets, led by a "coalition of the willing" (i.e. the sort who attend the Transportation Conference or read 'Roundabout') but which in reality make up a tiny proportion of total implementation activity – what is the overall effect of a transport programme as a whole?

One small example, to which Bridget alluded from her own home city of Hamilton. Council staff had decided that a certain proposed major roundabout was to be a "Dutch-style" roundabout, with fit-for-purpose provision for people walking or cycling around it (which is, as we all know, something of a rarity in New Zealand roundabout design). Then councillors kyboshed the idea because of concerns about potential traffic congestion.

Since the Government Policy Statement on Land Transport says so much about encouraging walking and cycling, reducing emissions, reducing vehicle kilometres travelled and so on, would one not expect local Waka Kotahi staff (who through the National Land Transport Programme are legally required to "give effect to" the Policy Statement) to refuse to include this roundabout in a

transport programme unless the "Dutch-style" design were used? In other words, to "face down" the Hamilton councillors on the basis that the "Dutch-style" design was consistent with the Government Policy Statement and the "conventional" design was not? But they didn't – why not, wondered Bridget?

And don't get me started on Waka Kotahi's response (with which some reading this will already be very familiar) to the idea of a trial of pedestrians and cyclists using a lane of the Auckland Harbour Bridge, another cause celebre to which Bridget also alluded.

Transportation Conference speaker after speaker alluded to a hierarchy in which walking had top priority, cycling came next, followed by public transport, with the car bringing up the rear as lowest priority.

It's not a new idea. It started as the 1990s "road user hierarchy" of York City Council, UK, and was customised and widely endorsed by many jurisdictions internationally since then. This included New Zealand's 2005 National Walking and Cycling Strategy (yes, the idea really is that old in New Zealand) and following that by many local Councils. How often and how widely, however, has it been reflected in day-to-day decisions?

I'm not talking about the excellent discrete programmes aired at the Transportation Conference. I'm talking about the day-to-day decisions which take place all the time, mostly by people who don't attend conferences like our recent one – whether that's at transport programme funding or local design level.

Here's a true story (from NZ). Some years ago a certain roading manager was approached by developers of a CBD supermarket with plans for a roundabout to cope with traffic generated – surely the "bread-and-butter" stuff typical of day-to-day transport planning decisions.

"How will you be providing for walkers and cyclists?" asked the roading manager.

"This is just the concept plan, that why it isn't shown" replied the developers, "we will address walking and cycling provision at the detailed design stage".

"Our Council" replied the roading manager "has adopted a road user hierarchy, with provision for walking and cycling being a higher priority than provision for general motorised traffic. Go away then, and come back when you have worked out how you will meet the needs of walking and cycling".

How typical is that sort of conversation? Pretty rare, I'd say.

How often and how widely has the road user hierarchy been reflected in day-to-day transport authority decisions?



These examples illustrate the challenge which I'd suggest lie before those of you younger than I am. An old f*** like me just needs to survive for, say, 10 or 20 years (or a bit longer, I'd hope).

Many reading this, however, will receive a much fuller effect of climate change over your lifetimes, while in many cases you raise your families.

You have "skin in the game" that I don't have, and will live through a lot more Cyclone Gabriels than I will – and will need to address the consequences.

Or, preferably, find a way to bridge Bridget's "lost in translation" disjoint between policy and practice, to try to head off some of the effects before they get significantly worse.

The need is clearly urgent – I think most reading this would agree. Having lived through the "car era" has shown me just how strong the values underpinning that era still are. When I was a child a car was an aspiration and a status symbol, many people didn't have them, people's lives were not based around them, and certainly no one thought they "needed" them.

Yet when we get beyond the vocal outrage at suggested on-street parking removal (many readers will have experienced that), we may find that public attitudes are on our side: "been there, driven that" may sum up what a less-vocal majority really feel, followed by "I wish we didn't need them".

To meet the insistent agendas before us – not just climate change and emissions, but social justice, social exclusion, inequity and more – will require nothing short of an upending of the mindset represented by the values I've seen to be incredibly stubborn and entrenched over many years (and decades).

That will need to involve not just people who attend the Transportation Conferences, but our colleagues who don't, and those with whom we work who hold the real power to make those decisions which determine what actually takes shape "on the ground".

And that, I think, is where an old f*** or Transportation Group Life Member (take your pick of description) can help. People like me have seen embedded ideas shift before, and if they have shifted in past decades, they can shift again in our current decade.

Younger Group members have "skin in the game" that I don't have, and will live through a lot more Cyclone Gabriels than I will – and will need to address the consequences.



Languages spoken in China



WSP/Waka Kotahi trials rain-activated 'slippery when wet' sign



**Winner of the 2023
People's Choice
Award—Poster Presentation**

*Justine Wilton
Senior Traffic and Safety
Engineer
Justine.wilton@
westlinkbop.co.nz*

In an innovative way of tackling the issue of slippery roads, WSP traffic engineers have trialled a rain-activated electronic sign on a stretch of State Highway 2 between Waihi and Moffat Roads.

The trial, funded by Waka Kotahi NZ Transport Agency, aims to improve road safety by alerting drivers to the presence of slippery conditions.

The electronic sign only activates when it's raining, and a vehicle is approaching. A sensor mounted on a pole detects rainfall every 20 seconds.

At the same time, a radar detects approaching vehicles. Once the rainfall reaches a threshold of 1mm, the system becomes active and a flashing 'slippery when wet / slow down' sign lights up.

Developed as a cost-effective and flexible solution, the electronic sign provides an added layer of defence on slippery roads before resurfacing projects are undertaken.

WSP senior traffic and safety engineer Justine Wilton says the idea for the trial came from a growing frustration with the hazards posed by chip seals that become slippery due to the polishing of stones.

Often, drivers are unable to see these polished stones, which can cause loss of traction, leading to crashes.

"It's been observed that people tend to ignore static slippery when wet signs, leading to the idea for additional, attention-grabbing warning. This

technology is about conveying a stronger message to drivers when the heavens open and it's most critical for them to slow down."

The trial, which began last December, initially targeted a curved site with patches of low skid resistance and a history of crashes into the median barrier.

Preliminary data shows a noticeable decrease in the speed of vehicles passing the electronic sign, and less crashes. The trial is now in its final stage, evaluating the combination of the electronic sign with a static sign to decide what results in the greatest speed reduction.

Both the sensor and the radar are powered by solar-charged batteries. The three-stage trial has so far generated approximately 45,000 data points per stage, which are currently being analysed.

Justine Wilton says the beauty of the pole-mounted sensor system is that it can be easily relocated and avoids the need to cut sensors into road seal, which lets water into the pavement and involves costly traffic management.

As the trial enters its final weeks, she's optimistic about the system's potential to enhance road safety on slippery road surfaces.

The plan now is to adjust its settings to optimise responsiveness, such as determining the best timing and thresholds for activation during rainfall and draft a framework for how and when the system could be used.

*The electronic sign
only activates when
it's raining, and a
vehicle is
approaching.*



Become a Chartered Transport Planning Professional

Mark Gregory
(Transportation
Group Vice-Chair)
and **Sue Stevens**
(CIHT)



We live in a time of heightened awareness and interest in the forces and processes which change our world around us. Society is more interested in 'Transport Planning.'

Now we see that the driver of decisions comes down to an increasingly specialised blend of science and communication.

As it turns out, transport choices do actually impact on quality of life, standards of living, the continued function of the biosphere on this planet. Those external costs we've been ignoring for decades, yeah, they're kind of real.

So, the planning of our transport system is something that we simply must see done properly. Which provides a segue to the subject of this article – the Chartered Transport Planning Professional (CTPP) – which you may have heard a lot about through various sources, but which has now landed on our shores.

As Sue points out, transport planning has long been integral to delivering successful transport infrastructure projects but is relatively young as a profession in its own right.

For some background, the Chartered Institution of Highways & Transportation (CIHT) and the Transport Planning Society (TPS) wanted to give transport planners in the UK the opportunity to have their professional competence recognised alongside professions such as engineering, architecture, and town planning.

This led to the introduction of the TPP qualification in 2008. To underline the professional standing of the TPP, CIHT applied for Chartered status for the qualification, which was granted by the Privy Council in 2019, enabling those who successfully demonstrated their competence against the TPP standard to gain Chartered Transport Planning Professional (CTPP) status.

Around the same time, CIHT and TPS conducted a review of the qualification to ensure that the competencies remained relevant to current transport planning practice and to revise the wording of the competence requirements to make them applicable to transport planners based outside the UK. This led to the international roll-out of CTPP which started in 2022, with New Zealand being one of the first countries to take part.

Mark was the first to go through, awarded last November, and has ironically found himself much busier since this time, including taking on the role of vice chair of our esteemed group.

So, how does CTPP change anything? If you're chartered in another discipline, you'll be bound to a code of ethics. This equally applies to CTPP and, unsurprisingly perhaps, the CIHT, TPS and

EngNZ codes of ethics are not too dissimilar. On a technical level, the role of a transport planner is simply to help facilitate decision making in the transport system.

These decisions are political, planning, investment based etc. Based in law and policy, these decisions must be accountable. The commitment of finance – which could have been spent elsewhere – must be sound. Therefore, transport planning must be 'good' in all senses of the term.

Please forgive this basic stuff, but it must be said. If we're really honest, there is room for improvement. A Transport Planner can fill critical gaps, within which the possibilities of 'good outcomes' can otherwise fall through.

This might include reconciling land use -based planning process and practice with the distinct technical area of transport engineering. It includes the ability to forecast and provide insight into consequences, which can influence decisions taken today.

It is knowing how best to do this, balancing budgets and good practice. We see un-optimal design outcomes all the time and know that these are usually avoidable if the right questions are asked to the right people at the right time.

Transport Planning is good project management and knowing how processes connect. And to be fair, we have many examples of terrific planning – where the skills required through the CTPP are on display.

It takes many skill areas to achieve good transport planning and therefore good outcomes. And CTPP is all about honing these skills and combining them with great effect.

A major part of the assessment is demonstrating the ability to apply the combination of different demanding skills and knowledge to achieve the best outcome.

Transport planning is a varied discipline, continually evolving. Therefore, it needs room to accommodate ideas and innovation. The CTPP requires expertise (Proficiency) in four technical areas out of a possible ten, with the applicant free to choose.

Although there are minimum competence levels in the core modules (for example data must be at Proficiency level – a reminder that transport Planning is a so-called 'STEM' subject), no two CTPP applications will be the same. So, whilst achieving regulation, CTPP is also encompassing.

Going through the CTPP as a CIHT member felt comfortable. Like the Transport Group, CIHT

Transport planning is a varied discipline, continually evolving. Therefore, it needs room to accommodate ideas and innovation.



has a multi-disciplinary composition – the bringing together of different backgrounds and disciplines through the common inspiration that transportation provides.

It takes several professions working together to make an outcome, and in many projects they are looking to the transport planners to help shape an equitable and sensible outcome, and win those approvals and financing.

There are already many skilled people in New Zealand who do this, but the gap between responsibility and a custom made professional accreditation is growing. A near 17% of New Zealand emissions are inherited from transportation based decision making.

As far as my being the first CTPP outside of the UK, due appreciation should be paid to family, (Megan), for a lot of support.

Dr Glen Koorey of Via Strada was an initial reviewer, with sponsors in Tony Brennand of Waka Kotahi and Professor Glenn Lyons, (Mott MacDonald Professor of Future Mobility at UWE Bristol and a key developer of CTPP).

Thanks to the team at WSP for continued support and interest in CTPP (watch this space!)

If you're still reading, there may be good reasons for that. Either this article is really interesting, or perhaps you're contemplating something. If you've around five years or more of varied transport planning experience, have a look: <https://www.ciht.org.uk/professional-development/get-qualified/chartered-transport-planning-professional/>

I have two words for you: Do it!

If you're not quite 'there' yet, seek out support, direct your growth. Wherever you are, if you need help, you need only ask.

We are a decent group. (Drop me a note if you're stuck, I've already connected with a lot of people on this and would love to hear your story: Mark.Gregory@wsp.com).

Rise up you Transport Planners!

If you've around five years or more of varied transport planning experience, have a look:





Cyclist injuries estimated to be 7 times higher than official figures

It is clear that there is a big issue with under-reporting in the system

The actual rate of cyclist injuries in Auckland is estimated to be seven times higher than [official figures](#), a deep dive into data by Auckland Transport (AT) shows.

AT's board requested the deep dive into safety figures after data showed that walkers, cyclists and motorcyclists made up more than half the fatalities on Auckland's transport network in 2020.

The review looked at hospitalisation data from the Ministry of Health as well as data from Accident Compensation Corporation (ACC) and [Waka Kotahi's Crash Analysis System](#) (CAS) from 2016 to 2019.

It found significantly more people spent at least a night in an Auckland hospital than was reflected in Waka Kotahi data. This difference was markedly larger for people travelling outside vehicles, such as cyclists and walkers.

The report, finished in late 2022, states: "it is clear that there is a big issue with under-reporting in the system" and the number of serious injuries recorded depends on the data used.

From 2016 to 2019, 2457 serious injuries were recorded in CAS with 54% attributed to people in vehicles, 0% to people on bikes only, and 0% to people using transport devices such as e-scooters or skateboards.

However, for the same time period, Ministry of Health data recorded 8514 serious injuries in Auckland with 30% occurring to people in vehicles, 11% to people on bikes only and 2% to people on transport devices.

CAS is described by Waka Kotahi as "New Zealand's primary tool for capturing information on where, when and how road crashes occur".

But the review found it doesn't generally report on incidents that don't involve a motor vehicle and that only a proportion of non-fatal vehicle crashes are recorded in the system due to under-reporting to police.

The report presents a number of recommendations, including that AT use scaling factors identified in the study to estimate likely true numbers of deaths and serious injuries based on CAS figures.

Bike Auckland deputy chairperson Duncan Laidlaw said the limits of the data are well-known to the organisation and reinforce the need to do better to provide a safe, inclusive transport network for everyone.

Laidlaw said the figures "are only one measure of safety and need to be weighed against a healthier lifestyle when considering the impact to individuals".

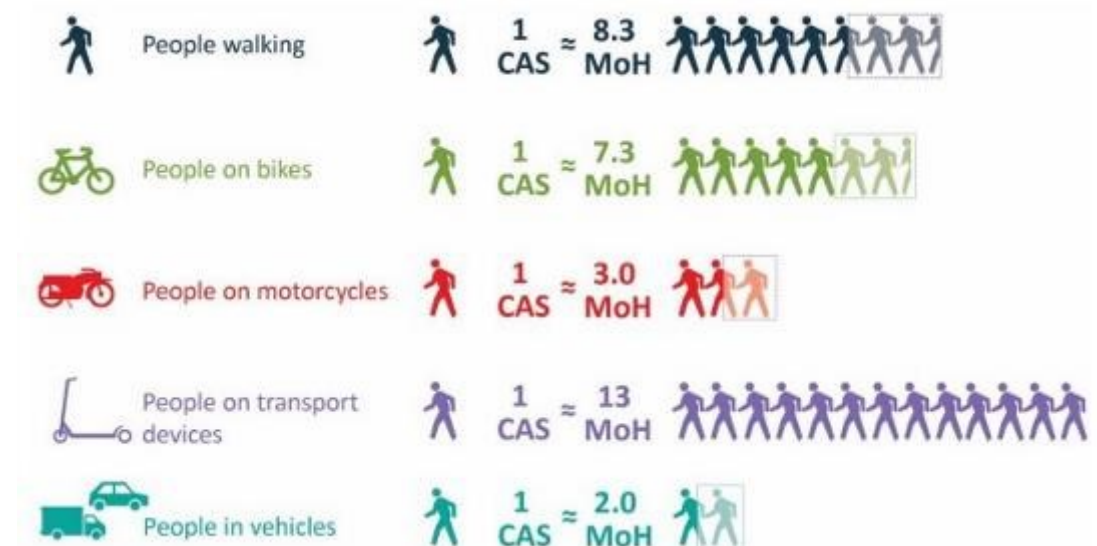
He added that hospital visits only tell part of the story.

"The devastating impact of any death or serious injury on our roads affects the individual, their whānau and the wider community," Laidlaw said.

CAS data shows 50 people died and 593 were seriously injured on Tāmaki Makaurau roads in the year from March 2022 to February 2023.

Source: *Stuff*

Serious injury under-reporting in the Crash Analysis System versus Ministry of Health data. Dashed boxes highlight where another party was involved.





Animals with Misleading Names

Electric Eel



Not an eel.

Mountain Goat



Not a goat.

Maned Wolf



Not a wolf.

King Cobra



Not a cobra. Also, snakes are typically self-governing.

Peacock Mantis Shrimp



Not a peacock.
Not a mantis.
Also, not a shrimp.

Horny Toad



Not a toad.
Only thinks of you as a friend.

Mayfly



Active through the spring and summer.

Eastern Kingbird



Found in the West.
Many birds do not recognise its authority.



Potholes in England go unrepaired for up to 18 months

The longest recorded example was in Stoke-on-Trent, with a gap of 567 days between reporting and fixing of the pothole



Some councils in England take far more than a month on average to repair potholes, with some individual potholes remaining in place for 18 months, research by the Liberal Democrats has shown.

Based on freedom of information requests to councils in advance of next month's local elections, the data uncovered nine councils where the average pothole repair time is four weeks or longer.

Newham council in east London took an average of 56 days per reported pothole, the responses found, with Lambeth, in south London, averaging 50 days.

Data from 2017-18 showed that the average repair time in Lambeth then was 14 days, the Lib Dems said, arguing that the increase since is due to significant cuts to local authorities' highways maintenance grants.

Overall, of the 81 English councils which provided data, nine had waiting times for fixing potholes of 28 days or more, also including Stoke-on-Trent, Norfolk, North East Lincolnshire, Westminster, Southampton, West Sussex, and Hammersmith and Fulham.

On individual potholes, the longest recorded example was in Stoke-on-Trent, with a gap of 567 days between reporting and fixing, just beating the 556 days for one example in Westminster.

Source: Guardian

The world according to Google Streetview in 2023





Living Streets Aotearoa



Aotearoa New Zealand Walking Summit explores the future of walking

[Registrations are now open](#) for the 2023 Aotearoa New Zealand Walking Summit in Ōtautahi on July 24 and 25.

Organised by Living Streets Aotearoa, discussions will centre around making the places we live more walkable, liveable and sustainable.

The theme is 'Walking into the Future' and will explore how we can get more people walking more often as part of the transition to a low-carbon future.

All about the Walking Summit

This year's Walking Summit brings together people from across Aotearoa to discuss how we can make the places we live more walkable, liveable, and sustainable.

As well as exploring ways to reduce emissions, increase resilience in the face of climate change and create more inclusive streets, the Summit will celebrate those who are removing barriers to walking in their communities.

There will be an impressive programme of speakers, workshops, and discussions. A series of experts, leaders, and change-makers will share their insights on how to create walking-friendly spaces, including:

- A full presentation on the new Waka Kotahi National Walking Plan, designed to bring about a step change in walking;

- Professor Simon Kingham, Dr Shanthi Ameratunga and others will share research on creating inclusive streets;
- Nicki Williams will apply a female and equity lens to transport;
- Waka Kotahi and local government representatives will provide their insights on what's coming up in the policy space; and
- getting inspired by the amazing mahi undertaken by Living Streets Aotearoa Golden Foot winners Colin Meurk and Walking Festival director Jacqui Miller.

Join the discussion either in person or virtually and walk confidently into the future.

We'd love you to join us in Christchurch for what will be the walking event in New Zealand in 2023. But if you can't join in person, there is a virtual attendance option.

[Register now!](#)

Please contact: WalkingSummit@livingstreets.org.nz if you have any questions.

Provisional programme now available to download

• [Walking Summit 2023 - provisional programme](#) (PDF)



Living Streets Aotearoa



Dean Kimpton says he'll fix Auckland Transport - in just 18 months



By Simon Wilson
NZ Herald

"You can look across the organisation and say, actually, we probably, well, not probably, we haven't been listening to our community as well as we should have."

"Look," said Dean Kimpton, the new boss of Auckland Transport. "I'm a dad with four boys. I cannot imagine living without cars. My wife's got one and I've got one. You just could not do it, you couldn't function as a family. That's the reality of our society."

Just in case you thought AT is full of people who think we should all ride bicycles. But still, the roads are clogged, so what's he going to do about it?

Kimpton took a deep breath. He said, "If we're going to deal with congestion on the roads, we have to have rapid, frequent, reliable, safe, clean public transport." He patted the desk, quite firmly, as he said each of those words.

"That is the only way that we are going to shift the needle. Not only on congestion, but to meet our objectives around emissions reduction. And I want to add this one: you add access for people who may be struggling to own a car. Okay?"

Kimpton catches the bus to work. In fact, he catches the bus to work on one of the city's model routes: Onewa Rd in Birkenhead. A steady stream of peak-time buses, many of them double-deckers, zooms along in the T3 lane, while the general traffic creeps towards the bridge. But without the buses, it would be utterly gridlocked.

About 70 per cent of commuters on that road are riding a bus. The AT building is on Fanshawe St, on the edge of the Wynyard Quarter. "Twenty minutes," says Kimpton. "It's 10 minutes to the bus and another 10 on the bus. Door to door."

Kimpton wants the city to work like that. Also, he wants to get it done in 18 months. That's the length of his contract, which he says he asked for. Wayne Donnelly, the acting chair of the AT board, told me he thinks it would work well too.

"There's a lot that can be done in 18 months," said Kimpton.

We were sitting in a corner room on the fourth floor of the AT building. There are lovely views of the harbour from that building, but this room was on the wrong side, with only another building and a bleak arterial streetscape to look out on.

There was a stand-up desk at one end, whiteboards and a table taking up most of the space. It was blandly utilitarian and I assumed we were in a meeting room. Kimpton, round-faced and quick to flash a boyish grin, but too shy to reveal his age, assured me it was his office.

Eighteen months: move fast, disrupt and put it back better, and move on. No time even to hang a picture on the wall.



WILL HE have time to stop the hating on AT? He said yes.

Why does he think that happens? Why do quite a few Aucklanders even seem to relish the hating?

“Unreliable services,” he said. “And I’d say the political environment has probably added to that.” He meant Mayor Wayne Brown’s frequent complaints about AT.

“But the caveat,” he added, “is that I think the politics of the day is calling out some of the stuff we need to deal with. I don’t mind that, it’s our job. We will go straight into those pain points and we will deal with them.”

Leadership as deep-tissue massage. One suspects the mayor might even approve.

Kimpton said the unreliability issue was “resolvable”, but that does assume they’ll be able to find enough drivers and other staff. There is progress. “We need 357 more bus drivers, which is down from the 500 shortfall we started the year with.” The Government has adjusted its immigration settings, which helps, and AT is now “working with our PT service providers to bring those in, to be trained up”.

He said their plan addresses the problematic issues of pay rates, working conditions and driver safety, and he was “as confident as I can be” that it will work.

But the plan doesn’t propose to pay drivers as much as they get in Wellington and some other cities and it isn’t fully funded. “We’re working really hard on that.”

He also wants to restore public transport patronage to its pre-Covid level of 100 million a year. It currently sits at about 80 million and he wants the growth to occur this year, “or at least by the end of the first quarter of next year”.

That’s a clear and urgent target and it’s refreshing to hear, although he also said “a lot of things have to line up to make it happen”. He described negotiations with council and the government transport agency Waka Kotahi as “a live conversation”.

Council, meanwhile, is debating an austerity budget and has asked AT to reduce its spend by \$32.5 million. And AT itself has just raised fares by 6.5 per cent. This is not a coherent picture.

DEAN KIMPTON is a construction engineer, just like Wayne Brown. He spent 21 years at the infrastructure company AECOM, rising to become managing director, he has his own consultancy and has served on the board of Infrastructure NZ and other industry bodies. He’s also an Auckland Council insider, having spent six years there as chief operations officer.

Now, for a salary of \$620,000, he’s in charge of a budget of \$2.34 billion. That’s nearly half of the total council spend. Does he think the hating on AT has any other causes?

“Mmm. You can look across the organisation and say, actually, we probably, well, not probably, we haven’t been listening to our community as well as we should have. We’ve separated ourselves from the customer we should be serving.”

Brown will be pleased to hear that, although perhaps less pleased to hear this: “I think what we are poor at – this is an NZ Inc observation – is we’re poor at explaining why these changes are happening. To me that’s something Auckland Transport needs to do together with Auckland Council, because they do the Auckland Plan, they run the narrative around the outcomes. AT provides the enabling service.”

Brown has shown little interest in “running the narrative” or “explaining why change is happening”. He wants AT to “listen to and follow the wishes of local communities”.

Last year he told the agency, “You appear to have been focused on changing how Aucklanders live, using transport policy and services as a tool ... Instead, AT must seek to deeply understand how Aucklanders actually live now, how they want to live in the future, and deliver transport services that support those aspirations”. Is Kimpton fazed by that? “You know what? I agree with him. And actually, we agree as an organisation.”

Dean Kimpton is a construction engineer, just like Wayne Brown. He spent 21 years at the infrastructure company AECOM, rising to become managing director.



HE TALKED about the value of the big “transformational investments” and how much progress they’d make once KiwiRail has finished fixing the rail lines.

But materially improving transport in Auckland inside 18 months has nothing to do with the big projects. The rail line rebuild, the City Rail Link, the Eastern Busway and the Northwestern service won’t be finished for several years.



About a third of AT's \$32.5 million in cuts will come from laying off staff

Light rail and a new harbour crossing will take far longer than that, if they happen at all.

And not a single one of those projects belongs to AT. They are, in effect, government-run. If Dean Kimpton is going to make a difference – if he's going to win sceptics to the idea that better public transport is the key to our transport woes – he has to do it with the resources he's in charge of and he has to do it right now.

And isn't that what the mayor is asking for anyway? Yes, he said, he agreed with that too. "We can get a lot more focused on how we use our existing carriageways. The road space."

He talked about "intelligent transport solutions": smart traffic lights and GPS transponders on buses, so buses always get green. More T3 lanes and "maybe" dedicated bus lanes. Dynamic lanes, where the use changes through the day.

All of these things have been proposed by the mayor and AT has already trialled transponders on Manukau Rd and Pah Rd.

But it's not easy. Building bus lanes usually means sacrificing on-street car parks. Every cycleway creates a fuss. And every time a light turns green for a bus, the cross traffic gets another red. Someone has to be very good at "running the narrative" if these things are going to work.



Another thing. There's a whole industry of "intelligent transport solutions", so why hasn't AT done much more of all this already?

Kimpton hesitated and then said, "I can't answer that." He talked about the "very deliberate discussion" he's been having with his executive team.

"I'm looking at the AT operating model," he said. "We will shift how we organise ourselves so we're more efficient and we will speed up decision-making." That seems to mean change is coming at the top, although he wouldn't say more.

Despite that, about a third of AT's \$32.5 million in cuts will come from laying off staff and it won't be done according to the mayoral prescription.

During the election campaign, Brown said he would tell the CEOs in the various council agencies to reduce the wages bill for officials earning more than \$300,000 by 30 per cent. He said he would also ask for 20 per cent cuts from the \$200,000+ band and 10 per cent from the \$100,000+ band.

Kimpton seemed surprised to hear about that. He said it's not how he's cutting staff costs at AT.

HE'S GOT more. "I know that what Rodney and Pukekohe want is different to what Waitemata or Waiheke need, okay?" So he's going to develop local plans with local boards. He knows how to do this, he said, because he did it already for local services when he was COO at the council.

Is he a fan of the Citycentre Masterplan, which seeks to revitalise the central city for workers, shoppers, students, visitors and the growing number of residents? Or, to put it more narrowly, to reduce the number of cars?

"Yes I am."

So what did he think of the complaint by Simon Bridges, CEO of the Auckland Business Chamber, that the Santa Parade might have to shift? Bridges said the redesigned Queen St could mean the carriageway is no longer wide enough.

Kimpton was puzzled. "I did go and look down Queen St. I couldn't understand why there were any constraints on the floats. It's tree-lined and it's awesome."

Perhaps Bridges wasn't aware they had the parade there last year and will have it there again this year?

"You're articulating the problem I'm trying to lean in on. If we don't keep on trying to do this there'll be no change whatsoever, so I'm having my go at it."

Try saying yes for a change, I think that means. What about carbon emissions? Kimpton said while the immediate focus was to get bus passenger trips back to 100 million, the public transport target in the Transport Emissions Reduction Plan, which is council policy, is 550 million. By 2030. There is no plan in place to achieve that target. How seriously are they taking it? "The strategy group is working on it. I'm pushing them hard." But? "It's not funded."

WHAT ABOUT the slower speeds campaign? "Yes, I'm absolutely committed to it. It works and we get really good feedback, from schools, from communities."



It does work: on the roads whose speed limits were reduced in 2020, AT says the rate of deaths and serious injuries (DSIs) has fallen by 39 per cent. The same thing has not happened on other roads. Extrapolated over 10 years, the agency says, this will mean 200 fewer DSIs.

It's also controversial. "Well, there are communities that want traffic to be slowed," said Kimpton, "and there are those in the community who don't want it to be slowed at all. We have to navigate that. It's another part of the customer experience."

Because the city now has a "massively built-up fleet of vehicles", he said, AT believes the aim must be safety. Nearly half of all DSIs on the roads happen to people not in a car.

This brought us to road cones. Kimpton called them a "trigger issue" and suggested that as long as the issue isn't dealt with, "we're going to continue to be distracted by it". He supports the mayor's campaign to reduce the number of cones on the roads.

And cycleways? Kimpton hummed and hawed and talked about choices and managing conflicts and eventually said, "You'll still be getting cycleways but ... we're going to have to be a little bit more agile and cost-effective. You ask me what that looks like, and we need to work that through."

I suggested we already know what it looks like: the cycleway on Nelson St. That's a reallocated strip of existing road, physically separated from cars by a line of concrete or plastic buffers. Cheap, safe, highly functional and not disruptive to traffic.

He said, "Yeah, so if that works, and that achieves our objectives, that's what we'll do." But then he went back to saying, "The challenge is that we have to think about this carefully because our capital is rationed. I'm saying we need to make rational choices about what we can afford."

IN A little over a month, the AT board will discuss what Dean Kimpton calls his "roadmap": a plan he's working up for what he wants to get done inside 18 months. "How to move buses more quickly through the network" will be top of the list.

At the same meeting, all the rhetoric and promises will be put to the test. The board will vote to start work on, or cancel, its plans for the north end of Great North Rd. The area is changing fast, because of residential and commercial growth, and the plans include dedicated bus lanes, more bus stops, more safety for schoolchildren, more greenery and better flood controls, better parking and management of car carriers. And, yes, a cycleway.

The project is already funded in the AT budget, with extra support from Watercare and Waka Kotahi. It's been through a consultation process called Connected Communities, which revealed it has the backing of business, residential and other community groups, along with the local schools and the local board.

Kimpton described that support as "significant". He said Connected Communities is "a model for how I think we need to do other projects". As always, there are some opponents, and they say they haven't been listened to. But with this project, Auckland Transport has done as it was asked. It "listened to the community" in order to "deeply understand how Aucklanders actually live now, how they want to live in the future". The plan aims to "deliver transport services that support those aspirations".

Will it proceed, or will the AT board decide that "listen to communities" is merely code for "don't change anything"?

"Change is really, really hard," Kimpton told me. "And the worst sort of change is one that drags out."

IT'S PRETTY clear Kimpton wants to work with Brown, not against him. But as several councillors made a point of telling him at a council meeting this week, he and AT are bound by existing policies to reduce emissions and make the roads safer. And just like Brown, they expect him to deliver.

"I don't think," Kimpton said at one point, "we're fully there yet in terms of understanding what we need to do."

Councillor Christine Fletcher was hopeful: she praised him for "encouraging pragmatism". He himself possibly thinks he has more to offer than that. He talked to me about libraries. "Libraries are loved by Aucklanders. So my challenge to myself is: how do we make public transport as much loved as libraries?"

He was thinking about train stations and the big bus stops like Midtown and the stations on the Northern Busway. "What other services do I want to bring in? Click and collect shopping? Or maybe I can return my library books. During Covid, they did pop-up libraries, they brought the books to the people. How do I take that as a principle and apply it to public transport?"

"How do we shift the bus stop from being a utilitarian place where I hope I don't get wet, to a place that adds value to me as a user? I haven't played it out yet, but that will be our direction. How do we add value to the customer experience?"

In 18 months.

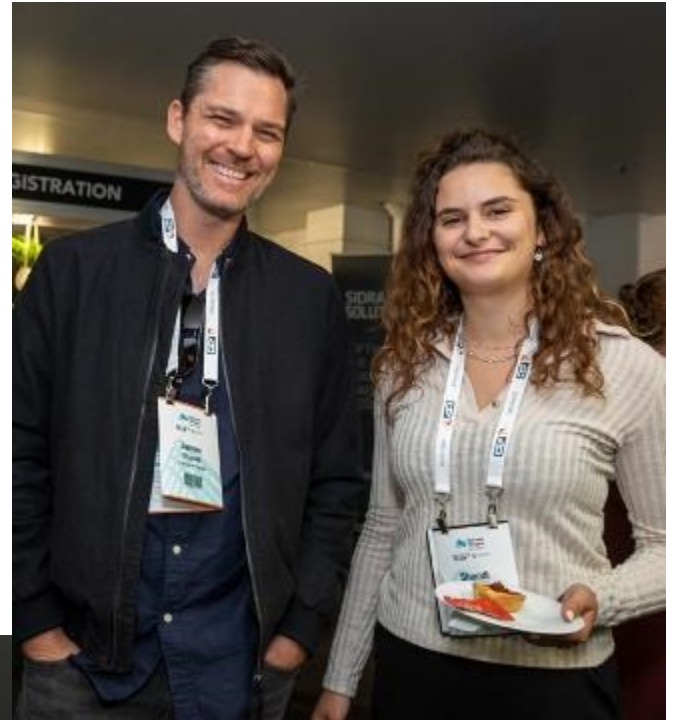
Source: NZ Herald

You'll still be getting cycleways but ... we're going to have to be a little bit more agile and cost-effective.



Transportation Group Conference 2023







Bilingual traffic signs in te reo Māori edge closer to reality

Bilingual traffic signs are edging closer to reality as part of an effort to ensure te reo Māori is more visible on roads across Aotearoa.

A package of 94 signs was released for public consultation recently including destination signs, walking and cycling signs, warning signs and motorway advisory signs.

The He Tohu Huarahi Māori bilingual traffic signs programme is being led by Te Mātāwai, an organisation focused on revitalisation of te reo Māori, and Waka Kotahi.

"Using te reo Māori on traffic signs will contribute to an Aotearoa New Zealand where: te reo Māori is visible at a community level where our whānau live and play, and the mana of te reo is affirmed and recognised," Te Mātāwai Board co-chair Reikura Kahi said.

"Seeing and hearing te reo Māori has become a norm in Aotearoa New Zealand and these translations address that visibility in the signs on our roads," he said.

"Te Pae Whakamāori have upheld the mana of the language with an attention to a consistency of terminology across the country, but more, the safety of the community in reading, understanding, and following the signage was a priority."

He Tohu Huarahi Māori is supported by Te Taura Whiri i te Reo Māori – the Māori Language Commission and Te Manatū Waka – the Ministry of Transport.

The consultation comes after changes in 2022 to establish bilingual Kura/School traffic signs.

"We have sought and incorporated the views of

Bilingual signs are planned to be introduced as existing signs are replaced, or new signs are needed on the network.



"Affirming the status of te reo and enabling community engagement are critical drivers of language revitalisation so we celebrate this moment."

Kahi said bilingual signage was an important step towards affirming the indigenous status of te reo Māori in Aotearoa.

"Increasing awareness and access to te reo Māori in our communities and cities is also a launchpad from which new iwi language initiatives targeting new generations can grow together," she said.

Dr Tom Roa (Ngāti Maniapoto) is a professor in the University of Waikato's Te Pua Wananga ki te Ao - Faculty of Māori and Indigenous Studies. He was part of a panel of te reo Māori experts that was established to consider and propose translations for the signs.

specialists in te reo Māori me ōna tikanga, te ao Māori, local government, safety and roading," Waka Kotahi director of land transport Kane Patena said.

"We also looked at bilingual signage in other countries and found that good design mitigates safety risks."

Bilingual signs are planned to be introduced as existing signs are replaced, or new signs are needed on the network.

The Hastings District Council unveiled recently that it would replace more than 20 directional road signs that were faded or hard to read with bilingual signs that include Māori place names. Consultation on the bilingual traffic signs closes on June 30, 2023 at 5pm.

Source: Stuff



Bridget's Rant—Bilingual road signs

There are equity and inclusion problems worth worrying about in Aotearoa New Zealand. Fear of bilingual road signs ain't one of them.

Alienation: the feeling that you have no connection with the people around you or that you are not part of a group

Recently, public debate sprung up about Waka Kotahi's policy to introduce a swathe of bilingual road signs.

The plan is to introduce the bilingual versions when signs reach the end of their natural life. It's a very low-cost initiative. Slightly larger signs to accommodate more text, a bit of engagement and research. After all, we must make sure that Aotearoa New Zealand drivers aren't a different species from humans in Wales.

The benefits are (as is often the way) less easy to monetise than the cost. The largest benefit is the signs' contribution on our long trek towards a more inclusive society. The debate will die down, because all political parties are aware that in 2023 most people who live here embrace Te Reo as an important part of our collective identity. We're proud of it.

And we're also not morons. Drivers don't read road signs at the best of times. They don't even think about driving most of the time, so while there's probably an unconscious role for (say) a Stop sign in reminding drivers to stop, or a big "Haere Mai Ki Taupō" gated threshold treatment to trigger them to slow down, the detail is literally irrelevant.

In my research on [what drivers are thinking about](#) when driving on familiar roads, the only signs any drivers mentioned were election advertising hoardings, and those only when they'd had an amusing bit o' unsolicited after-the-fact what-I-call 'embellishment' added.

Drivers unfamiliar with the road will read some of the signs, some of the time - and everyone else just drives along oblivious, thinking about dinner.

One group of drivers unfamiliar with roads are tourists, so I think making them bilingual is a great way to welcome visitors to the shores of the land of the long white cloud. This is us. Haere Mai indeed.

So it's interesting, amid much fervent debate, an MP suggested that, while their party supports the signs and embraces Te Reo, there's a risk that "some older New Zealanders might feel alienated" by the presence of two languages on a bus stop sign.

Interesting, because 'alienated' means being disconnected from a group you want to feel part of.

Interesting, because if there's a group that is hard done by in a social context in Aotearoa New Zealand in 2023, it's not older pākehā drivers of cars. Those people are arguably in the group least disadvantaged by investment in all kinds of transport, if repeated [investigations into transport equity](#) are to be believed.

If we are serious about investing in social and cultural connectedness, there are different questions we could ask of investment in transport.

Who cannot afford to travel to their cheapest supermarket? Whose children arrive wet and cold to school on rainy days because they don't have raincoats or comfortable transport choices? Who misses doctor or hospital appointments because transport is not available, accessible, or affordable?

What do these gaps in our transport system do to make people feel 'alienated', and how do they affect health and wellbeing?

The more diverse and inclusive our sector becomes, the more likely we are to bring these kinds of questions to decision-making tables.

Bilingual signs are a little step further along the path to inclusion.

So, calm the farm everyone: bilingual signs are wonderful, they're coming soon to a road, berm or plaza near you. Ka Rawe, Waka Kotahi.

The largest benefit is the signs' contribution on our long trek towards a more inclusive society.



Bridget Doran
Former National Committee Chair
bdoranmrcagney.com





The secret life of trees

**Winner of the 2023
People's Choice Award—
Rapid Fire**

Emily Cambridge,
Associate Landscape
Architect
Emily.Cambridge@beca.com

Imagine if trees produced free Wi-Fi?! We would probably be planting them across our cities like crazy.

In case you didn't realise trees also absorb carbon dioxide and produce oxygen which is fundamental to our existence (I know surprising hey! And yes, even more than Wi-Fi). So, why are trees hotly contested when including them in our urban projects?

Picture an iconic tree in silhouette, branches bare, bark composed into a creepy face, staring back at you in an artwork or scary movie. Now picture a row of established trees along that iconic and expensive neighbourhood street that is around the corner from you...

- Carbon: In a year a single mature tree can absorb up to 48 pounds of CO₂
- Flooding mitigation: A mature leafy tree can absorb up to 450 litres of water through its roots everyday
- Shade and shelter: Trees can reduce the average temperatures in our cities reducing the urban heat island effect by up to 10 degrees
- Traffic calming: A street with tree canopy can reduce vehicle speeds by up to 5km/hr on urban streets
- Biodiversity: Trees provide essential habitat for a range of birds, pollinators and other wildlife
- Crime: An increase in tree canopy has been associated with decrease in crime.



The humble tree in all of its personifications – 'Evil villain' to 'Rejected' and 'Super hero'

I guess I can understand from the first image why trees might get a bad rep. However, there really are not that many evil trees out there, and even fewer out to destroy the human race.

Trees positively contribute to all dimensions of our Hauora (holistic health). It really fascinates me why so often I get into a conversation about 'trees killing people' or the need to paint concrete green instead of planting in our streets.

The humble tree provides an essential role within the urban realm. Not only do trees bring street appeal, they also significantly reduce the impacts of so many challenges that we are facing through climate change, carbon emissions and health.

Fun facts about trees to consider in decision making on your next project:

- Oxygen: In a single season 1 mature tree can produce enough oxygen to allow 10 of us to breathe

So, the next time you consider taking trees out of your project ... consider this humble and innocent tree and its potential to save lives. It is not an expensive evil villain in your project. Instead, picture it as a green superhero that helps create an enhanced environment and resilience for the future of our cities.

Sources:

<https://www.treesforstreets.org/8-amazing-benefits-from-street-trees/#:~:text=PROTECTING%20US%20FROM%20FLOODING,into%20our%20cities%20drainage%20networks.>

<https://community.wmo.int/en/activity-areas/urban/urban-heat-island>

https://depts.washington.edu/hhw/b/Thm_SafeStreets.html

*Tree produce oxygen,
which is fundamental
to our existence (even
more than Wi-Fi).*



2023 ACIGS Roadshow

Geosynthetics Design for
Roadways and Railways

26 – 30 June 2023

26th June 2023 Auckland

[Registration](#)





The Human Story: refocusing fatal crash reporting in New Zealand

**Winner of the 2023
Best Abstract (Sponsored
by Tonkin & Taylor)**
Jae Morse
jae.morse@abley.com

Fatal and serious crash reporting in the media in New Zealand is fundamentally flawed. Too often headlines like the following are published through the various major media outlets:

“Truck drivers face two-hour diversion after fatal crash closes Otago highway”

“Northland drivers told to ‘expect delays’ after serious crash on State Highway 1...”

These reports focus heavily on the delay which has occurred due to the crashes, when the larger impact should be the fatal/serious crash which has occurred.

By dehumanising fatal crash reporting, we are desensitising the public to the real impacts occurring.

Immediate reports, which are posted within a few hours of the crash, focus heavily on the delay that is occurring rather than the effects on the family/ community.

While eventually there will be reports which focus on the human impacts, however, these immediate reports tend to be front page news, whereas the human impacts reports are not as prominent.

When these immediate crash reports are compared to similar fatality reports for other causes of death, such as drowning or hiking, a very different message is given. For example:

“Body of diver recovered off Mana Island, rāhui in place”

“Tramper was separated from hiking partner before death in Arthur’s Pass”

These two headlines put significantly more emphasis on the human impacts, rather than the impact to other users of the beach/ walking track. It is expected that there will be impacts on the public due to these deaths, however, the article headlines do not make that the forefront of the article, unlike with fatal road crashes.

When the post-crash reporting is considered, the articles then begin to focus on the human/ community impacts. These articles are often coroners reports or the results of an official investigation.

The issue with these articles, whilst they are more community focused, it’s often not front-page news. These articles are often buried in local news sections of media websites in New Zealand.



This results in less exposure to the average reader. This could be due to these post-crash reports often being seen as victim blaming, e.g.

"Picton crash: Investigator says fatigue or distraction a likely factor"

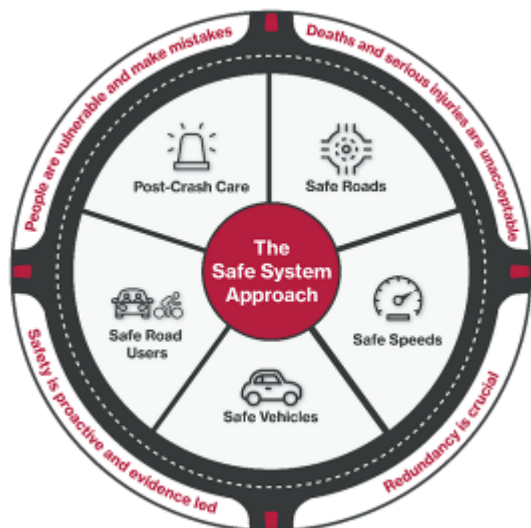
This headline can easily be read as victim blaming, which is a very uncomfortable topic for most of the public.

There is still large public perception that a large issue with New Zealand roads is other drivers as well as the quality of the roads. There is little ownership/ understanding that mistakes can happen to anyone.

By the media not highlighting that simple mistakes like inattention can cause death, this notion is being furthered.

If these articles were more prominent, it would not be as easily read as victim blaming, and instead make the general public more aware of the need for the application of safe system principles.

There is a need to make a transport system where fatigue and distraction do not cause deaths and serious injuries, as shown in the figure below:



In March 2023, it was announced that the speed management program was going to be scaled back significantly in New Zealand.

This begs the question: is the media focus on delays rather than the deaths and serious injuries on NZ roads reinforcing the public notion of not wanting to be slowed down.

The following poll, which was published by Stuff and by no means a scientific poll, investigated the public support for lower speed limits:

Yeah, Nah: Should speed limits be lowered on state highways to improve safety?

Matthew Slaughter · 11:23, Mar 22 2023



This poll is somewhat ironic in the sense that Stuff readers, who are routinely viewing delay focused fatal crash articles, are heavily opposed to speed limit changes.

This begs the question: would making the post-crash articles, which focus more on the human aspect of fatal crashes, more visible on news websites make the general public understand the need for road safety interventions such as speed management?

From my presentation of this think piece at the Transportation Group conference 2023, I received a range of feedback from other industry professionals about the need for wider public support for speed management.

It is our lowest cost intervention which will help save lives through road to zero. It is up to our industry to lead this change.

When crash reports are compared to similar fatality reports for other causes of death, a very different message is given





The iconic Magic Roundabout celebrates 50th birthday

People living by Britain's most hated roundabout—now celebrating its 50th birthday—say nobody knows how to use it as it was designed by a madman. Residents near the so-called 'Magic Roundabout' in Swindon, Wiltshire, claim that its layout is confusing and accidents are common.

Local chiropractor Sally Hobbs, 51, admitted that while she was "proud" of the roundabout, it did make driving more difficult.

"People chance their arm a lot. I've been in one crash myself. It was with someone who doesn't know how to use it. It's a test of people's driving ability. A lot of people struggle with giving way on the middle roundabout. People are put off by it and don't like it at all."

What makes the structure more complicated than a traditional roundabout is its unusual layout. Each exit from the central roundabout comes with its own mini roundabout, meaning that motorists face two separate give-way systems at any one time.

Stef Van Eyndhofen, 49, was visiting Swindon from Oxfordshire and was scathing in his opinion. He fumed: "What a mess this is. All my anger about the English roundabout is coming out. The person who designed this roundabout must have had clinical insanity. English people in general don't know the rules of roundabouts. If you don't know the rules of one, you should never put five together."

Stef, who is originally from the Netherlands, added that people should be cycling instead of driving. He said: "It's incredibly confusing and dangerous, and should be forbidden on modern infrastructure. It's not good for the human brain. The designer has lost his mind and should be sectioned. It's prehistoric, people should be riding their bikes instead."

Meanwhile, Wendy Lee, 77, who has lived in the area for more than 40 years, said that the roundabout has caused noise pollution and accidents. She explained: "A painter was doing a job on a ladder for me one time and almost fell off because of the noise of the cars going past. I'm used to the noise after all this time. People get confused by it. My sister in law wouldn't come to our house because of the magic roundabout."

Wendy added that police cars stop in the area to try and catch speeding drivers, who she says she hears "charging down the road" and "tearing off" over the roundabout. She continued: "We hear about accidents, and the reason is the cars go too fast. A lot of people don't understand what way to go and don't know what they're doing."

However, some residents did say that they don't mind the roundabout and blamed "idiots" who don't know how to use it for its reputation. Gareth Puzey, 32, said: "People don't know how to use it. I drive round it all the time, but I'm a native. You can spot nervous drivers who don't know right of way."

The person who designed this roundabout must have had clinical insanity



"All you have to know is who's on each side. It's no more dangerous than any other roundabout." the history of this unique landmark.²

Councillor David Renard, Leader of Swindon Borough Council, said: "The iconic Magic Roundabout has stood the test of time, celebrating its 50th birthday last year. We receive enquiries from all over the world asking us about

"In the past five years, there has been one serious injury collision, despite the roundabout being used daily by thousands of residents and visitors."

Source: The Sun



The history of the Magic Roundabout

Swindon's Magic Roundabout was designed by Frank Blackmore OBE, the inventor of the mini roundabout.

He was asked by Ray Harper, the local council's Principal Traffic Engineer to help design an experimental new junction near the town.

They first tested the idea of the five-ring junction using a bus and stacks of tyres to mark out where the roundabouts were and getting people to drive through.

Ray told the BBC in 2014: "We tarmaced over the whole area.

"And when we'd got it all tarmaced, leaving the old roundabout in place with tyres, we were ready to start the experiment... this was in September 1971.

"On the old roundabout the saturation or the maximum amount of traffic you could get through the roundabout was 5,100 vehicles per hour.

"Using the five ring junction principle, with the five mini roundabouts that's there now, gave a capacity of 6,200. So that's the one we adopted.



City Rail Link construction nears completion - but don't get too excited

The end of the construction phase is the beginning of a long list of other jobs.



While it will soon be time to put away the heavy machinery, there's still a long road to travel before Aucklanders will be using the City Rail Link

The architects of Auckland's City Rail Link plan have met with important stakeholders like Auckland Council to announce an imminent end to the civil construction phase of the work.

But although it's an important milestone in the delivery of the project, City Rail Link Limited representatives warned councillors there's still a way to go and the next phase presents a whole new bevy of risks.

While in the construction phase, issues came in the form of geotechnical survey results and procurement, now attention shifts to fitting out stations, testing rails and ironing out the creases in how organisations like Auckland Transport and KiwiRail will work together.

It marks the end of nearly a decade of loud noises coming from mysterious holes in the concrete around Albert Street.

For the span of a young child's life there have been cones cordoning off secret spots in the

CBD, where teams of workers hollowed out the insides of the city to create the fluorescent-lit caverns that will one day form the centrepiece of the city's public transport system.

Those same cones also acted as a visible scapegoat for the city's problems in the campaign of Auckland Mayor Wayne Brown.

But while some of those cones will now presumably be put to use elsewhere as the digging and the welding and the hammering comes to a close, the work is far from over.

City Rail Link Limited's team was keen to manage expectations from Aucklanders of riding a train to the 15m deep Te Wai Horotiu Station anytime soon, saying this could represent the halfway mark of the entire process.

"While the visible infrastructure will appear substantially complete to the public, the experience of rail projects overseas has demonstrated that the project is still probably at around the halfway stage in terms of what remains to deliver an operational railway that meets customer expectations. Management of expectations around the opening date and project status will be important."



According to documents provided by City Rail Link Limited to Auckland Council's governing body, the end of the construction phase is the beginning of a long list of other jobs.

"Practical completion of the defined scope of project infrastructure is not the point at which the upgraded railway can be opened for public use," it reads. "To achieve this, a range of processes need to be completed."

These jobs include testing the trains and new infrastructure, training drivers, working out safety procedures, and linking the new systems into those that already exist.

"In the same way that a railway like Crossrail in London integrated new infrastructure with existing lines, City Rail Link will provide challenges of linking existing systems with the new environment. This interface represents a major risk to delivery of the project."

What that means for Aucklanders is that although the long-awaited project may be nearing a visibly finished stage, there's still much to do. And the latter phases of preparation, including Auckland Transport moving into its new HQ and kitting it out, have not yet been added to the public receipt.

That's liable to add some costs to the already \$5.493 billion project, which had its cost jump up by around \$1 billion earlier this year, with chief executive Dr Sean Sweeney saying Covid impacts made the entire process more expensive than expected.

"People need to remember that in Auckland we endured two Level 4 lockdowns, a further 280 days of restricted working conditions... and we lost 3.2 million hours through illness among staff, with 800-plus workers infected," he said.

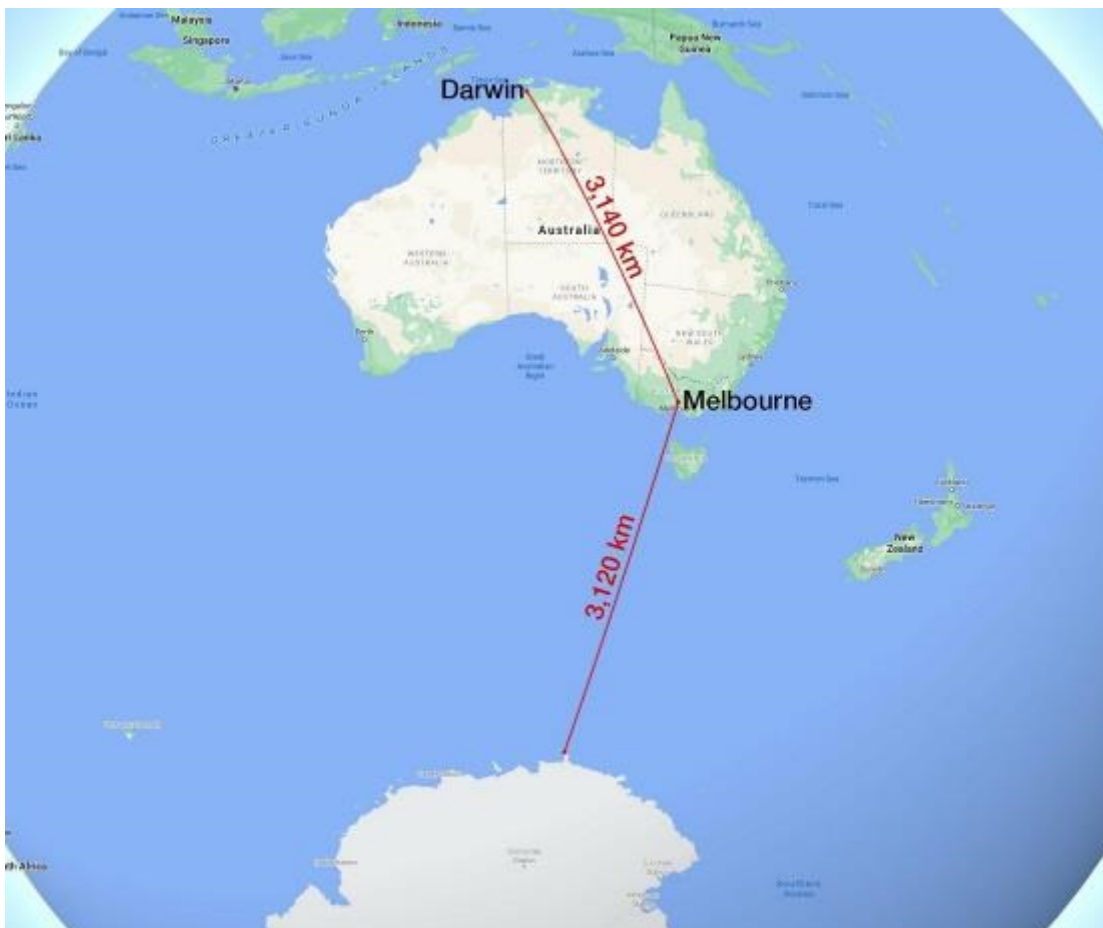
In a meeting earlier this month with project sponsors, City Rail Link laid out the risks of this final stage, as well as how it hoped to avoid them.

Among these are the risk of the service being inadequate on day one – for which the company suggested creating a common risk register to work as an early warning system for problems that might arise at handover.

Another fear is inadequate oversight from sponsors and delivery partners – CRL Limited, Auckland Transport and KiwiRail. The three groups agreed to meet three to four times per year to discuss how the interdependency of the operation is getting on.

Source: Newsroom

"People need to remember that in Auckland we endured two Level 4 lockdowns, a further 280 days of restricted working conditions... and we lost 3.2 million hours through illness among staff, with 800-plus workers infected,"



Melbourne is closer to Antarctica than it is to Darwin



Entire car park ticketed after council error

The Council said put up a small sign stating the carpark was closed for "relining".



A commuter said she was stunned after returning to her vehicle to discover a car park full of vehicles had been ticketed following a council mistake.

The vehicles were parked at the Duke Street car park in High Wycombe, Buckinghamshire.

It is understood Buckinghamshire Council put up a small sign stating it was closed for "relining".

The council has now said the tickets should not have been issued and it would cancel the enforcement notices.

Heleen Jalvingh, who lives in the town, said she had arrived at the car park at 07:00 BST and paid for her car park ticket via an app.

She said she parked next to a row of other cars already parked there and looked at the "big car park signs out of a habit, but no notices to be seen".

The 48-year-old said she was later shown a picture on Facebook of a sign, about the size of an A4 sheet of paper, "somewhere on the car park".

"But I have not seen this and the rest of the car park apparently didn't either, as we all returned to High Wycombe to find a yellow plastic envelope stuck on our windscreen," she said.

"This was obviously extremely disappointing, as we had done our duty by paying for the car park."

She said app-users should have been informed either via the app itself or with clearer signage at

the entrance of the car park "as people do not necessarily go to the pay machines".

"To basically see all the cars with a fine does make me think that this has been a matter of poor communication by the council as apparently nobody realised that we were not allowed to park here," she added.

Ms Jalvingh said she had appealed the £70 fine, but Buckinghamshire Council said it would cancel all of them.

Steven Broadbent, the council's cabinet member for transport, said: "We want to apologise to the people who parked at Railway Place and Duke Street car parks in High Wycombe this week and who received parking tickets during a closure of the car park.

"Whilst we do enforce parking across the county these tickets should not have been issued and we will be reversing the parking tickets to everyone who received them.

"Only a small number of parking bays should have been closed to install the brand new EV charging bays rather than the whole car park and we did not give our customers enough notice of this action.

"We are sorry for any inconvenience and upset caused.

Anyone who has been ticketed should take no further action as the notices will be cancelled, and anyone who has already paid the PCN charge will be refunded."

Source: BBC



“I’m not angry. I’m just disappointed.”



Auckland Harbour Bridge wobbles when crowds walk on it, documents show

The agency was told years ago how to fix the wobbles but has not done it.

The Auckland Harbour Bridge wobbles when enough people walk on it, to the extent it could result in “serious crushing injuries”.

Despite this, the NZ Transport Agency this year organised mass celebratory walks across it - cancelled in March due to weather disruption.

Documents show the agency was told years ago how to fix the wobbles but has not done it.

A crowd of walkers of more than 250 per bridge span sets up a vibration that leads to slight swaying, enough to open and close a gap in the deck 58mm wide, documents released under the Official Information Act to Bike Auckland say.

“Structural failure is not anticipated,” a memo a year ago to Waka Kotahi said, but there could be localised damage.

The 1975 hīkoi land marchers led by Dame Whina Cooper first experienced the wobbles, and another land march in 2004, too - but it was little reported on.

It was only behind closed doors last year that the alarm went up after an anti-mandate protest march in February.

A short smartphone video shows people walking where the clip-on lane joins the other lanes on the west side, exclaiming in surprise as the gap opens and closes beneath their feet.

“It’s terrible,” says one man.



“Is it shaking over there?” another calls out to a girl, who replies, “No, this one feels good.” “The bridge is about to fall over,” a woman appears to say, laughing.

Shortly after, in May, an internal memo on NZTA letterhead said: “The opening and closing of the gap at deck level ... due to both pedestrian-induced vibration and strong wind events, is a significant pinch-point safety risk to pedestrians and could result in serious crushing injuries.”

Walkers stumbling presented an “extremely high” risk if traffic was using other lanes, it said. “While structural failure is not anticipated from such resonant vibrations, there is a risk that if left uncontrolled, the vibrations may lead to the box girder banging against the truss deck which could cause some local damage.”

In a separate email, engineers Beca told Waka Kotahi that “any walking path” would require damping on multiple spans.

Cycle advocates engaged in a long struggle to use the harbour bridge expressed scepticism, perceiving this as another excuse for NZTA to keep walkers and cyclists off the bridge.

The video was released in an OIA response to Bike Auckland, which is lobbying for a single outer lane to be devoted to walking and cycling. Waka Kotahi had told the group that the bridge wobbled for walkers, so it would need strengthening first, said chief biking officer Fiáin d’Leafy.

The OIA information proved devoting a single lane was no threat, she said.

“It will be safe, it will be cheap, it can be done now,” said d’Leafy.

Richard Young, an independent engineer and keen cyclist who is assessing the practicality of trailing such a lane, said the gap opening and closing “could be quite alarming”.

But “it doesn’t look like there needs to be any strengthening work on the bridge”, he said.

“The bridge only swings when there’s very large numbers, we’re talking thousands of people, crossing on the clip-ons.”

Still, both Young and d’Leafy said the Transport Agency might do well to adopt the simple engineering fix laid out to it back in 2010 to damp down the swaying.



“They seemed to genuinely believe” it needed strengthening, d’Leafy said of NZTA.

In a 2010 investigation, Beca told Waka Kotahi that two “low-to-modest cost” options could fix the problem.

One is using large, fluid-filled plastic tanks bolted to the deck underside that interrupt the frequency, and disrupt the vibration. The tanks would be filled prior to an event.

Another option uses other dampers. This work has not been done. Subsequently, there have been other protest marches and cycling on the bridge.

In March this year, Waka Kotahi organised a three-day ‘Walk It’ event, with free tickets for 20,000 people a day to walk and bike over it, but called it off due to the storms around that time. RNZ has asked what swaying risk mitigations it was planning on.

The May 2022 memo in the OIA said that limiting the number of walkers to 250 per span should prevent the wobbles.

The Auckland Marathon is different, as running does not set off the vibrations.

In March 2023, emails show the anti-mandate march video was spotted on social media by the bridge’s maintenance team.

They sent it to Waka Kotahi, which went to its engineers.

“Any damage???” one asked the engineering firm Beca, and was told there was not.

“In future possible scenarios for pedestrian lanes on the bridge - can this be damped or managed?” they added.

The video was also sent to the team working on the second Waitematā Harbour crossing. There is no record of their response.

An announcement about the second crossing is due later this month on which of five options the Government has chosen.

The second crossing is hugely problematic, having sparked several attempts over the years to get to a solution, only to end in cul-de-sacs after spending millions of dollars.

One attempt was the Skypath, and it crops up in one wobble email.

The Skypath was to have hung on the side of the harbour bridge. It got consent, then was binned.



“The lateral sway induced by synchronous pedestrian footfall at the natural frequency of the bridge has been observed on this bridge several times and is a known issue for the extension bridges,” Beca emailed in March 2022.

“This was one of the key considerations for Skypath and a very high level assessment of possible damper solutions was carried out some years ago [the 2010 investigation].”

Though the bridge’s swaying was little reported here, it got the attention of researchers in Britain in 2001.

Looking into the alarming swaying at London’s Millennium footbridge, they noted the 1975 hīkoi’s experience in Auckland.

Auckland was “particularly significant because it is a large roadbridge with a conventional structure”, compared to two other smaller UK bridges they had looked at.

“In all of the above cases, the phenomenon was not fully researched or analysed, and its occurrence was not widely disseminated within the engineering profession,” the research said.

It concluded synchronous lateral “excitation” could occur on other bridges with a frequency of less than 1.3 Hz and “loaded by a sufficient number of pedestrians”.

Public transport advocate Bevan Woodward said yesterday that any talk of injury from swaying on Auckland Harbour Bridge was “hyperbole”.

“This is just one of many, many examples by the Transport Agency to block progress on walking, cycling on the harbour bridge.”

Source: NZ Herald

“While structural failure is not anticipated from such resonant vibrations, there is a risk that if left uncontrolled, the vibrations may lead to the box girder banging against the truss deck which could cause some local damage.”



Conference Cruise







A genuine consultation, not just a vote

Winners of the 2023 People's Choice Oral Presentation Award

Dave Hilson,
Senior Service Network
Planner
Auckland Transport
dave.hilson@at.govt.nz

Helen Griffin,
Transport Services En-
gagement Planner
Auckland Transport
helen.griffin@at.govt.nz

When Auckland Transport does public consultation, we're often accused of asking for feedback, and then ignoring it and just doing what we want.

[The public consultation](#) we held in Devonport in 2020 over the future of public transport on the Peninsula could be considered a perfect example of this.

However, [the paper](#) Dave Hilson (Principal Service Network Planner) and Helen Griffin (Transport Services Engagement Planner) presented at the Transportation Group Conference showed that genuine consultation is about more than the number of people who tick a box; it is about creating opportunities for those people to tell us their stories and needs.

Auckland Transport started trialling [AT Local](#) (an on-demand rideshare service) on the Devonport Peninsula in 2018. Also in 2018, Auckland Transport implemented our [New Network for the North Shore](#), which included the 806 and 807 bus services designed to connect Stanley Bay and Cheltenham respectively with the Devonport ferry.



Auckland Transport made it easy for people to find out the consultation was happening and give us their feedback. 6,496 paper brochures were delivered to every address in the AT Local Service Zone – so to find out the consultation was happening, all people had to do was check their mailbox once in a while.

Three public drop-in sessions provided opportunities for people to meet the project team, discuss the options and ask questions. People could respond to the consultation using the Freepost paper survey or online survey.



704 people responded to the consultation. Of the 11 consultation questions, eight were open text questions.

These questions resulted in pages of information that took Auckland Transport staff hundreds of hours to read, categorise and analyse.

However, this information was invaluable to Auckland Transport, as the open text questions allowed people to tell us in their own words what their experience of the services had been like, what their perceived and actual barriers were and how they thought Auckland Transport could improve public transport in their area.

One of the tick-box questions asked people what their preferred option was. 52% of people who responded to the consultation said they preferred Option B.

Auckland Transport decided to implement Option A with some additional improvements. This decision was based on five main factors that were informed by the responses received to the eight open text questions.

Implementing Option A, with some additional improvements, allowed Auckland Transport to address network deficiencies that had been brought to our attention both before and during consultation.

Auckland Transport worked with the operator to secure a second bus so that both the 806 and 807 bus services could be scheduled to meet every

Customers were asking us to address deficiencies in the local bus network at the same time AT was facing significant budget challenges following the first wave of the COVID-19 pandemic

By 2020 the AT Local trial was coming to an end, and customers were asking us to address deficiencies in the local bus network. Auckland Transport was facing significant budget challenges following the first wave of the COVID-19 pandemic, and continuing to run local bus services and AT Local in their current forms was not an efficient use of public funding.

In September 2020 Auckland Transport went out to public consultation on two options that represented an efficient use of public funding and would provide enough capacity to meet everyday customer demand:

- Option A – Enhance local bus services and remove AT Local
- Option B – Retain local bus services at peak times only and retain AT Local at off-peak times with a smaller operating area



Devonport ferry at peak times, and even wait for people if the ferry was slightly delayed.

At off-peak times, the second bus could be used to operate a brand new bus service, the 805, which now serves a unique section of Lake Rd, the Ngataranga Rd area and the William Sanders Retirement Village.

Due to budget pressures following the first wave of the COVID-19 pandemic, Auckland Transport needed to scale back or remove some public transport services in order to reduce the public transport operating budget.

The Stanley Bay ferry was one of these services, as the combination of the 806 bus service and Devonport ferry provided a viable alternative. Implementation of Option A, including the second bus, allowed Auckland Transport to provide a connection between Stanley Bay and every Devonport ferry at peak times; rather than every second ferry as would have been the case if Option B had been implemented.

Option A offers a relatively simple public transport network, with regularly scheduled bus services running throughout the day, seven days a week.

Many of the people who responded to the survey expressed a desire for this, so they would always know when their bus would be coming and where to catch it from.

In comparison, Option B would have offered a combination of scheduled bus services at peak times and AT Local at all other times.

This might have been confusing, potentially resulting in people waiting at bus stops for buses that weren't running at that time.

Passengers coming off the Devonport ferry and wanting to continue to Stanley Bay or Cheltenham would have needed to be aware that different services operated at different times and that

AT Local needed to be booked. That Devonport is a popular visitor destination greatly increased the potential for confusion.

AT Local would have been able to accommodate the existing average number of people wanting to travel at off-peak times.

However, the service would have struggled to meet one-off and long term increases in customer demand, resulting in longer wait times and decreasing customer satisfaction.

It was not guaranteed that funding would have been available for future procurement of additional AT Local drivers and vehicles. The 806 and 807 bus services have enough spare capacity to accommodate growth in customer demand within the existing resources and budget.

It was estimated that Option A would cost at least \$200,000 less per year to run than Option B. If Auckland Transport had implemented Option B, even some Option B supporters would not have been happy due to the number of unachievable changes they requested.

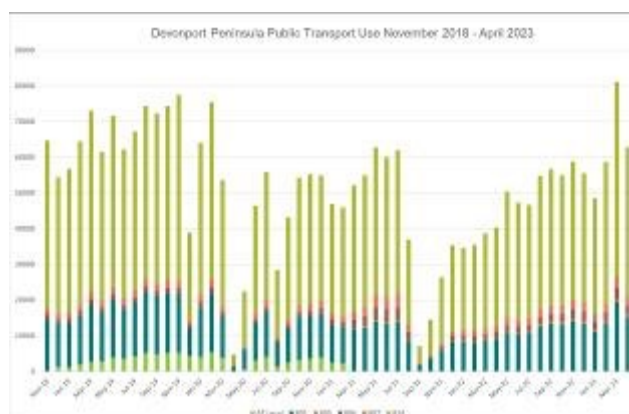
Such requests included extending the AT Local operating hours to include peak times and giving AT Local a Service Zone that was significantly larger than what was proposed.

Such changes would have resulted in AT Local continuing to duplicate local bus services, which would not have been an efficient use of public funding, and potentially longer wait times for AT Local in areas where that was the only service.

Auckland Transport had to take a number of factors into account when choosing which option to implement, however public feedback strongly influenced the final decision.

We feel we have delivered the option which best suits the community has a whole. Public transport patronage to date suggests the implementation of Option A has fulfilled its purpose – it helps to meet the varied needs and preferences of an increasingly diverse community.

We feel we have delivered the option which best suits the community has a whole. Public transport patronage to date suggests the implementation of Option A has fulfilled its purpose





Conference dinner at Pāpāmoa Surf Lifesaving Club







Roundabout



ADVANCED INTERSECTION DESIGN for CYCLING workshop

NOTE NEW DATES!

28 AUGUST 2023	AUCKLAND	Karstens Auckland
29 AUGUST 2023	CHRISTCHURCH	The Bealey, Bealey Ave

Waka Kotahi and ViaStrada staff present a full-day industry training workshop based on the *Cycling Network Guidance (CNG)*, recent cycling research, and local case studies.

This course is aimed at designers tasked with delivering cycleways with intersection treatments; ideally participants will be familiar with fundamental aspects of simple cycleway design and/or intersection design.

Participants should ideally have either previously undertaken the introductory cycle planning/design course (or equivalent) or have sufficient previous work experience in cycle facility projects.

This interactive workshop focuses on advanced intersection design for cycling, particularly issues around signalised intersections and roundabouts, and the use of separated cycleways. Participants receive a series of introductory presentations on how to provide for cycling at intersections and then work in groups on four real-life site problems.

Topics covered include:

- Overview of the CNG, recap of target audiences and 6 Elements of Continuity
- Left-turning movement options (signals, bypasses)
- Through movement options (conflicts with turning traffic, signal phasing options, bypasses)
- Right turn & other movements (signal phasing options, hook turns, protected intersections)
- Non-signalised treatments (side roads & driveways, roundabouts)
- Putting it all together (general principles of intersection design)

REGISTRATION

- » [Auckland - 28 August 2023](#)
- » [Christchurch - 29 August 2023](#)

FEES

Early bird professional (non-volunteer)
\$500+GST
Early bird volunteer/advocate
\$150+GST*

Auckland after 1 August 2023
Christchurch after 1 August 2023
Professional - \$600+GST
Volunteer/advocate - \$200+GST*

*NB: Limited volunteer/advocate places available on all courses





Roundabout of the Month



Not a roundabout this time, but a suggestion from North Shore locals for another option for the next Waitematā Harbour crossing, alongside options for bridges and tunnels which are currently out for consultation. We're unclear if roller-coasters are technically a public transport mode, but it would certainly be a fun commute to work!

'AN ODE TO UTOPIA'

By Jack Wan, October 2022

How is it that we all landed here?
Each mode-bias screaming at the other air to ear!
Why not we all refocus on drilling a hole?
A large one at that, digging a steep tunnel down like a mole!
This is so we can find some liquid or solid gold,
Then we go sell it and make money like them did in the days of old!
And after that we should be all good.
We build a road for the bus and track a train to every neighbourhood.
We will have a cycle-path or two, 10,000 footpaths and a quality four-lane expressway.
Every puppy gets a bone and the fighting stops, it's a synchronised birthday!



Active Modes Infrastructure Group (AMIG) Update

Since the last AMIG update it's been another double-banger of meetings (both online), with one on Apr 4th and another just held on June 8th. Here's what got discussed:

Ahead of its time when launched in 2016, Waka Kotahi's *Cycling Network Guidance* (CNG) website (<https://nzta.govt.nz/cng>) is now starting to look a bit dated compared with more recent online multi-modal planning/design websites; parts of it can also be a bit difficult to navigate. Therefore, work has been underway on a new **refresh of the CNG**; firstly by reordering existing content to a 3x3 "tile" layout like other sites, and then adding or updating content later (e.g. greater discussion of micro-mobility, updated safety audit/review procedures, temp traffic m'gmt). A mock-up of the draft structure was presented to AMIG for some initial feedback; further engagement will be held in the near future with key industry stakeholders.



Over the past few years, various formal trials of **"dragon's teeth" markings** have been tested approaching school zones, pedestrian crossings, and speed limit changes. The final results of the studies have now been published showing that, while people generally understood and supported their function, the actual changes in observed speeds were relatively small. Therefore, while they might be a useful tool in the "toolkit", they probably should be supplemented with other design features and environmental cues.



It's nice to see **local Councils** trying a few new ways to deliver innovative active mode infrastructure, and AMIG is a great place to get some feedback about what is being tested. Recent initiatives discussed at AMIG included: wide shoulder treatments on narrow Wellington streets, upgrading

older cycle lanes in Hamilton, dual crossings near schools in Richmond, and a "Dutch style" priority roundabout in Palmerston North. The recent cyclone damage in Hawkes Bay has also seen a need to develop some quick-build pedestrian/cycle bridges to reconnect local communities ahead of more major bridge rebuilds.



Hamilton City also raised some concerns about the current guidance around **tactile pavers**, particularly when it comes to their application at bus stops, the transitions between footpaths and shared paths, and the use of green tactiles at cycle crossings. Some further tweaks of the guidance might be warranted. Some new additions to the **Pedestrian Network Guidance** (PNG, <https://nzta.govt.nz/png>) are very imminent and include content on **"Supporting Infrastructure"**, such as landscaping, wayfinding, street furniture, barriers/fencing, lighting, and coloured surfacing. As always, feedback is very welcome on what industry practitioners think of the content.

Other topics discussed at the recent AMIG meetings included future Multi-modal Training, new Inclusive Cycling guidance and progress on Cycleway Maintenance Specs (*does any RCA have an example of one they already use?*). Daniel Cairncross from Wgtn CC was also fortunate enough to visit the Netherlands last year on a month-long study tour and shared some of his insights with the AMIG team. And Tim Judd from PJA Australia also introduced the work they are doing to update the existing Austroads guidance on pedestrian planning – due by Nov 2023.

More details about these topics can always be found from the minutes on the AMIG website: <https://nzta.govt.nz/walking-cycling-and-public-transport/active-modes-infrastructure-group/>

The next AMIG meeting will be in early August. It's great to see new faces showing up at the AMIG meetings so, if your local Council is not already there, 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*
(glen@viastrada.nz, ph.027-739-6905)



resilience by providing brand new spaces for community celebrations, and spaces for activities like fishing and walking that help build our mental resilience.

At the same time as the launch of construction, the partnership has celebrated the opening of the new Tāwharau Pods which will serve as the project information centre and studio workspace for iwi Māori artists creating artworks to be installed on the project.

The pods are built on Honiana Te Puni Reserve in partnership between Taranaki Whānui, Waka

Kotahi and Hutt City Council. More information is available [here](#).



Streets for People National Hui

On March 7 and 8, the Streets for People National Hui took place in Tāmaki Makaurau. The event was attended by most of the 13 councils delivering Streets for People projects.

The hui allowed many to meet in person for the first time, and the Waka Kotahi based programme team came away with lots of ideas for improving the programme thanks to the input from people across the country.

The event is a great example of Waka Kotahi working in partnership with local councils, as they in turn work with their communities to evolve their streets and expand their transport choices. The Streets for People community will continue to work together virtually as projects are implemented by councils across 2023.



Find more information about Streets for People [here](#).

Construction begins on Te Ara Tupua

Last month marked the start of construction for the Ngā Ūranga ki Pito-One section of Te Ara Tupua.

Te Ara Tupua is a partnership with Taranaki Whānui ki te Upoko o te Ika, Ngāti Toa Rangatira and Waka Kotahi.

The project, which will create a new cycling and walking route between Wellington and Lower Hutt is a key step towards better transport resilience in the area. It also helps with community

ONF Urban Street Guide

The latest Multi-Modal Training Webinar was on the ONF & the Urban Street Guide held on March 28.

This was the sixth one in the training series and past session topics are below.

- ☐ Introduction to Multi-modal guidance
- ☐ Pedestrian & cycle crossing at midblock locations
- ☐ Pedestrian planning and design
- ☐ Bus stop planning and design
- ☐ Multi-modal intersections

You can check them all out [here](#).

Waka Kotahi Cycling Action Plan released

The Waka Kotahi Cycling Action Plan sets out a pathway to significantly increase the safety and attractiveness of cycling in towns and cities across Aotearoa New Zealand.

The vision is that in ten years, people of all ages and abilities will be able to get to where they need to go using connected networks of safe and attractive cycleways and quiet streets.

To support this our focus over the next 10 years will be:

- Helping to deliver quick build cycle networks and building momentum for change in all our main urban centres
- Supporting reallocation of existing street space to help complete urban cycling networks
- Supporting investment in short trips to key des-

Everyone has the right to participate fully in all aspects of life, including experiencing the joy of riding a bike.



tinations such as schools, town centres and public transport hubs in our investment priorities.

This is an interim plan, and we welcome your feedback, which will help inform the development of an expanded National Cycling Plan. The National Cycling Plan is an action within the Emissions Reduction Plan and is due for release by the end of 2023.

Read the [Waka Kotahi Cycling Action Plan](#).

Timaru District Council Opens New MyWay Parklet



Timaru District Council is the first of 46 councils to deliver a project from the Government's Transport Choices programme. In early March, a new MyWay parklet opened on Stafford Street, Timaru, helping introduce a new range of sustainable transport options.

The MyWay parklet provides relocatable seating and stopping bays for MyWay vans, which is an on-demand transport service, an alternative to the city's previous scheduled, timetabled bus service.

The new parklet is providing a more attractive amenity for MyWay riders to sit and wait comfortably for their ride to arrive, and is an exciting addition to the community's growing transport infrastructure.

Transport Choices is a \$350m programme which sits under CERF and aims to make it easier to travel in ways that are good for us all and for our environment.

There are live engagements online if you're interested in having your say in Palmerston North – for [Featherston Street](#) and [Summerhill Drive](#).

A fully electric bus fleet for Palmerston North
Palmerston North will be the first city in New Zealand to have a fully electric bus fleet as part of wider work towards a healthier, thriving and more vibrant transport system with improved walking and cycling options. Waka Kotahi will fund part of the annual cost.

The new bus network is a core project in the Palmerston North Integrated Transport Initiative's (PNITI) programme, a joint programme of Waka Kotahi, Palmerston North City Council, Manawātū District Council and Horizons Regional Council.

[Read more here](#)

Sparking the joy of riding a bike for all



Everyone has the right to participate fully in all aspects of life, including experiencing the joy of riding a bike.

People with disability experience a number of barriers to getting on a bike from finding the right adaptive bike to accessing safe and inclusive places to ride.

The TryaCycle event series is looking to help change that. Organised by Bike Auckland and Grab your Wheels (supported by the Waka Kotahi Innovation Fund- Hoe ki angitū), TryaCycle is giving people with disability a chance to try different bikes like hand-cycles to trikes, bike trailers and wheelchair bikes, in a safe and supported environment.

A successful opening event was held at Auckland's Silo Park last weekend with further events scheduled each Sunday until May 21.

Providing inclusive and equitable transport choices for all is one way we can support the shift to more sustainable and healthier transport systems and make positive contributions for future generations.

[Find out more](#)

Introducing: CERF (Climate Emergency Response Fund programme)

Waka Kotahi has a crucial role in supporting Aotearoa New Zealand towards a low-emission and climate resilient future. We are committed to making positive contributions to tackling one of the biggest challenges of our time, climate change.

The transport sector has an important role to play in delivering the Emissions Reduction Plan (ERP) that calls for a 41 percent reduction in emissions from the transport sector by 2035 (from 2019 levels).



Budget 2022 provided funding to Waka Kotahi to reduce emissions through the Climate Emergency Response Fund (CERF)

There are three focus areas for reducing transport emissions:

- reduce reliance on cars, support people to walk, cycle and use public transport
- rapidly adopt low-emissions vehicles and fuels
- begin work now to decarbonise heavy transport and freight.

Budget 2022 provided funding to Waka Kotahi to reduce emissions through the Climate Emergency Response Fund (CERF) which will support Aotearoa to transition to a low-emission economy.

The funding has allowed Waka Kotahi to deliver key emission reduction initiatives, including planning and infrastructure improvements to provide improved transport choices and funding to support the decarbonisation of buses. It will provide increased transport options, and improved health and social outcomes for us all. And in doing so, it will ultimately help us achieve our goals set out in the government's Emissions Reduction Plan (ERP).

[More details.](#)

Maru Streets for People – Wainuiomata School Connections

Hutt City Council went live with the Maru Streets for People – Wainuiomata School Connections project for a weeklong trial this month. In te reo Māori, Maru means protection, and the project aims to make it feel safer, more inviting and more accessible for people to walk, skate, scoot or bike, and to spend time in public spaces.



The trial involves changes to crossing points to improve visibility and narrowing intersections to improve safety and lower speeds.

Nearby laneways have also seen changes trialled with improved accessibility for bikes, prams and people using mobility aids as well as the addition of places to stop and rest. Signage and wayfinding artwork has been added with help from the public using spray chalk paint and stencils to add vibrancy.

The tātarakihi (cicada) and titipounamu (rifleman) designs link to the idea of turning up the sounds of nature and people in these spaces and turning down the sound of traffic. They reflect the special character of Wainuiomata.

[Read more](#) about the Wainuiomata project.

[Read more](#) about Streets for People.

Pedestrian Network Guidance

Waka Kotahi has been developing the Pedestrian Network Guidance (PNG) to provide best practice advice for creating safe, attractive, and accessible walkable towns and cities for everyone to choose to walk more often.

We have developed the draft guidance in partnership with other organisations including walking advocacy and disability sector groups. This has allowed the team to explore all aspects of good walkable communities to understand how to best plan, design and implement the learnings.

We have recently uploaded the Intersections and Supporting infrastructure topics onto the [PNG website](#) and we welcome all [feedback](#). We anticipate having the Pedestrian Network Guidance ratified in July.

Watch the Waka Kotahi training webinars on this [guidance here](#).

Capability Sessions: Learning Together

Our next Capability Session is with Ryan Bellinson, Senior Public Engagement Analyst at the Oregon Department of Environmental Quality (DEQ) and Senior Research Fellow at the University College London Institute for Innovation and Public Purpose (IIPP).

[Register to attend this session on Wednesday 21 June at 11am.](#)

Ryan will focus on how communities of practice can be used to help government changemakers sustain their momentum, share lessons and problem solve with their peers. He will use practical examples to examine the role of communities of practice in supporting processes of government innovation.

Capability Sessions: Learning Together is led by the Streets for People team at Waka Kotahi. These sessions aim to build capability and expand our horizons about how we think and practice, motivating practitioners to make connections, create opportunities for mutual learning, and adapt processes.

[Sign up to receive notifications of future webinars](#)

[Watch previous sessions](#)



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City Rail Link update



bilise the ground. The area is then waterproofed and concreted with tailormade self-travelling formwork.

During the 2.5 years of mined tunnelling, crews excavated approximately 15,000m³ of spoil, used about 10,000m³ of concrete and shotcrete and installed around 250 tonnes of steel and 4,500m² of waterproofing membrane in creating mined tunnels extending 296m, about the height of the Empire State Building.

Link Alliance project director Francois Dudouit says the completion of mined tunnelling is a significant achievement.

“These people have been on a long journey, literally and figuratively speaking,” Dudouit says.

“The team has faced many technical and environmental challenges and have shown both fortitude and innovation in overcoming those obstacles.

“The completion of this stage of the project is a cause for celebration and a source of great pride,” he added.

The occasion was marked with speeches, awards and flags showcasing the multinational team that has delivered this essential part of the CRL construction.

Work is now beginning on the fit-out of the mined tunnels, including electrical works, signaling, ventilation and installation of the rail tracks upon which the new CRL trains will run.

The City Rail Link project continues to chalk up milestones with the completion of mined tunnelling at Maungawhau Station in Mt Eden recently.

The City Rail Link project continues to chalk up milestones with the completion of mined tunnelling at Maungawhau Station in Mt Eden recently.

The tunnelling crews successfully completed the final 99.5m mined tunnel section, known as the cavern, adjacent to where the Tunnel Boring Machine slid through on its second CRL tunnel drive in 2022.

This marks the end of all tunnelling from Maungawhau Station which has used three types of tunnelling – the Tunnel Boring Machine Dame Whina Cooper, cut-and-cover tunnelling and mined tunnelling.

Mined tunnelling, which has been taking place at Maungawhau Station since 2020, involves creating a tunnel with machinery such as a jumbo drill, excavators, and a shotcrete machine to sta-

The occasion was marked with speeches, awards and flags showcasing the multinational team that has delivered this essential part of the CRL construction.







TRANSPORT PLANNING AND DESIGN
TE WHAKAMAHERE ME TE HOAHA WAKA

Full-time Senior Transportation Planner

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We are expanding our capabilities to meet our growing workload in sustainable (walking, cycling and public) transportation planning. You should have a minimum four years' experience in transportation business cases, strategies, and policy. You will be working in a wide range of areas including road safety, human factors, research, travel behaviour/marketing and general transport planning. Some travel within New Zealand is expected.

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- Active transport allowance (walk, bus, cycle)
- Extensive professional development support including all costs to attend at least one conference per year
- Flexible working arrangements
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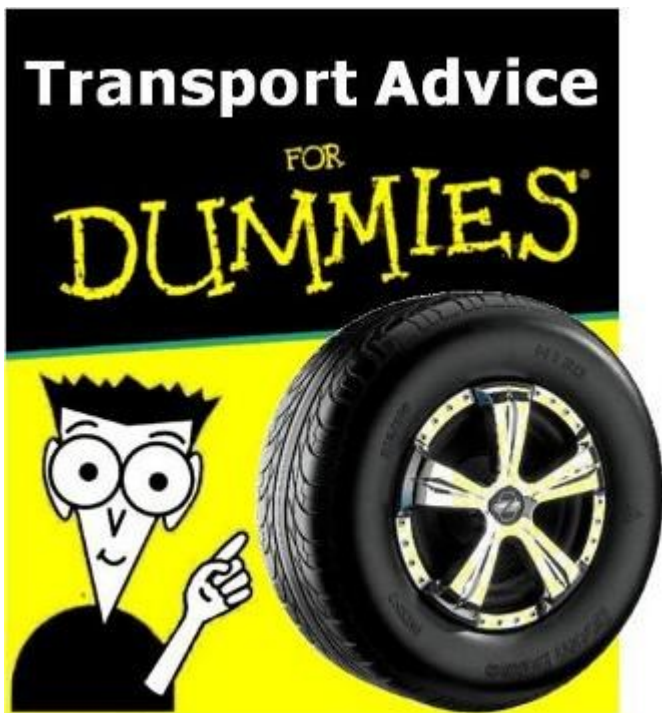
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When you can't Afford a car with
Parking Sensors





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

Once again we are wasting time and money on political correctness. Now we are adding Māori words to our road signs. Who cares what 'STOP' means in Māori? Just leave it like it was and stop shoving these Māori words on us hard-working Kiwis?

Barry, Ashburton

Dear Barely

You do know that 'Kiwi' is te reo, right?

The Transport Guy



Dear Transport Guy

I don't support this whole subsidised public transport thing. Why should some people who have the luxury of catching a bus or a train be subsidised for doing so? Make them pay the whole cost of the trip, just like we have to do for using our roads.

Wanda, Featherston

Dear Wanderer

You don't usually hear NZ public transport called a 'luxury'. Or hear it in a sentence with the word 'luxury'.

However, you make an interesting point about people paying for the cost of the trip they take.

Whilst many people (especially in rural areas) have little or no public transport on offer, the bulk of New Zealanders live in urban areas and usually there is some kind of public transport available.

People may choose not to use it and simply drive. They pay the same cost whether they drive at 1am with no other traffic, or 8am with the rest of those stuck in traffic.

Now I know you will say it costs you more in petrol and wasted time to travel in rush hour, which is why it really makes sense to provide subsidised public transport.

The more people who take it, the fewer cars on the road, and the faster a trip you get to make. Welcome aboard.

The Transport Guy



Kids explain traffic engineering



“Free bus fares for kids is cool because kids don’t get paid so now they won’t waste their money”