

Roundabout

Magazine of the Transportation Group NZ

Issue 177 Sept 2023

CITY LOGISTICS

In this edition:

- Greening laneways
- New Group partnerships, principles and awards
- Driverless buses
- Webinars for Africa
- Punching people in the face

And much more...

Editorial



Daniel Newcombe
Roundabout Editor
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Do you struggle to explain to people what you did during your work day, other than attend meetings and send emails? "Sure, but what did you actually DO?"

Do you ever have that feeling that you've worked really hard for month or years and have nothing tangible to show for it?

Are you in a role where all your hard work just forms an invisible component of a larger, longer term process, so you can't really point to the bit you did?

Do you struggle to explain to people what you did during your work day, other than attend meetings and send emails? "Sure, but what did you actually DO?"

In my professional role, I often have that experience, mostly because, as a transport planner on large, long-term projects, it can take years for physical delivery to take place.

I have relatively few examples I can point to something and say "I did that" or "If I hadn't done my job, that thing wouldn't have been as good".

There are a few bus lanes, cycle lanes and cycleways around Auckland I can point to and say "I did that" but those were from early in my career and don't seem like a great return from my 25 years in the industry.

I'm not saying that the work I'm doing now isn't important, but it doesn't usually involve the satisfaction of seeing a thing 'done'.

I sometimes look with envy at gardeners, builders, painters - hell, even road maintenance crew! – and admire how they can look back at the end of their work day and see a thing they have actually built or improved. I'd be a terrible labourer and would probably hate it, but at least I'd have that glimmer of satisfaction.

Recently I experienced the satisfaction of making progress, simply by picking up the phone. As you may be aware, 3M recently decided to cease their sponsorship of their Innovation Award and the Group's National Committee has been contemplating whether to continue to have such an award, whether the Group should sponsor it themselves, or whether its all just a bit too hard. Its an issue that has been swirling for a while, with no apparent solution.

At the committee's Strategy Day, I had a brainwave: 'Why don't we just reach out to another long-term Group sponsor?'. So as we sat there I reached out to Matrix Traffic and Transport Data, and within an hour Matrix had agreed to sponsor the award (see details later in the edition). Sorted. Thanks to Kevin and his team.

MATRIX
Traffic and Transport Data

Seeing the continuation of this important Group award, with a new sponsor, is one of the few things I can now point to and say 'I did that'.

Other than all the Roundabout magazines for the last five years, of course.

TRANSPORTATION GROUP NEW ZEALAND

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

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

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

Correspondence welcome, to editor Daniel Newcombe at:

daniel.newcombe@at.govt.nz

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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Chair's Chat



John Lieswyn
National Committee Chair
john@viastrada.nz

Kia ora koutou. I just got home from a weeklong tour around Te Waipounamu (the South Island) and feel so blessed to live in such a beautiful country. I managed to not think about work for almost an entire week!

One thing I really noticed was the plethora of electoral campaign signs. If this three-yearly slathering of slogans all over our countryside really makes a difference, what does it say about democracy?

Politics is front and centre for many of us in the transport industry. The projects we are working on often become political footballs with media scrutiny tending towards superficial simplifications. The Chief Science Advisor to the Ministry of Transport covers off some of the reasons for this in *Christchurch's 'cars v bikes': tribal war, or manufactured outrage?*.

Another article about the $700M+ Riverlink resurfaces an earlier article about the "Petone cycleway" that was harshly inaccurate in blaming "planners (for) forgetting to include basic items, such as a contingency". I contacted the journalist, who appreciated my gentle explanation of cost estimation and is updating the web version of the article accordingly.

When you see errors in the media that affect our shared understanding, please do something about it – always remembering that the journalists are generally well-meaning but not experts. You get much further by praising the important work they do than by assuming ill-intent

Both major parties are touting populist transport policies that may stall or reverse years of progress to rebalance our system and do our part to address climate change.

The oft-misattributed quote "insanity is doing the same thing over and over again, but expecting different results" comes to mind when considering the direction our profession may be pushed in.

Even if the Government Policy Statement gets completely reworked, there is much we can still do to make people's lives better and safer within any mix of policy settings.

If you are feeling dismayed by the daily drumbeat of regressive transport news, organise or attend a Transportation Group event in your area to support one another through these challenging times.

When you see errors in the media that affect our shared understanding, please do something about it



Figure 1: Chinese workers flood out of a shipyard building huge motor vehicle carrier ships to cater to surging global demand for new cars (source: New York Times, 6 Sep 2023)

Blast from the Past

This is the first in a promised series by your Chair to look back at the works of the late Transportation Group legend, Malcolm Douglass.



The intention is to select parts of his life work with enduring relevance to us today. For this issue I've chosen TDM, as this is an area Vice Chair Mark Gregory and I are keen to further develop with a planned Transportation Group "Community of Practice".

Travel Demand Management – section 5.3 of *Integrating Transportation & Land Use Planning: A 'Think Piece'* by Professor Ali Memon and Malcolm Douglass (2007)

Travel Demand Management is but one aspect affecting the economics of travel. Recently it has however been elevated to one of the most senior objectives in the transportation tool kit.

This is probably an appropriate technique in New Zealand especially in our larger centre city areas and where selected new and long overdue facilities have not so far been constructed (e.g. Transmission Gully and the Christchurch Southern Motorway).

It would appear that amongst all the tool kit of TDM techniques the most acceptable and effective is that resulting from economic tools such as 'tolls on new facilities' and 'area wide charges' in some very large central or congested areas.

While there is a clear argument for recognising the true costs of travel and increasing the price of travel, the appropriate size of the increase is not clear and will vary greatly depending on the circumstances. Travel demand management obviously is supported by such policies.

Apart from these more severe economic tools, other aspects of TDM seem to be somewhat indirect and slow acting. They fall in the area of long term education and equally long term public transport improvement.

In the circumstances we return to the basic issues of TDM and a consideration of the several inherent variables affecting TDM. These include:

- A community's desire for mobility.
- Supply and availability of all transport facilities including road space.
- The costs and marginal costs of travel by all modes and between modes.
- Land use distribution, future zones and the origins and destinations of travel.
- The size, mobility and total population of the area.

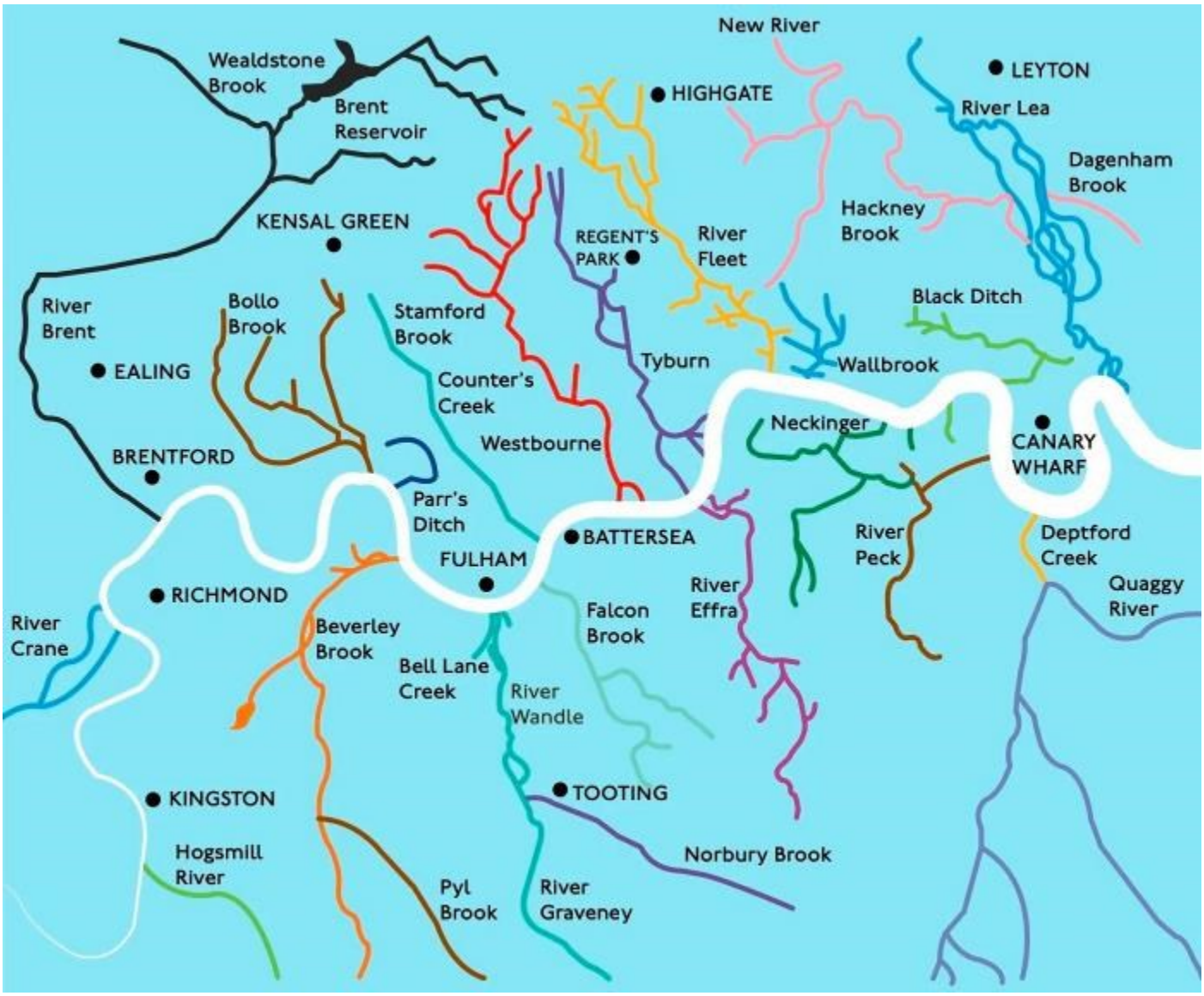
Getting a quantifiable measure on these issues and variables remains a challenge, as without these elements being understood the measurement of the effects of TDM may be very difficult to monitor.

It is appropriate that there should be further investigation so as to rank those variables which can affect TDM. In the short term they probably are in the sequence of:

- first priority use economic restraints and tools (tolls, congestion charges).
- second priority management of congestion and metering of key elements of the network. (ramp metering, cordon management)
- third priority growth strategies and future land use control. (urban development strategies)
- fourth priority effectiveness of community information and education. In the very long term the last two may well be effective, but meantime if we are serious the first two elements should be being investigated and operation plans prepared now.

John Lieswyn
National Committee Chair

Travel Demand Management is but one aspect affecting the economics of travel



Above: The TfL map of the Lost Rivers of London
Below: The undergroundiest Underground lines

VICTORIA	100%
WATERLOO & CITY	100%
NORTHERN	70%
CIRCLE	70%
HAMMERSMITH & CITY	64%
JUBILEE	52%
BAKERLOO	49%
PICCADILLY	46%
CENTRAL	35%
DISTRICT	29%
METROPOLITAN	5%



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

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.

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?

Please email all enquiries to Subha Nair at Subha.Nair@aecom.com with the subject line: '2023 NZMUGS Conference'.

Click HERE to register or for details

SCATS Webinar—18th Sept Register now!

SNUG SIGNALS NZ USER GROUP

Please join us to learn about the latest advancements in SCATS intelligent traffic management solutions and how we can provide valuable support for you. We look forward to sharing our knowledge and latest innovations to keep you ahead of the ITS curve.

Mark your calendar for an insightful session on **Monday 18th, September 2023, 3pm.**

Agenda
1. SCATS and Core version 6.9.5.10
Enhancements delivered in 6.9.5.10
Preview of what is coming next
We will provide an update on developments in the Core roadmap.

2. SCATS Suite of Operations Applications
Overview of SCATS Analytics, SCATS TMC operation and SCATS Alert bundles
SCATS offers a suite of operational applications known as the SCATS analytics, SCATS TMC operation, and SCATS alert bundles. They are designed to help you understand and manage your smart city efficiently and effectively.

3. SCATS Flexilink Data Generator and Link View applications
- Overview of benefits and features
- Demonstration of applications

The Flexilink data generator is a software application that simplifies the coordination of SCATS sites without centralised control. Link view is an application used to design, analyse, and optimise traffic signal coordination by visualising traffic flow.

Click here to register

MATRIX
Traffic and Transport Data

MATRIX AWARD ANNOUNCEMENT

The Matrix Innovation Award is the Transportation Group's premier award to recognise innovation in the transportation industry. The award celebrates stand-out innovation in transport improvements across any sector – safety, environment, community, construction, technology, data, etc.

The winner of the award will be announced at the Transportation Group conference each year, at which finalists will present their project to attendees.

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If you have any further questions regarding this award or the application process, please feel free to contact the Transportation Group's Awards coordinator Daniel Newcombe at: daniel.newcombe@at.govt.nz

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TDB
TRIPS DATABASE BUREAU

TBD Trips Database—Long Term Planning

We specialise in providing a database of trip generation and parking data

Access to good quality, reliable data is a cornerstone of out work. The TDB exists to provide crucial transportation data at the point of source: land use and activities.

It is time to reflect on our direction. We need **you**, our community, to tell us what you need, and help us develop our long-term plan.

We specialise in providing a database of trip generation and parking data, with a range of purposes and applications, indispensable in facilitating evidence-based planning and decision making.

TDB data is used in development of regional models – supporting the testing of intervention options and policy. It's used in the preparation of Planning reports (such as Integrated Transport Assessments), including as evidence in resolving disputes between developers and affected parties.

Through membership of TDB, our members enjoy access to some of the best data money can buy – including access to the world-leading TRICS database of some 8,000+ multi modal surveys, covering 110 activity categories!

We are now looking at how we move forward – if you work with our data (even infrequently) – please take 3 mins to complete our survey, and help make our strategy truly user driven:

https://forms.gle/6NnMHetgHQsnKStY9

We've been around for twenty years and have grown to be acknowledged (by Austroads and others) as the preeminent source of land use – transportation data.

Our model is to plough license fees directly into the collection of data and furthering research. In combination with TRICS, our energies extend beyond the database, including areas such as codes of ethics, and development of guidelines and standardised practices.

There are new and exciting directions we could consider, such as guidance on using the data towards outcomes-based planning. If you have opinions on how we should move forward, please make them known!

Caron, Tony and Mark

City logistics taster



By Richard Hart
MRCagney
Transportation Group Study Award winner

Our cities are changing. More and more people are calling urban areas home. Higher density living is demanding more quality public spaces. Covid has taught us, streets are places for people.

They are living spaces. Places to mingle. To get fresh air. To enjoy.

So, street space is being redesigned in our cities to provide more for people rather than cars. We are creating more space for trees, for bike lanes, bus lanes, and more seating.

Some streets are having their access heavily restricted or being blocked for vehicles entirely. These changes are fantastic and lead us on the path to creating more liveable cities.



Roadspace reallocation on Queen St, Auckland

But, and it's a big but, we still need to be able to get goods, services, and people to these places. We still need to allow the pub to get kegs delivered. For plumbers to fix leaks in apartments. For taxis to pick up less mobile patrons of theatre shows. This is the field of city logistics.

Street space is being redesigned in our cities to provide more for people rather than cars.

I am a transportation engineer at MRCagney – a New Zealand-owned sustainable transport consultancy. At MRCagney, we are well aware of the need to pull every lever we can to reduce emissions, improve air quality and reduce vehicle trips.

I have been granted the Engineering New Zealand Transportation Group Study Award to study what role city logistics can play in these aims.

City logistics, as I define it for my research, covers the following three areas:

- Goods delivery and pickup – primarily the 'last mile' element for couriers, retail, food supply, and office supplies and more.
- Services – builders, plumbers, electricians, rubbish removals and more.
- People pick-up and drop-off – taxis, rideshare, and general public.

City logistics keeps our cities functioning. However, there is a lot of pressure to adapt in denser urban environments where we want more spaces for people, public transport and cycling along with better air quality and fewer vehicles. Meanwhile the magnitude of city logistics activities is growing creating even more tension for street space.



Waste bins blocking the shared path on Queen St, Auckland



Delivery and service vehicles parked in the pedestrian mall on Vulcan Lane, Auckland outside of permitted hours



Delivery and general parking on the shared space on Elliott Street, Auckland

Here are just a few statistics that show the impact of city logistics and transport in general is having on our cities:

- Globally, roughly 6% to 18% of traffic in cities is caused by logistics vehicles.[1]
- By 2035, 20% more freight will be moved than today in New Zealand, but the system will have to produce 35% less emissions.[2]
- Analysis in HAPINZ 3.0 revealed transport pollution to be a far greater contributor to loss of life and poor health in NZ than previously thought—accounting for more than two-thirds of the social costs of air pollution.[3]

With city logistics vehicles contributing to the traffic, emissions, and air pollution in our cities, it is important that as our street spaces change, so too do city logistics operations.

We also need a transport profession that knows how city logistics can adapt to support businesses and city officials to make future-thinking decision. As part of that, the profession needs to know how to implement innovations in city logistics.

Research for Waka Kotahi[4,5] has shown that other cities are making use of a range of tools, including urban consolidation centres and cargo bikes, to improve city logistics operations while also reducing VKT, improving air quality and creating more space for people.

More detailed information is needed on how to practically implement these international innovations. We need practical guidance to help city authorities and businesses to establish these city logistics innovations.



Transport for New South Wales courier hub in the city centre of Sydney

Melbourne, Sydney and London – among others – have city specific last mile city logistics or freight plans and toolkits which guide work in this space. New Zealand cities could benefit from similar plans and toolkits to support work on transport projects in cities.



Australia Post parcel locker outside Newtown Station, Sydney

As part of my research I am visiting international cities to understand what New Zealand could apply from their innovations in city logistics. By learning from a range of cities with different environmental, social and cultural contexts we can better understand what will be most applicable for cities in New Zealand.

Already, I have visited Sydney, Melbourne and London to understand what changes are happening there to better manage city logistics. One of my key learnings so far has been that the interventions needed for city logistics depends heavily on the intensity of activity. In New Zealand, we have a range of sizes of cities and towns. All have city logistics activities – but the intensity of activity in Auckland is vastly different from the intensity of activity in Nelson or Invercargill.

This does not mean that these smaller places don't need innovation in city logistics – it just means that the appropriate techniques might be different. City logistics innovations needs to respond to the specific context.



Delivery Mates microconsolidation hub in Pimlico, London

I am also acutely aware that what works in Melbourne, or London, or Barcelona, won't automatically work in Auckland, Nelson or Invercargill. But I hope through understanding the foundations of several city logistics innovations I will be able to place the innovations on a sliding scale of city logistics activity intensity.

It is about building a toolkit of interventions that can be used if and when the circumstances become right.

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As part of my research I am visiting international cities to understand what New Zealand could apply from their innovations in city logistics



Fin Mile e-cargo bike operating on Oxford Street, London



Greenmile Networks using an Electric Assisted Vehicle (EAV) in London



PedalMe cargo bike courier hub in Southwark, London

I will be sharing his research findings in a later edition of the Roundabout magazine, and he will be presenting at the New Zealand Transportation Group Conference in Nelson next year.

1 Ros-McDonell, L, MV de-la-Fuente-Aragon, D Ros-McDonell and M Cardos (2018) Analysis of freight distribution flows in an urban functional area.
2 https://www.transport.govt.nz/assets/Uploads/MOT-4419-Freight-Strategy-May-updates_P1_V2.pdf
3 https://blogs.otago.ac.nz/pubhealthexpert/air-pollution-in-aotearoa-nz-five-key-ways-to-reduce-the-massive-health-and-social-costs/#:~:text=This%20annual%20harm%20includes%20the,was%20estimated%20at%20%2415.6%20billion.
4 Thomas, F, A Carran-Fletcher, C Joseph and S Philbin (2020) Travel demand management – strategies and outcomes. NZ Transport Agency research report 661. 188pp.
5 Thorwaldson, L., Thomas, F., & Carran-Fletcher, A. (2021). Evaluating the greenhouse gas emission reduction benefits from land transport mode shift programmes and projects (Waka Kotahi NZ Transport Agency research note 004).

You've heard the saying "All roads lead to Rome". This map visualises the famous roads built by the Roman empire.



Transportation Group Awards

Award	Applications open	Applications close
Matrix Innovation Award	30 Oct 2023	15 Dec 2023
Transport Research Award	2 Oct 2023	27 Oct 2023
Tertiary Study Grant	4 Sept 2023	29 Sept 2023
AITPM Conference Sponsorship	Approx June 2024	Approx July 2024

TRANSPORTATION GROUP NEW ZEALAND

The Transportation Group aims to advance the knowledge base and practice of the transportation profession in New Zealand.

MATRIX Traffic and Transport Data

The **Matrix Innovation Award** is the Transportation Group's premier award to recognise innovation in the transportation industry. The award celebrates stand-out innovation in transport improvements across any sector – safety, environment, community, construction, technology, data, etc.

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Matrix will be developing a reciprocal award for an Australian winner to attend and present at the Transportation Group conference.

This year the award applications will be open from Oct 30 to Dec 15th. The application form is here

If you have any further questions regarding this award or the application process, please feel free to contact the Transportation Group's Awards coordinator Daniel Newcombe at: daniel.newcombe@at.govt.nz

The **Tertiary Study Grant** is for $10,000 for a member of the Transportation Group to undertake tertiary study to advance the knowledge base and practice of transportation in New Zealand. This study will focus on issues that are important and topical in the transportation area, and then the successful member will spread that useful and usable knowledge to peers.

Applications for the award are open 4th Sept to 29th Sept. For detail, click here

Enquiries should be sent electronically to: Awards Co-ordinator – Daniel Newcombe daniel.newcombe@at.govt.nz

Each year the Group provides a **Transport Research Award** (formerly known the Study Award) worth up to $8,000 for a Group member (or members) to undertake study in New Zealand or overseas, to learn about issues that are important and topical in the transportation area, and then to spread that useful and usable knowledge to peers.

If you believe you can help the profession learn more about important transportation issues, apply now for the Award. The essential requirements are that the research area is relevant to the interests of the Group, and that you document and disseminate your newfound knowledge to your Group peers.

Applications for the award are open 2nd Oct to 27th Oct.

See the entry form for details.

Enquiries or applications should be sent electronically to Transportation Group Awards Co-ordinator – Daniel Newcombe daniel.newcombe@at.govt.nz

TRANSPORTATION GROUP NEW ZEALAND

Revitalising public transport, urban and regional



Improving public transport is a passion for professional musician Anthonie Tonnon.

Tonnon is a member of Horizons passenger transport committee, representing Whanganui District Council, and operator of the Durie Hill Elevator.

It was through his music that he made a connection with the opportunities for public transport. "I moved to Whanganui because it was a good place to be based as a performer," Tonnon said.

"A few years ago, I made a music video about the old train stations I'd seen growing up in Dunedin." He did research at the Hocken Library and found out Dunedin had a suburban rail system, much like Wellington's today. It was very impressive, running until 1982.

The thing that got me excited about Whanganui is that our city was built around public transport.

"That was a shock to me, as I'd grown up in an era where public transport was seen as something you would only use if you really had to.

"That got me thinking, so I started the show *Rail Land*, an experience where myself and everybody who bought a ticket, would meet — not at the venue, but at a train station. We would then get on a train together to go to a beautiful hall, have the show, and then send everybody back on the train. For me, it was a celebration of what's possible.

"It was logistically hard sometimes. In Dunedin, we had to charter the train, but for one night, it was thrilling to bring a great public transport service back. In Whanganui, I couldn't charter a train, but we had a show where we ran a bus along the old Gonville-Castlecliff tram route so people could get to the gig.

"As I learned more about public transport, I looked into the history of Whanganui and other cities, and, aside from Wellington and Auckland, many places had better public transport 40 years ago than they do now — and that surprised me.

"I started talking to councillors at Horizons and Whanganui District Council, and in 2020, Whanganui district councillors elected me to be their representative on the passenger transport committee at Horizons.

"The PTC is responsible for guiding our Regional Public Transport Plan (RPTP). We passed a new plan last year and there's been a big change: for the past 30 years, we've run public transport assuming that the only people who will use it are people who don't have cars. But our latest plan sets an ambition to make public transport attractive and viable for everyone.

"The thing that got me excited about Whanganui is that our city was built around public transport. Much of our housing was built along tram lines. This meant that even when the trams went in 1950, the population density that we put on those tram corridors meant it was efficient for us to keep providing good public transport with the Greyhound bus system, from 1950 to 1991. Buses were frequent, and services ran as late as 11pm."

Greyhound was a private company, but it had many local shareholders. In its later years, it had some subsidy from the then Whanganui City Council.

A lot changed in 1991 for public transport in the smaller cities. Legislation changes meant Greyhound couldn't keep operating with a subsidy from the city.

"Like Palmerston North, Whanganui lost its bus system, and our public transport patronage went from 430,000 in 1990, to 50,000 in 1991, on a taxi-bus service that replaced the buses.

"Buses came back in the 2000s, but in a different form. The trams and Greyhound buses were patronage focused — aiming to get as many users as possible. Since buses came back, we've had a coverage system, with a limited number of buses covering as many streets as possible in loops.

This has an admirable goal of serving a wide spread of people — but because buses depart only every two hours, it's not usable for most.

"Palmerston North also moved to a coverage system, but also had some frequent services, and the results have been different. In both cities, people took around 10 trips per person per year by public transport in 1990. Just before covid, Palmerston North was close to 15 trips per person per year, while Whanganui was at less than three trips per person per year."



Te Ngaru The Tide is a trial of a return to patronage-focused public transport service. It has been a joint approach between Horizons and Whanganui District Council, with Tonnon being a member of the governance group.

The goal of the trial was to create a service that more people would use — including people who did have a car. It was influenced by the approach of Queenstown, which in 2017 introduced a network of direct services that ran "crosstown" from one side of the city to the other, at up to 15-minute frequencies. The Queenstown network had public transport use rise 182 per cent in its first two years of use.

The Tide travels crosstown between Aramoho and Castlecliff, following the paths of former tram lines for much of its route through the city, the hospital and Gonville.

It runs every 20 minutes Monday to Friday 7am-7pm, and Saturday 9 am-3pm, as well as hourly night service from 7pm-11pm Friday. "The name for The Tide came from a competition run by Whanganui District Council, in association with a near meaning in te reo Māori, Te Ngaru — or the Wave.

"After six months, The Tide has seen urban bus patronage grow 80 per cent from the same months last year, and it is now the second most used bus service in the Horizons region," said Tonnon, who is especially happy about the numbers for June.

"In June, we had 12208 urban trips, up 101 per cent from 6073 last June — 52 per cent of those trips, 6470, were on The Tide. And since The Tide has been in service, full-fare adults have overtaken Supergold card users, even though both groups have grown.

"I'm very happy with the result, and I'm excited to see it continue to grow in patronage. Just like any bus, or any road — we have busy hours and quiet hours, but it's really exceeded my expectations.

"There is more we can do. Palmerston North introduces a new network next year with 15-minute frequency on half a dozen routes, and they will be spending more than three times the amount per person that we do.

"We have feedback that The Tide doesn't have a long-enough route, and I'm hopeful we'll fix that. But it's been great to really test a patronage approach.

"I like the name because The Tide has been out for public transport in Whanganui for a long time. This is a chance to bring it back in.

"On the Horizons PTC, we are now consulting about regional services. It used to be possible to get to New Plymouth, Palmerston North and Wellington, more times a day, and more directly, using public transport. Today, those options are quite limited.

"We are asking residents 'would you like to be able to get to Palmerston North more than once a day without a car? Would you like to be able to work in Marton, or to spend the day in Wellington and come back — using bus connections to the train at Waikanae station?'

"Our region is a funnel for the North Island — every region to the north has to go through us to get to Wellington. If we work with other regional councils, like Taranaki, Hawke's Bay or Waikato, we could have distance routes that get from places like Napier to Wellington or New Plymouth to Wellington, or even from Whanganui to Hamilton connecting with the Te Huia train to get to Auckland," said Tonnon.

The Connect the Dots Regional Services Review is open now at https://haveyoursay.horizons.govt.nz/connect-dots-regional-services-review-2023.
Source: Whanganui Chronicle

After six months, The Tide has seen urban bus patronage grow 80 per cent from the same months last year, and it is now the second most used bus service in the Horizons region

Protesters develop novel way to build cone-sensus against driverless cars



A group of San Francisco organizers are encouraging people to put traffic cones on the hoods of driverless vehicles as a form of protest against the cars' expansion on city streets.

A video of the group's actions with step-by-step instructions on how to disable a robo-taxi with a cone has gone viral on Twitter and sparked intense debates about the pros and cons of autonomous vehicles and the value of protesting in this way.

Safe Street Rebel, a group of organizers that advocate for pedestrian safety and reducing the number of cars on roads, is behind this stunt. It hopes it will raise the public's awareness of the potential dangers driverless taxis pose before a pivotal vote by the California public utilities commission set to take place mid-year.

The vote would allow Cruise, a company controlled by the automaker General Motors, and Waymo, a Google spinoff, to charge people for rides as a part of the state's driverless autonomous vehicles passenger service deployment program, according to the meeting agenda.

We want healthy cities that don't require these high tech surveillance pods moving around.

Videos of driverless cars with cones on their hoods have garnered thousand of likes on Twitter and led Safe Street Rebel to dub the days leading up to the meeting as "week of cone".

"It's a great time," one of the organizers said of putting cones on the hoods of robo-taxis. "We're not damaging anyone's property, it's very fixable, but it is a funny and effective tactic that has really resonated."

Waymo however does not see the same frivolity the organizer describes. It says the cone scheme reflects a lack of understanding of how autonomous vehicles work and is "vandalism and encourages unsafe and disrespectful behavior on our roadways", a spokesperson said.

It says it will call police on anyone caught interfering with their fleet.

The organizer, who asked to remain anonymous due to potential legal or punitive actions, said that this is just the latest of several actions Safe Streets Rebel has done in pursuit of getting cars off city streets, getting more money into public transportation and keeping pedestrians and bikers safe. Usually it focuses on human drivers, but it argues that driverless cars pose many risks to safety and the environment but are being sold as a strong alternative to vehicles driven by people.

"They still require wide roads, tire wear, they have cameras everywhere," the organizer said of robo-taxis. "It's not just about 'are they safer than a human driver?' We want healthy cities that don't require these high tech surveillance pods moving around."

Safe Streets Rebel is not alone in its skepticism of driverless taxis. In late July, the San Francisco fire chief, Jeanine Nicholson, urged the state to move slowly on allowing fleets of driverless cars to roam city streets 24x7. Driverless cars have been accused of blocking emergency vehicles and buses.

Incidents that have attracted headlines included a Cruise robo-taxi that appeared to idle in the midst of a mass shooting for several minutes in early June. In January a firefighter was reportedly forced to break the window of a Cruise vehicle to stop it after the car nearly drove over hoses that were being used to put out a raging house fire.

In addition, the California department of motor vehicles has logged nearly 70 autonomous vehicle collision reports this year, including a 21 May incident in San Francisco in which a dog was struck and killed by a Waymo vehicle operating in autonomous mode but with an employee in the front seat, according to the DMV report.

In a statement to the Guardian, Cruise says that its cars are currently used to give free rides to people who work late into the night and do not have a reliable means of transportation. It adds that the cone protest has not had a meaningful impact on its fleet's operation but it can block their rideshare and food delivery effort by adding to traffic and congestion.

Source: Guardaan

There's toilet in the bike lane in Toronto



Riding in cities means keeping your head up to look for obstacles in the bike lanes. The most common problems for cyclists are parked cars.

Thankfully, in many cities there are parking officers who try to send a message to motorists or delivery drivers with tickets. But still, people like to block the bike lanes–even if it's "just for two minutes." However, tickets don't always seem to deter people, as it continues to be a problem.



When cycling infrastructure is blocked, it creates a very perilous situation for riders. In a city where there are cars galore, it can be incredibly risky to force someone out of the dedicated bike lane into traffic.

It's not just cars that cyclists have to look out for. There are times when construction in cities, whether it's roadwork or condos being built, means there can be hard-to-see obstacles left in the way of riders. That can be a disaster for a cyclist trying to navigate their way to work or home.



David Shellnutt, a.k.a The Biking Lawyer posted a photo on Twitter of a porta potty smack dab in the middle of a bike lane. He also posted that this is hardly a rare occurrence. In fact, just as seen in the (web) pages of *Canadian Cycling Magazine,* it happens a lot.



"Sadly, this happens more often than not. At least three times last year we reported on it," he tweeted.

It's unclear the reason why people at construction companies leave portable toilets in the bike path.

The thinking could be that they don't want to impede pedestrians on the sidewalk. But…then it just impedes cyclists.
Source: Canadian Cycling Magazine

Sadly, this happens more often than not. At least three times last year we reported on it

Worst city in New Zealand for traffic (and it's not Auckland)



Forget the weather and the economy, traffic is the talk of the town in Tauranga.

"Bloody hell, what is it with all the traffic in Tauranga?" asked one resident this month after it seemed like the whole city was brought to a standstill by a minor early morning crash in Mt Maunganui.

Commuters are frustrated by increasing traffic jams, seen as "worse than Auckland", with 77 percent of city dwellers citing congestion as a big problem, compared to just 40 percent in Auckland, 25 percent in Wellington, and 19 percent in Christchurch.

Roadworks on one state highway have forced people to move house, miss flights and hospital appointments, and even consider commuting to work on jetskis and golf carts.

Business owner Glenn Wilson missed his son's specialist hospital appointment that he'd waited six months for because it took two hours to drive a 12km route that should take ten minutes.

I bought an electric car to help balance out the travel cost and while it's a beautiful community, the traffic is just too much for my kids.

Another day he missed a 6.30am flight, despite leaving his Ōmokoroa home at 4.45am. His worker Jony leaves his mum's house at 6.20am to travel just 7.5km to the office. It takes him more than an hour to get to work.

"It's worse than Auckland," he said, "Ludicrous. If you want to get somewhere on time you have to leave the night before. It's having a massive impact on people's businesses, lives and health. Everyone is fed up," Wilson said.

Tauranga teacher Ebony Kahukura is so over a two-hour drive to school on traffic-clogged State Highway 2 that she's put her house up to rent.

"This will be at a loss to me as the rent will not cover mortgage payments and rentals in town are dearer than here and the houses of poorer quality. To be honest it's shit. I made huge sacrifice to get myself and my kids out here, bought an electric car to help balance out the travel cost and while it's a beautiful community, the traffic is just too much for my kids."

She's had to leave home with her two young children at 6am, getting them changed in the car and feeding them breakfast at school.

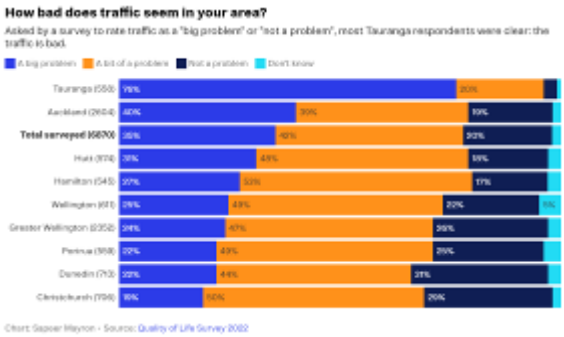
"By the time they start their school day they're hungry and after school very tired ... very long days for five and seven-year-olds, plus afternoon traffic on the way home ... no end in sight with new roads planned for 2028 and that's years of roadworks."

Nick Turner considered hopping on his jetski after it took him one and a half hours to get to work in the Mount.

"It's impractical for me where I work. If I worked at the port I'd give it some thought and would only take 10 minutes to shoot across."

A Government worker who *Stuff* agreed not to name has been forced to work from home to avoid a two-hour commute.

"It's terrible. Some days I feel like crying."
A recent survey comparing Tauranga to seven other cities in Aotearoa revealed 77 percent of residents considered traffic congestion "a big problem", and 97 percent think it's a problem. Tauranga residents were the least frequent users of public transport in New Zealand in the survey, and viewed it least favourably.



By 2050 the western Bay of Plenty is projected to be home to 258,000 people, which creates one million transport movements per day, according to transport agency Waka Kotahi.

Jess Andrew, regional manager at Waka Kotahi, said there were already "pinch points" in Tauranga, but more roads were not the answer.

"We need solutions to cater for growth in the western Bay of Plenty because we don't have the money or space to build more roads. The western Bay of Plenty is expanding faster than anywhere in Aotearoa New Zealand, and the topography of the region contributes to the pressure the growing population puts on roading infrastructure."

Highways such as SH2 from Ōmokoroa to Tauranga were once rural roads, but now carry freight and commuters, with an increase of more than 6000 vehicles per day added to this corridor in the last 10 years.

The main road in from the west, SH29 has seen a 64 percent increase in vehicles per day over the last ten years.

Leaving the car at home is an option, said Andrew.

"By providing better infrastructure for walking, cycling and public transport, we can help encourage other ways of travelling that are safe and convenient."

Tauranga City Council's director of transport, Brendan Bisley said Tauranga is one of the most car-dependent cities in New Zealand.

"For a lot of people - including tradespeople and businesses - using a private vehicle is a necessity, so we're targeting the 10 to 15 percent of the population who have a choice to walk, cycle, scooter, skateboard or catch a bus. If we can get those people on to a different mode of transport, the other 85-90 per cent will have significantly less congestion and people can move around a lot better."

Congestion is likely to remain as the population continues to grow, he said.

"There has been under-investment in our roading infrastructure over the past 15-20 years, and in that time the population has doubled ... now there are too many vehicles trying to drive across and around the city in the peak periods."

Tauranga's geography made it difficult to accommodate its traffic.

"Tauranga has limited arterial roads due to the city being built on narrow peninsulas, so building more capacity is difficult and expensive."

Investments, however, are on the cards with $1.4 billion to be invested in the Bay of Plenty in the 2021-24 National Land Transport Programme. Council has planned investment in roading infrastructure of $2 billion over the next 10 years.

Infrastructure in Tauranga and the Western Bay hasn't kept up with growth, said Nigel Tutt who is chief executive of economic development organisation, Priority One.

"The population has grown 72% since the start of the century with only two major roading projects completed. Alongside congestion, it also has a significant effect on our ability to develop land – which leads to high house and rent prices. Our connection to the rest of Aotearoa for freight is



critical too – we need to protect access to the Port of Tauranga, and to other cities in the Golden Triangle."

Longer term planning and alternative funding models were needed, he said.

Tauranga has a poor record of executing roading projects, with too many agencies involved, said chief executive of Tauranga Chamber of Commerce, Matt Cowley.

"NZTA's funding only looks three years out. It provides local councils and businesses with low certainty on which state highways will receive investment. Businesses look to establish themselves in a particular area, then the next government changes policies and cancels or delays major projects. The Tauranga Northern Link is a prime example."

Traffic issues are harming the city, he said.

"Tauranga's traffic queues on our main state highways to enter the city are becoming well known for the wrong reasons. Businesses are concerned about the impact that traffic is having on employees. Buses are not a viable solution for our distributed workforce, particularly given that our economy has a lot of hands-on workers that cannot work from home.

Businesses are also experiencing increasing costs from suppliers who are charging more for the time stuck in traffic. Customers are also making purchasing decisions based on who is easier to get to."

Empty cycle lanes were frustrating, he said.

"Tolling road users to fund bus and cycle lanes that have less than 5% of Tauranga's total trips has little support from businesses."

This was echoed at a recent meeting about Tauranga's traffic woes held by MP Sam Uffindell and opposition transport minister Simeon Brown. The audience firmly said they did not want cycle lanes and did not want to cycle.

Tauranga's congestion was dramatically reducing people's quality of life, Uffindell said.

"It's a red cone nightmare."
Source: Stuff

Tauranga has limited arterial roads due to the city being built on narrow peninsulas, so building more capacity is difficult and expensive

TG collaboration with CIHT: strengthening partnerships

CIHT and the New Zealand Transportation Group to pool knowledge on transport planning issues.

CIHT and the New Zealand Transportation Group, part of Engineering New Zealand, have signed a Memorandum of Understanding.

The Memorandum will facilitate knowledge exchange and collaboration between the two organisations on global transport planning and inter disciplinary issues and help to raise transport planning standards internationally, for example, through the Chartered Transport Planning Professional (CTPP) qualification.

This is a great step for knowledge sharing, and better serving our societies as a whole

John Lieswyn, chair of the Transport Group (TG) and Fellow of CIHT noted

"*This is a great step for knowledge sharing, and better serving our societies as a whole. New Zealand is rolling out some world class research and initiatives in recent years, especially in furthering knowledge into the impacts of healthy travel choices and better designing for micro mobility. It's going to be great seeing that out there in the world, and also benefiting from all the good that comes with global partnerships."*

Engineering New Zealand Chief Executive Dr Richard Templer said*, "*

Sharing knowledge and collaborating on global issues helps the profession to grow. I'm thrilled the Transportation Group has shown leadership in this area and found new opportunities to expand knowledge and networks."

Karen McShane, CIHT President, said *'*

The key to tackling the global challenges facing our sector is to work together and learn from each other. I am delighted that CIHT and the New Zealand Transportation Group have taken the positive step of establishing a Memorandum of Understanding and look forward to collaborating with colleagues in New Zealand on areas of common interest such as decarbonisation, mitigating the impact of climate change and improving air quality."

CIHT CEO, Sue Percy added *"It's great to be working with an organisation that shares our commitment to professional standards and recognises the value of establishing the CTPP qualification as a benchmark for professional practice."*

CIHT and TG are both inter-disciplinary communities and have a mutual respect for good practice. As knowledge communities, CIHT and TG members appreciate first-hand the challenges of meeting the new and complex demands placed on our transport systems.

Professional practice is continually evolving – whether it be planning or engineering decarbonising solutions or addressing accessibility and social equity. CIHT and TG are committed to researching and exploring better ways of providing safer, healthier and more resilient transport systems.

The MoU will enable both organisations to share knowledge, experiences and opportunities for professional growth and development to tackle what are collective challenges facing our global society.

Moving forward, we will provide updates as to how our partnership grows. If you are a transport planner interested in learning more about becoming a Chartered Transport Planning Professional – please email education@ciht.org.uk



Richard Templer, CEO Engineering NZ



Sue Percy, CEO, CIHT

Have your say on our Group's Transport Principles

The Transportation Group is developing a **position statement** on transport. Members are invited to **provide comment** on the draft principles below.

Give your feedback here – this short survey will be open until 5pm **Saturday 30 September** 2023.

For other questions about the draft position statement, please email lead author and Central branch chair Peter Cockrem.

What
The draft position statement contains a set of principles helping professionals, decision-makers and the public to recognise good practice. This supports our objectives:

- advance transport knowledge
- develop good practice
- improve outcomes
- and support members

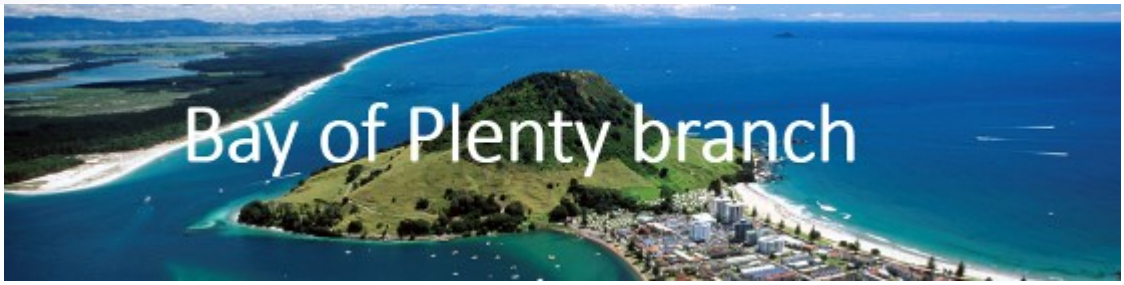
Why
Members have asked us for support in applying professional standards to transportation, such as the Engineering NZ Code of Ethical Conduct. Professional recognition pathways to take this further are described on our Qualifications page. We hope that developing this clarity at an institutional level will help individual members to explain best practice, and that it will empower the community and decision-makers to engage in transport challenges constructively.

Draft Position Statement on Transport Principles
1. The Treaty of Waitangi is a founding document for New Zealand, embedded in legislation, so **Treaty principles should be applied in transport**. These include partnership between the Crown and Māori, active protection, rangatiratanga over taonga, and a duty to consult.
2. **Transport access is for all. We should consider the transport experiences of everyone, including those who often face unfairness**, like disabled people, children, women, LGBTQ individuals, and minorities. We need to measure this unfairness and work to fix it.
3. **Transport is meant to help us reach places we need or want to go; just moving around isn't valuable by itself** (unless it's providing exercise and health benefits). We should measure and aim for access rather than mobility.
4. **People who work in transport need to give advice that's fair, honest, and covers everything necessary.** They should care for people's health, safety, and the environment, as per ENZ's code of ethical conduct.
5. **A good transport system gives importance to types of transport that use less space, resources and energy.** Walking, cycling, scooting and public transport should be prioritised to create an efficient and effective system.
6. **Public spaces are not only for transport**. They can be used for many other valuable things, so we should decide their use based on both their role in transport and other functions they could serve.
7. **Induced demand must be considered – transport system decisions shape how much people want to use different transport modes or live in different places**. This is important for transport planning, especially in the long run, and should be a key part of all decisions.
8. **Land use rules that permit density and mixed uses can substantially reduce the need to travel** and so are essential to enable an efficient transport system.
9. **Before we think about adding more capacity to our transport system, we should look at other options.** The intervention hierarchy starts with reducing the need to travel through changing how land is used, promoting more efficient types of transport, and managing demand through pricing. Increasing capacity should be our last choice and only in rare cases.
10. **When managing risks in transport, we should start with the most effective options.** The risk management hierarchy applies to transport too: start with getting rid of risks, swap risky things for safer ones, use engineering to make things safer, set rules to control risk, and only as a last resort use personal safety gear.
11. **Transport professionals need to be climate action leaders:** in line with ENZ's climate position we have a vital role and responsibility in mitigating, transitioning and adapting to climate change.
12. **Resilience in transport requires systems thinking, diversification, and learning.** We should make systems that anticipate the need for change, can adapt to unexpected circumstances, and iterate with feedback and evidence.

Next steps
This is a draft for discussion and we invite members to provide input before 5pm **Saturday 30 September** to shape the position statement.
After a set of principles has been adopted, the Transportation Group will invite members to help develop brief policy positions demonstrating how the principles apply in practice. These will cover different transport modes, spatial contexts, and decision-making domains. For example: public transport, freight, neighbourhood centre, rural, maintenance, and fees.

*Give your feedback here – this short survey will be open until **5pm Saturday 30 September 2023.***

TRANSPORTATION GROUP NEW ZEALAND



We held our annual mid-winter BOP quiz recently, a networking event between the Transportation Group, NZ Planning Institute and the Resource Management Law Association.

The 100 quizzers places filled up fast and the University room was buzzing with planners, engineers and a few lawyers in the mix.

In other news: The BOP and Waikato branches have recently separated (a mutually agreed amicable separation!) to better provide for the growing number of members in these areas, and to allow the branches to focus on local initiatives.

The BOP branch will be organising Spring social networking drinks in the next couple of months,

The 100 quizzers places filled up fast and the University room was buzzing with planners, engineers and a few lawyers in the mix.



As usual the trophy was strongly contested between teams of consultants and Council staff, with some very tricky quiz questions to challenge us all.

The final score came down to just a single point, and "Here for the food" (Lysaghts and friends) took the trophy home again for the second year running!

Thank you to all the organisers and to Will Johnston for MCing another fun evening. Look after that trophy Lysaghts!

to encourage a refresh of membership and some new blood onto the local committee. More information to follow shortly.

If you are interested in moving to a growing region to continue your career, check out the ads on the following page……



Tauranga City

Vacancy: Transport Programme Manager

About the role

Transportation have committed to delivering approximately $1.9 billion in renewals and new infrastructure over the next 10 years. We need a Transportation programme manager to help us achieve these key outcomes for Tauranga - improving the quality of our roads, connections, enabling multi modal transport, and supporting a revitalisation of our city centre. This is the opportunity to shape and be part of the future of our city!

As a Transport Programme Manager you will have oversight for ensuring the successful delivery of high quality transport projects within timeframe and budget parameters. The role requires a dynamic leader who is able to confidently lead a programme of complex projects as well as positively manage and support a collaborative team of high performing professionals.

What you'll need to succeed

To succeed in this role, you'll bring;

- Bachelor of Civil Engineering.
- 10 + years programme management experience, preferably in infrastructure/transport works with project values up to $150mil.
- Proven experience in risk and project management.
- Experience in Team Leadership.

How to apply

If you want to be part of an energetic, fun, and supportive team, then we'd love to hear from you. For more information, please contact Ruth Cable at ruth.cable@tauranga.govt.nz

Please note we will not be accepting applications via email. If you wish to apply, please click 'Apply'

Vacancy: Senior Transport Engineer

About the role

As a Senior Transport Engineer, you'll be working with project teams providing technical guidance, reviewing deliverables from consultants, and providing policy to the team.

You will be our "go-to" SME and interact regularly with other groups within TCC.

This is an opportunity to be part of reshaping and re-building the future city of Tauranga and is an exciting time to come on board and make a true difference for the community!

What you'll need to succeed

Your experience as a Senior Transport Engineer means you will have many proven years working in the engineering fields of civil, construction, design, modelling and traffic engineering.

Someone who has an over-arching and proven breadth of experience will excel in this challenging role.

You will require a Bachelor of Engineering and be keen to provide your excellent mentoring skills to our upcoming graduate programme.

How to apply

If you want to be part of an energetic, fun, and supportive team, then we'd love to hear from you. For more information, please contact people team at people@tauranga.govt.nz

Please note we will not be accepting applications via email. If you wish to apply, please click 'Apply'

Europe hits roadblocks in the race to switch to electric cars



European countries are struggling to persuade people to switch from combustion engine cars to electric ones, experts warn.

Europe sells 10 times more electric cars today than it did just six years ago, according to the International Energy Agency, but its fleet is cleaning up too slowly to meet its climate goals.

The EU's move to cleaner cars is part of its promise to cut planet-heating pollution 65% from 1990 levels by the end of the decade, and hit net zero by 2045.

Governments across the continent are struggling with the price-tag of electric vehicles, which can cost several thousand euros more upfront than comparable ones that burn fossil fuels.

"What we have learned is that it's not enough just to incentivise electric vehicle purchase and ownership," said Julia Poliscanova, an analyst at campaign group Transport and Environment. "You also have to disincentivise the purchase of conventional cars at the same time."

The EU's move to cleaner cars is part of its promise to cut planet-heating pollution 65% from 1990 levels by the end of the decade, and hit net zero by 2045. But even as it has slashed emissions in its power sector, putting up wind turbines and shutting down coal plants, emissions from road transport have risen steadily in the background.

Transport was the "problem child" of climate protection, said Christian Hochfeld, head of Agora Verkehrswende, a clean transport thinktank in Germany. Because most alternatives to cars took time and money to build, the full switch to electric vehicles was "the most critical issue" for reducing emissions in the next decade, he said.

The EU plans to bring car emissions down by 55% from 2021 levels by the end of the decade, and to zero by 2035. But customers are put off by the high upfront price of electric cars, even if they pay off in the future through lower running costs.

To help counter this, countries across Europe offer customers financial incentives to buy cleaner cars. According to the European Automobile Manufacturers' Association (ACEA), 21 of the 27 EU member states offer tax breaks when buying a low-carbon car, while 20 offer money to help with the purchase.

Romania offers as much as €11,500 to people buying an electric vehicle. Belgium has incentives for company cars, which form the bulk of its new car sales and serve as a pipeline to the secondhand market that more people can afford. Italy and Spain contribute to the cost of infrastructure to charge electric vehicles.

France offers a €5,000 purchase bonus and exempts electric vehicles from penalties based on weight.
"It's not perfect, but what the French are doing is really going in the right direction," said Poliscanova.

In a bid to persuade poorer households to use electric cars, France has announced plans for a social leasing scheme that would let "those who need it most" rent an electric car for €100 a month.

The government is particularly wary of green policies that raise costs for poorer households after an attempt to raise fuel taxes in 2018 sparked widespread riots and gave rise to the "yellow vest" protest movement.

French president Emmanuel Macron, who trumpeted the scheme before elections last year, is yet to set out a concrete plan of how it will work. But the political signal had already encouraged some French carmakers to move towards small and cheap electric cars, instead of heavy and expensive ones, said Poliscanova.

In Germany, meanwhile, the government has cut subsidies for electric vehicles as the number of people buying them has soared.

"It's not sustainable to put out subsidies as high as we did in the past," said Hochfeld, "and it's also not socially fair because everyone in Germany – every taxpayer – pays for this transition, even if they don't have a car."

Germany is Europe's biggest polluter and car market. While it taxes car ownership and provides an exemption for electric vehicles, it does not tax car acquisition, the point at which consumers decide whether to buy the vehicle.
It would be fairer to tax vehicles at the point of purchase and subsidise electric vehicles through that, said Hochfeld.

"Why should a nurse pay for the electric vehicle of a dentist … who's able to buy a big SUV with subsidies? That's not fair. But if the lawyer buying a combustion engine car would pay for the dentist who buys an electric vehicle? I would say that's OK."

Marc Lüers, managing director of online marketplace Carwow, said that the German car market had "flipped" since the war in Ukraine, with demand for electric cars in particular suffering from rising inflation and falling subsidies.

Apart from the price of the vehicle, he added, "the two largest concerns of electric vehicle-buyers in Germany are charging infrastructure and the price of electricity".

Just seven EU countries offer incentives for charging infrastructure, according to the ACEA. To boost uptake of electric cars, the quantity of different policies mattered as well as the quality, said Gracia Brückmann, an energy researcher at the University of Berne.

In Norway, for instance, where 9 in 10 new cars sold are electric or hybrids, the government provided a range of incentives for electric vehicles as early as the 1990s, which it later phased out.

As well as tax breaks, the government offered free parking, access to ferries and the right to drive in bus lanes.

This helped governments find the right fit for each person, said Brückmann. "The more policies you have in place, the lower your car fleet's total emissions gets over time."
Source: Guardian

In Norway, for instance, where 9 in 10 new cars sold are electric or hybrids, the government provided a range of incentives for electric vehicles as early as the 1990s, which it later phased out.

Watch: Driving Change: Public Transport Futures (Christchurch Conversations)

Te Pūtahi Centre for Architecture and City Making in Ōtautahi Christchurch ran **Driving Change: Public Transport Futures (Christchurch Conversations)** on 4th September to a packed crowd of Christchurch residents at Tūranga (the Central Library), including numerous TG members.

The presentations were all superb, with one particularly stand out presentation.

George Weeks' (right) presentation, named 'The art of the possible' was entertaining and well worth a watch/listen as it is pertinent to towns and cities all over Aotearoa.

https://www.youtube.com/live/u5GqCK_LsFw?si=lStGKpG1CWxulFfo&t=961

The speakers were:

- George Weeks, Urban Designer, on the art of the possible and what we could be aiming for in our public transport network
- Natalie O'Connell, Youth Transport Advocate, on the importance of a proper public transport system for young people
- Rosee Hodgson (University of Otago), on why equity is an important part of planning for public transport
- Jesse Burgess (Environment Canterbury) on the current plans for our transport network
- Claudia Jardine, poet, who shared some transport-inspired words.



Kerbside ferns and vertical gardens: transforming Melbourne's 'grotty' laneways into urban oases



A jasmine plant climbs up a red brick facade towards the sunlight in Melbourne's Guildford Lane.

Planted by the laneway's residents when it was less than half a metre tall, it now stretches three storeys above the narrow kerb not far from the centre of the CBD.

"It's just glorious when the sunlight hits it and it starts swaying in the breeze … it's sculptural," says Katherine McPherson, a longtime resident of Guildford Lane.

This once "raw", "grotty" laneway has become a poster child for the city council's green permit scheme, which is set to be expanded to other parts of the CBD.

The programme builds on the council's urban forest strategy, which is designed to keep the city cool, helping it adapt to climate change.

The council estimates there are about 70 hectares (173 acres) of laneways across the City of Melbourne. In the CBD, laneways take up 13 hectares and their wall surfaces another 150 hectares or so, allowing for vertical gardens.

The greening of these once dirty laneways began as a pilot program in 2016 in four locations – Coromandel Place, Guildford Lane, Katherine Place and Meyers Place. The $2.2m trial has transformed minor thoroughfares into thriving green spaces.

Lindsay Bull, the owner of Brick Lane cafe on Guilford Lane, says the trial has turned the laneway into a popular tourist destination.

"We get lots of people just cruising down the laneway; you see them taking pictures for Instagram. That's what they love," he says. "It used to be a grotty old laneway you wouldn't even think of coming down."

Along with the increased foot traffic, McPherson says the transformation has created a feeling of community where on balmy summer evenings neighbours hose down their plants.

"It just felt good to do it together as well as talk about the plants and just even have a beer," she says.

"We can see the butterflies, we can see the dragonflies, we can see the bees."

Melbourne's lord mayor, Sally Capp, says the council has been mulling over how to "beautify" the city's nearly 1,700 laneways.

"These laneways have become green oases that have lots of other features like health and wellbeing and managing city temperatures better," she says.

Melbourne's laneways are synonymous with graffiti but Capp says Guildford Lane – where a street artwork depicts hens pecking at the laneway plants – shows the two can complement each other.

"It's not until you're up close to the nature that you might notice the street art, or the street art



Along with the increased foot traffic, McPherson says the transformation has created a feeling of community where on balmy summer evenings neighbours hose down their plants.

draws you there but you're focused on the nature," she says.

The programme builds on the council's urban forest strategy, which is designed to keep the city cool, helping it adapt to climate change.

"The whole point as we head into the hotter months is to guide people throughout the city under shade or where there is greenery and respite," Capp says.

Nicholas Williams, a professor in urban ecology and horticulture at the University of Melbourne, says the project's cooling effect is vital.

"It's important for the life of the city. If we want people to be actively using our spaces during the hotter months of the year, you're going to need to be actively cooling them," he says.

Thami Croeser, a PhD researcher at RMIT's Centre for Urban Research, says expanding the program into other inner-city councils would be easier because they are quieter spaces.

But he says it is important to acknowledge that leaning on the community to deliver "impressive results" will not work everywhere.

"The council's evaluation states that 'low-cost, community-led greening can be just as effective as more costly approaches'. This is true in rare instances, but it really has its limits," he says.

In 2015, McPherson placed a small collection of plants on the kerbside at Guildford Lane, which she described as "raw". That formed the beginning of a pop-up neighbourhood garden.

She says the council's program was the "spark" that helped provide structure for the greening project.

McPherson hopes to maintain the momentum at the lane, especially because vacant buildings are set to be turned into office space, reducing the number of residents who can chip in.

But she's determined to keep the welcoming atmosphere.

"You can just see and feel how people relaxed in the lane," she says.
Source: Guardian



Officials investigated cutting Ōtaki Expressway in half or shortening road as costs ballooned to $1.6b



Officials looked at significantly trimming back the $1.5 billion Ōtaki-to-North of Levin (O2NL) Expressway as costs continued to escalate last year.

Options considered including shortening the expressway so that it ended south of Levin, rather than north, trimming the length of the road.

They also looked at only building half of the road, the southbound section, rather than both south and northbound, saying it was "not viable" to deliver the full road within the $1.5b budget - despite the fact this budget was already double the money the Government had set aside in 2020.

Briefings show four methods of cutting costs were considered: building only the southbound section, only building two of the four lanes, and two options that were a mix of the first two.

A briefing released under the Official Information Act said Waka Kotahi New Zealand Transport Agency officials did not think trimming the scope of the road and building it in stages was a good idea either.

They said either the full four-lane version of the road should be funded, or if that were not possible, then the whole project should be put on ice until funding was found.

"Waka Kotahi consider that it is not viable to deliver the preferred option within $1.5b. We consider that it is possible to deliver the south-only staged option within the existing $1.5b cost envelope, and that this option represents value for money.

"We acknowledge that there would be significant reduction in scope (and outcomes) compared to the current preferred option. Waka Kotahi does not recommend a staged approach, and rather that either the preferred option is funded or, if this is not possible, then pre-implementation is progressed, and the funding decision is deferred," officials said.

Transport Minister David Parker told the *Herald* the Government remained committed to the "full scope" of the road as announced. "The Government is providing funding as needed to progress the project," he said.

The four-lane road spans a particularly deadly stretch of State Highway 1, linking up with a string of expressways that eventually end at Transmission Gully. However, it has seen intense cost escalation since being greenlit.

In 2020, the Government costed the road at $850 million and greenlit its construction as part of the NZ Upgrade infrastructure programme.

A little over a year later, the cost of the transport package had escalated from $6.8b to $8.7b, requiring the Government to tip in even more money - the O2NL road alone had doubled in cost from $850m to $1.5m.

A cost summary from August 2, 2022 showed that just over a year after the road had its budget increased by $650m, officials were forecasting yet another cost increase, this time to $1.673b - an increase of $173m.

The Government tipped an additional $252m into the New Zealand Upgrade transport programme in the 2023 Budget.

Other briefings show four methods of cutting costs were considered: building only the southbound section, only building two of the four lanes, and two options that were a mix of the first two.



It appears the Ministry of Transport, Waka Kotahi and the Beehive were divided on what to progress with, with transport officials looking at rescoping the road and Waka Kotahi and the Beehive keen to build the whole thing.

"We recommend that you approve a staged alternative, progressing with a four-lane offline expressway from Ōtaki to South of Levin," transport officials said.

"This alternative provides substantive benefits relative to the do-nothing scenario, presents an indicative benefit-cost ratio greater than 1.0, and we expect can be delivered within the existing funding envelope based on the indicative P50 cost of $1.1b – $1.35b."

National's transport spokesman Simeon Brown said the costs would not have escalated so dramatically had Labour simply progressed with the road when it took office, rather than effectively cancelling it in 2018, only to un-cancel it two years later as a result of public outcry.

"This is the cost of delay. This is a project the Government cancelled and failed to progress until recently. It demonstrates why it is so important to maintain a pipeline of transport projects to deliver for New Zealanders," Brown said. He said the road should be built.

Green Party transport spokeswoman Julie Anne Genter, a long-time critic of the road, said she wanted to ensure "the majority of our new transport investment goes into making it easier for people to get around in low-emissions ways".

One of the reasons the expressway was greenlit is because the current road is one of the most deadly stretches of state highway in the country. Genter said safety improvements could be made to the existing road at much a lower cost than the current proposal.

"We do acknowledge that the safety of the road needs to be addressed and have argued for improving the safety of the existing road, or something more appropriate like a two-lane road with passing opportunities and median barriers and a simple bypass of Levin," she said.

Multiple briefings warned the whole NZ Upgrade programme was under cost pressure. When the projects were "baselined" in 2021, officials reckoned there would be cost escalation of 2-3 per cent per annum. This was woefully incorrect, with significant cost escalation occurring since that time.

"The outlook for cost escalation has changed significantly since mid-2021, and consequently, there are ongoing cost pressures on the reprioritised programme," officials warned.

"Global resource and supply chain constraints have further exacerbated these pressures both in magnitude and duration," they said.

"Escalation costs based on the latest expected forecast would be $600m to $1,000m higher than at baselining," officials warned.

Officials from Waka Kotahi, including chief executive Nicole Rosie, told a select committee they were rescoping the road last year. Then-Transport Minister Michael Wood said at the time no major changes were on the table.
Source: NZ Herald

Officials reckoned there would be cost escalation of 2-3 per cent per annum. This was woefully incorrect, with significant cost escalation occurring since that time



Waka Kotahi initiative: Yes, children, you can play in the street



For everyone who has despaired of children ever again being allowed to climb trees, race a go-kart down the street and roam the neighbourhood playing games, there's good news.

Under a new Waka Kotahi community initiative called Reshaping Streets, which came into effect on August 21, 2023, these things are once again possible. And Auckland Council is one council that has already taken the policy on board as it aims to get both kids and parents out of their homes and into the street.

There has been a continuous decline in children's freedom to do things on their own, including to play independently of direct adult control

The council has appointed a play advocacy adviser, Jacquelyn Collins, whose sole focus is "play" and finding ways to make the whole city a playful place for children. "We want to factor this in to new developments – to add play lens to these, so children feel empowered to play in public places," she says.

And if you're wondering why we need this, there has been a wealth of research on the long-term benefits of "free-range" play for children – that's play that is not controlled by adults. These are the times when children are left to their own devices to play with friends, inventing their own games and rules, under more distant, non-interfering supervision.

Boston paediatrician Dr Peter Gray, recently interviewed by Jesse Mulligan on RNZ, says children are less free now than they have ever been. And he believes this lack of unsupervised play is the root cause of the rise in mental disorders.

He says there has been a "more or less continuous increase in mental disorders among children over the last five or six decades".

"Over this same period of time, it's very well-documented, there has been a continuous decline in children's freedom to do things on their own, including to play independently of direct adult control, but also the ability to move around in the neighbourhood and in the city on their own and with friends, the ability to have part-time jobs, the ability to do all kinds of things that children in the past have done."

And he says there are further correlations showing children whose parents are most restrictive of them are those most likely to suffer from anxiety and depression.

Waka Kotahi's Reshaping Streets programme aims to help address this by creating Community Streets, also known as Play Streets – part of a wider approach to improving our cities.

What are Play Streets?

Play Streets allow communities to open quiet local streets for a few hours at a time for children to play and neighbours to spend time together. Community organisers (it requires a minimum of three per street) can apply to councils to temporarily restrict traffic to make these events possible and safe.

Collins says traditionally closing off a street has been a major undertaking requiring an event per-

mit and traffic management. Reshaping Streets makes it a lot simpler to close a residential street for two to three hours to allow the community to come together.

A pilot street closing in South Auckland (partnering with The Cause Collective) and West Auckland (with Healthy Families Waitākere) in 2021, was deemed "wildly successful".

"We had such amazing outcomes," Collins says. "People were telling us they had lived on the street for three years and didn't know their neighbours before this. Creating these opportunities allows parents get to know each other and there are increased opportunities for children to play, both on the day and on an ongoing basis."

A post-Play Street survey showed that the organisers have seen a visible increase in the level of children's activity and play within their street since the event. Within weeks of the play streets, 28% of "street champions" said that their children were playing "heaps more" outside and a further 41% said some more.

From the comments made, it was apparent that the connections ranged from increased social interaction and talking to people, to greater community connection and sharing food and also community cohesion through supporting and helping families through challenging times.

Approximately 80% of the Play Streets participants were more likely to recognise their neighbours and know their names, and over half of those surveyed would be more willing to share a meal or garden produce with their neighbours.

"A single intervention like this can provide the catalyst for change, if we give them the mechanism to do it," Collins says.

"We saw that play really varies. One street in South Auckland had a volleyball court; another one did an Indian festival. And in the first one in Avondale, my kids took part in a massive chalk drawing. But there was a lot of loose play and street football, girls on roller skates. Giving kids that space to play provides opportunities.

"This really is for the kids. We can make things better for children today, and that's an attitude change we need, not just in local government, but in the community at large. Children can be playful in public spaces. We can make really good improvements, and we are having these conversations with communities."

Collins says there are over 950 dedicated council playgrounds in Auckland, but typically, children outgrow these at quite a young age. "This shouldn't mean the end of play. They just require a different environment, and natural play opportunities. Children have the right to play and enjoy themselves."

Waka Kotahi has produced guidelines designed to support councils to adopt processes that ensure Play Streets can be hosted by communities safely, easily, and cost-effectively. The guidelines provide a framework for enabling Play Streets – each council will need to develop processes for managing Play Streets that best suit local needs and internal requirements.
Source: Stuff

A post-Play Street survey showed that the organisers have seen a visible increase in the level of children's activity and play within their street since the event



Living Streets Aotearoa

2023 Walking Summit: Selected videos and presentations now available

We've now posted a number of Walking Summit presentations, including video presentations, on our website, with more still to come.

They're well worth a look - to whet your appetite, first take a look at the highlights video: https://www.youtube.com/watch?v=bCTEXKnLoD8

Keynote address, Monday 23 July
John Minto, Community connections through walking (video presentation, 28:51)

Selected individual presentations

Monday 23 July
Alan Meharry and Nick Potter, The National Walking Plan (PDF presentation, 2.1MB)
Alan Meharry is Principal Advisor, Urban Mobility Team, Waka Kotahi NZ Transport Agency
Nick Potter is Principal Advisor, Placemaking and Urban Development Team, Te Manatū Waka Ministry of Transport

Hon Dr Duncan Webb, A Government Minister and Christchurch MP perspective (video presentation, 9:23)
Hon Dr Duncan Webb is Minister of Commerce and Consumer Affairs and Minister for State Owned Enterprises, and MP Christchurch Central since 2017

Sarah Thorne, Navigating Boundaries: Creating an Inclusive and Safe Public Transportation Network in Christchurch (video presentation, 11:19)
Sarah Thorne is Principal Advisor Public Transport Infrastructure, Christchurch City Council

Tuesday 24 July
Cr Sara Templeton, Walking the Talk - Rebuilding a City with People at its Heart (PDF presentation, 18.3MB)
Cr Sara Templeton holds the Climate Change Portfolio on Christchurch City Council

Nicki Williams, Walking While Female (video presentation, 19:01)
Nicki Williams is in the Otago Population Health Department

Jeanette Ward, Planning and designing with a gender lens (video presentation, 10:05)
Jeanette Ward is Technical Director, Abley

Dr Colin Meurk ONZM, First Urban Great Walk of Aotearoa – a Model for Your City (video presentation, 12:32)
Dr Colin Meurk developed the Christchurch360Trail, which won an LSA Golden Foot Award in 2009.

Living Streets Aotearoa's YouTube channel is a great place to find Walking Summit and other videos - please check it out, subscribe, and like the videos.



‘Frightening’ rise in vehicles driving wrong way on England’s motorways



Incidents of vehicles being driven the wrong way on England’s motorways rose to almost 900 in the last 12 months, an increase of 13%, according to figures described as “frightening”.

Alarmed motoring groups called for technological interventions to reverse the increase in these potentially lethal driving errors, which are thought to be linked to an overreliance by drivers on satnav devices.

National Highways figures showed the reports of “oncoming vehicles” on its motorway network rose to 872 in the year to 19 June, up 102 on the previous year.

The data, released in response to a Freedom of Information request by PA news agency, relates to unconfirmed reports of wrong-way driving received by National Highways’ regional operations centres.

Despite highway engineers’ best efforts to make it hard to mistake the off-ramp for a slip road, these numbers show there’s a lot more work to be done.

Recent incidents include:

- The death of three men in June 2022 when a stolen van was driven in the wrong direction by a 15-year-old boy who crashed into a taxi on the M606 near Bradford, West Yorkshire.

- Police in Gloucestershire released footage of a four-vehicle crash caused by a drunk woman driving the wrong way for more than two miles on the M5 near Tewkesbury last October.

- West Mercia police appealed for dashcam footage in June this year after a VW Golf involved in a head-on crash with a van was believed to have been “deliberately driven in the wrong direction at speed” on the M5 near Spetchley, Worcestershire.

Edmund King, president of the AA, said: “The increase in the number of vehicles being driven in the wrong direction on motorways is frightening and can be fatal.

“Various incidents seem to be clearly down to drunk drivers for which there is absolutely no excuse. These drunk drivers should not be on the roads.

“Generally the slip road layout and signage is designed to ensure joining the motorway in the right direction is intuitive.

“However, sometimes drivers follow satnav directions without thinking, for example, to ‘take the third exit’, without actually checking the signage, and therefore they can make mistakes.”
King urged motorists to “use common sense” and not “over-rely” on the satnav.
Steve Gooding, director of the RAC Foundation, said: “To most drivers it’s the stuff of nightmares to think that anyone could drive the wrong way down a motorway.

“Yet despite highway engineers’ best efforts to make it hard to mistake the off-ramp for a slip road, these numbers show there’s a lot more work to be done.

“Could more be done with technology – perhaps slip-road sensors that trigger roadside warnings? “The ability of information to be fed to and from our increasingly connected and intelligent cars must create the opportunity for alerts to be generated and displayed within the vehicle.”

Jo Shiner, the National Police Chiefs’ Council lead for roads policing, said: “It’s so important to be aware and alert when driving.

“Please keep any distractions to a minimum and concentrate on the signs and information provided for your safety.”

Sheena Hague, National Highways director of road safety, said: “Thankfully the number of reports of oncoming vehicles is low, however we treat them seriously by setting signals to warn and inform drivers for every report of a vehicle driving the wrong way on our motorways.

“We design our motorways to be as intuitive as possible to reduce the likelihood of anyone driving the wrong way.”
Source: Guardian

Auckland has most zero-emission buses on NZ roads



Auckland Transport (AT) has 133 zero-emission buses in the fleet, making it the largest number for a New Zealand city and in the top two in Australasia.

Mission Electric continues to progress as AT has recently released the latest Low Emission Bus Roadmap for Auckland, which lays out the plan for transitioning the whole of Auckland's bus fleet to low emissions.

AT is targeting a completely zero-emission fleet by 2035.

AT is targeting a completely zero-emission fleet by 2035.

Given the financial and logistical constraints to transition the entire bus fleet to zero-emission, the new transition target is aligned to the Government's target of 2035, says AT metro specifications (fleet and infrastructure) manager Edward Wright.

"This allows for a more rapid transition than the originally targeted 2040, while mitigating some of the risks and challenges introduced by targeting 2030."

Since the establishment of its roadmap, AT has held several trials with zero-emission buses – all delivering positive results in service reliability, customer experience, and operational savings.

"This has given both AT and our operators confidence that zero-emission vehicles can perform the duties required of them in terms of range, and for lower operational costs per kilometre compared to diesel," Wright says.

"We have had great feedback from our customers about travelling on the quieter and smoother buses too."

AT undertakes a regular greenhouse gas emissions inventory to track its progress towards reducing its emissions footprint, with the inventory for financial year 2021-2022 highlighting that the bus fleet is responsible for 79% of the organisation's emissions, emitting 75,530 tonnes of CO_2e.

"This emphasises how critical delivering a fully zero-emission bus fleet is for Auckland Transport," Wright says.

Mission Electric milestones include moving half of Waiheke Island's bus fleet to electric from November 2020 – with the remainder of the diesel fleet to be replaced nearer their end of life by electric buses;

- accelerating the previous milestone to have all new buses procured as zero-emission from 2025
- having the AirportLink from Manukau Bus Station via Puhinui Station to Auckland Airport and the CityLink service electric
- transitioning TāmakiLink to a fully electric fleet and 26 other electric buses deployed to Eastern Bays routes
- putting a further 43 electric buses in service, making route 24 the latest fully zero-emission route
- and trialling New Zealand's only hydrogen fuel cell bus.

Source: EVs & Beyond



The Bus Booster is on!

AT introduces an innovative technology solution to improve the efficiency of bus travel.

To improve the customer experience by reducing customer wait time, AT has recently introduced technology, the Bus Booster to give buses priority, so they can keep to timetables - so buses turn up when we say they're going to turn up!

How did we make this happen?
All buses in Auckland are fitted with GPS devices that transmit their location every 11 seconds. This is used by our real time systems, websites, and AT Mobile to show the locations of buses and estimated arrival times at bus stops.

The equipment also sends passenger count numbers which are translated in our systems to individual bus occupancy, which is then reflected on our Passenger Information Displays (PIDs) at all bus stops that have a sign indicating how full arriving busses are.

This occupancy information is also shown in the AT Mobile app. This information is useful, especially during peak times, as customers can see if the next bus coming along is full or has room onboard.

Using this capability along with our Traffic signal system SCATS, AT has developed a technology solution to give priority at selected signalised intersections for late running buses.

The Bus Booster aims to reduce the delay for late -running buses at traffic signals by timing green signals to favour buses as they approach the intersection, where it is safe and practical to do so.

In the future, this system might be adapted to proactively 'boost' all buses, so they get favourable phasing at designated traffic lights.

The Bus Booster is currently in use on three major bus routes; Dominion Road, Manukau Road, and Eastern Busway, we're already seeing improvements to bus services on these routes.

With further development and roll-out of Bus Booster, AT expects to facilitate improved bus punctuality and therefore provide improved bus passenger experience as demand continues in our growing city.

Our next step will be to implement this technology solution to 25 more intersections by December 2023.
Source: AT

AT has developed a technology solution to give priority at selected signalised intersections for late running buses.

Click below to watch the video



AT | About the Bus Booster solution

Review of low-traffic neighbourhoods risks creating rat runs, say UK campaigners



Thousands of England's quiet residential streets and housing estates risk being opened up as rat runs under the government's review of so-called low-traffic neighbourhoods (LTNs), prompting alarm from campaign groups.

After Rishi Sunak announced he had ordered an inquiry into LTNs amid a pushback against what he termed wider "anti-motorist" policies, the Department for Transport (DfT) is still refusing to say who will run it, or when it will begin work.

However, officials have confirmed their working definition for LTNs, a term coined during Covid for to describe modal filtering, a longstanding traffic measure in which some streets are kept as through routes for pedestrians and cyclists but motor vehicles can only access them from one direction.

This takes the scope of the review well beyond the 200 recent LTNs, raising the possibility that officials could order the removal of bollards, gates and other traffic-reduction measures in place for decades.

The DfT says it considers an LTN to be any scheme where through-motor traffic in residential streets is prevented through either camera-enforced signs or by physical barriers such as bollards or planters, with no date given for when they were installed.

This takes the scope of the review well beyond the 200 or so LTNs created in the UK from 2020 to 2022, raising the possibility that officials could order the removal of bollards, gates and other traffic-reduction measures in place for decades.

Such physical barriers have been a routine part of traffic planning since the 1960s, with most post-war housing estates specifically designed to limit through-traffic. One study suggested that more than 25,000 modal filters exist across the UK.

The DfT's plans have prompted alarm among active travel groups, which said they were likely to be unpopular with residents, and that a wholesale opening up of historically quiet streets to rat-running traffic would hamper efforts to get people walking and cycling.

"LTNs is just a shiny new name for a very long-established idea," said Simon Munk, the head of campaigns for London Cycling Campaign.

"We've seen modal filtering since the advent of the motorcar. Pretty much every housing estate since the war was built on the principle of not allowing through traffic. Is there a cut-off date for any of this?

"It's a culture war wedge issue, fomented by politicians who seemingly want to distract attention from bigger woes."

Tim Burns, the head of policy for Sustrans, said: "While the term LTNs was popularised during the pandemic we need the government to show greater understanding that similar schemes have been around for years, that many people already live in them, and are happy to do so.

"Local authorities have, since the 1970s, worked to reduce through-traffic on residential roads, including things we're all used to seeing: bollards, one-way streets, and cul-de-sacs. In fact, 'LTNs' are older than our current prime minister and are routine for new housing developments."

Sarah McMonagle, the Cycling UK director of external affairs, said: "Very few people would want more traffic on the streets where they live. For decades, communities across the country have supported local schemes designed to reduce through traffic in residential areas.

"Political opportunism, culture wars and selective hearing seem to have convinced the PM this review will be popular, but it's hard to see what he'll achieve other than stirring up conflict around a cycling and walking policy success that he should be proud of."

Some transport officials are understood to have been baffled by Sunak's decision to order the review, part of the prime minister's attempts to use green policies as a wedge issue with Labour.

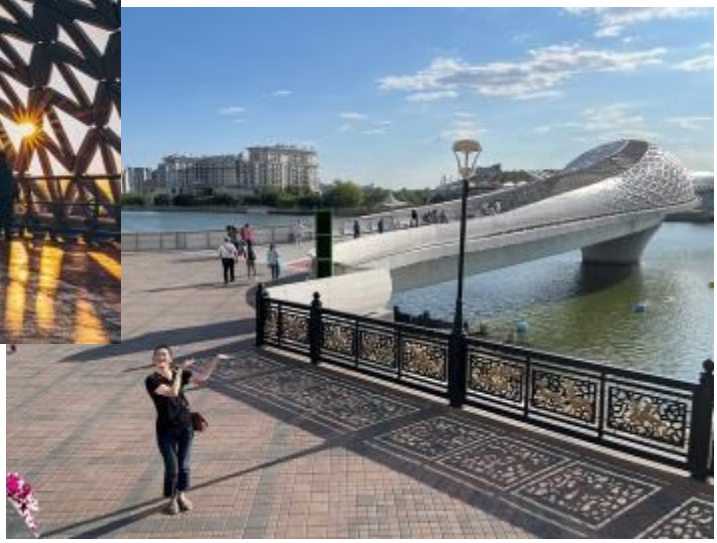
Complicating matters further, earlier this year the DfT commissioned another review into LTNs and separated cycle lanes, to be conducted by academics from Westminster University.

The DfT confirmed the review ordered by Sunak was separate, but declined to say what would happen to the Westminster study.
Source: Guardian

Atyrau bridge in Kazakhstan







San Francisco launches the world's first driverless public bus service



First came the robotaxis. Then the driverless buses arrived.

Now San Francisco has launched an autonomous shuttle service - less than a week after California regulators approved the expansion of robotaxis despite traffic and safety concerns.

The free shuttle will run daily in a fixed route called the Loop around Treasure Island, the site of a former US Navy base in the middle of San Francisco Bay. The Loop makes seven stops, connecting residential neighborhoods with stores and community centres. About 2000 people live on the island.

Experts don't anticipate problems with driverless buses because they're expected to be staffed with drivers or attendants for the foreseeable future.

The all-electric vehicle, which doesn't have a driver's seat or steering wheel, is staffed with an attendant who can drive the bus with a handheld controller if necessary. The county is offering the shuttle service as part of a grant-funded pilot programme to assess how autonomous vehicles can supplement the public transit system.

"Having the attendant on board makes everyone feel comfortable," said Tilly Chang, executive director of the San Francisco County Transportation Authority. "This is just a demonstration for now to see, what does it look like and how does it work to have a driverless shuttle in a low-volume, low-speed environment?"

San Francisco is one of a growing number of cities worldwide that are testing the safety and potential of self-driving vehicles to transform public transportation.

The shuttles are operated by Beep, an Orlando, Florida-based company that has run similar pilot programmes in more than a dozen US communities, including service at the Miami Zoo, Mayo Clinic and Yellowstone National Park.

"These shuttles are built for first-mile, last-mile, short connectivity routes. They're not intended to take the place of a bus system," said Beep project manager Shelley Caran. "The autonomous vehicle will have a better reaction time than a human and it will offer a more reliable service because they won't be distracted."

During a test ride on Wednesday, the shuttle drove slowly and cautiously in autonomous mode. An attendant manually steered the vehicle around a utility truck that blocked part of the road.

"I didn't feel unsafe," said Dominic Lucchesi, an Oakland resident who was among the first to ride the autonomous shuttle. "I thought that it made some abrupt stops, but otherwise I felt like I was riding any other bus for the most part."





These shuttles are built for first-mile, last-mile, short connectivity routes. They're not intended to take the place of a bus system.

The boxy shuttle, which can sit up to 10 passengers, will operate 9am to 6pm every day and circle the Loop every 20 minutes. The city has two shuttles — one can charge while the other ferries passengers.

The autonomous shuttle pilot project was launched after the California Public Utilities Commission voted to allow two rival robotaxi companies, Cruise and Waymo, to offer around-the-clock passenger service in San Francisco.

The approval came despite widespread complaints that the driverless taxis make unexpected stops, cause traffic backups and block emergency vehicles. On Wednesday, the city asked the commission to pause the robotaxi expansion.

Cruise, a subsidiary of General Motors, reported on social media that one of its robotaxis crashed into a city firetruck on Thursday night, sending one passenger to hospital.

Experts don't anticipate the same problems with driverless buses because they're expected to be staffed with drivers or attendants for the foreseeable future.

"Trained operators are going to be required even as we increase automation," said Nikolas Martelaro, autonomous-vehicle researcher at Carnegie Mellon University. "So the question there may not be how worried should someone be about losing their job versus what should they be thinking about the potential training that's required."

Autonomous driving technology could make buses safer, but requiring drivers or attendants on-board could undermine one of their perceived advantages: reduced labour costs.

"We still have to find a market for them," said Art Guzzetti, vice president at the American Public Transportation Association. "We're doing it to make the trip better, more efficient, not to take the worker's job."
Source: NZ Herald



Transport Planning Society (NZ)

The Transport Planning Society of New Zealand officially formed on 4 February 2022 with a small group of eager Tranpsort Planners keen on getting recognition for our profession.

As a society we have a clear purpose:

Our aim is to facilitate, develop and promote best practice and innovation in transport planning here in Aotearoa New Zealand by providing a pathway to professional recognition specifically for transport planners.

We aim to create a Society that provides an open, diverse and inclusive transport planning community, which represents and champions the transport planning profession.

Regardless of your background, we want to support you through structured training, assessments and qualifications to promote your career progression and professional development as a transport planner.

The society is currently chaired by Gemma Dioni, with support from professionals across the industry.



Gemma Dioni
Chair



James Llewellyn
Vice Chair



Paul Glucina
Industry Liaison Officer



James Hills
Secretary



Peter Moth
Publicity and Social Media



Siân Marek
Membership Secretary



Jo Draper
Professional Development



Sarah Loynes
Committee Member

Dan Jenkins
Committee Member

Alan Kerr
Committee Member

Our aim is to facilitate, develop and promote best practice and innovation in transport planning here in Aotearoa New Zealand.

As part of the formal request to the Transport Planning Society (UK) for recognition of our society we also requested inclusion on the Transport Planning Professional International Pilot.

So what is the International Pilot?

- The Transport Planning Professional (TPP) is run by a Partnership between Transport Planning Society (UK) and the Chartered Institute of Highways and Transport (CIHT) set up in 2008.
- Since 2019 TPP holders can add a Chartered title
- TPP was always open to non-UK transport planners in theory but in January 2022 the Partnership launched International Pilots in several different areas.
- A common assessment form was agreed and progress was reported back to the TPP governing bodies.
- TPS were to lead on the pilots in India, New Zealand and Australia.
- CIHT were to lead on the pilots in Hong Kong and the Middle East.

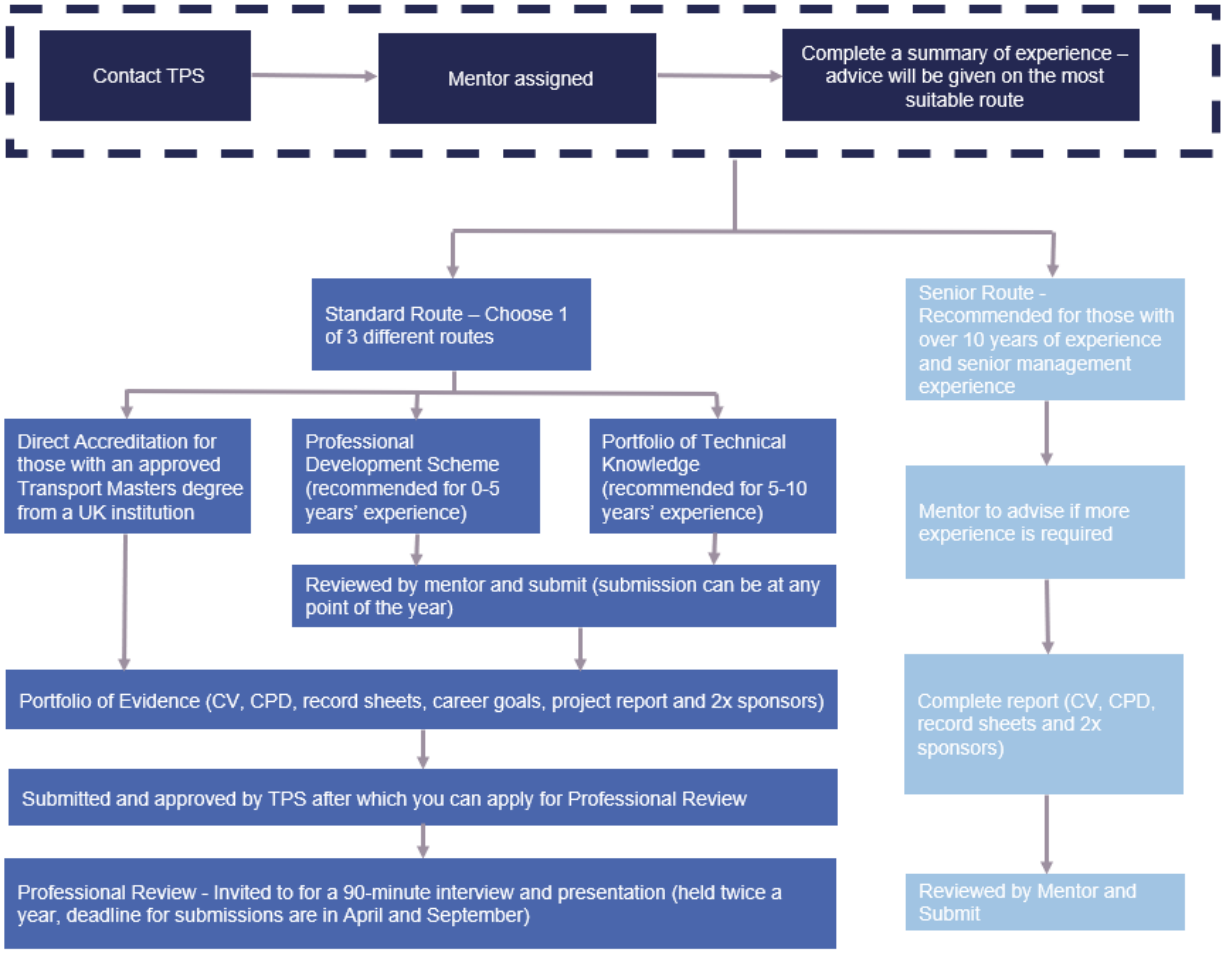
There was an overwhelming response from New Zealand, an order of magnitude bigger than other areas. In terms of numbers we had,

- 21 people signed up for the first cohort.
    - Six were identified for the senior route
    - Eleven for the standard route
    - Four for the PDS route
- 28 people have now sent through their initial form to TPS for assessment for which pathway to take.

We acknowledge there has been some delays in getting information back to some candidates and we continue to work with the UK based organisations to resolve this. Thank you for your patience.

We have processes in place to help you achieve your Chartership, so if you are interested, please get in touch by e-mail newzealand@tps.org.uk or register for our upcoming event.

If you are interested in finding out more, register for the webinar on 21st September (See next page)



Transport Planning Society (NZ) Upcoming event

Upcoming Event: 21 September 2023

The Transport Planning Society Aotearoa is running a webinar about the route to gaining the Transport Planning Professional (TPP) qualification in New Zealand.

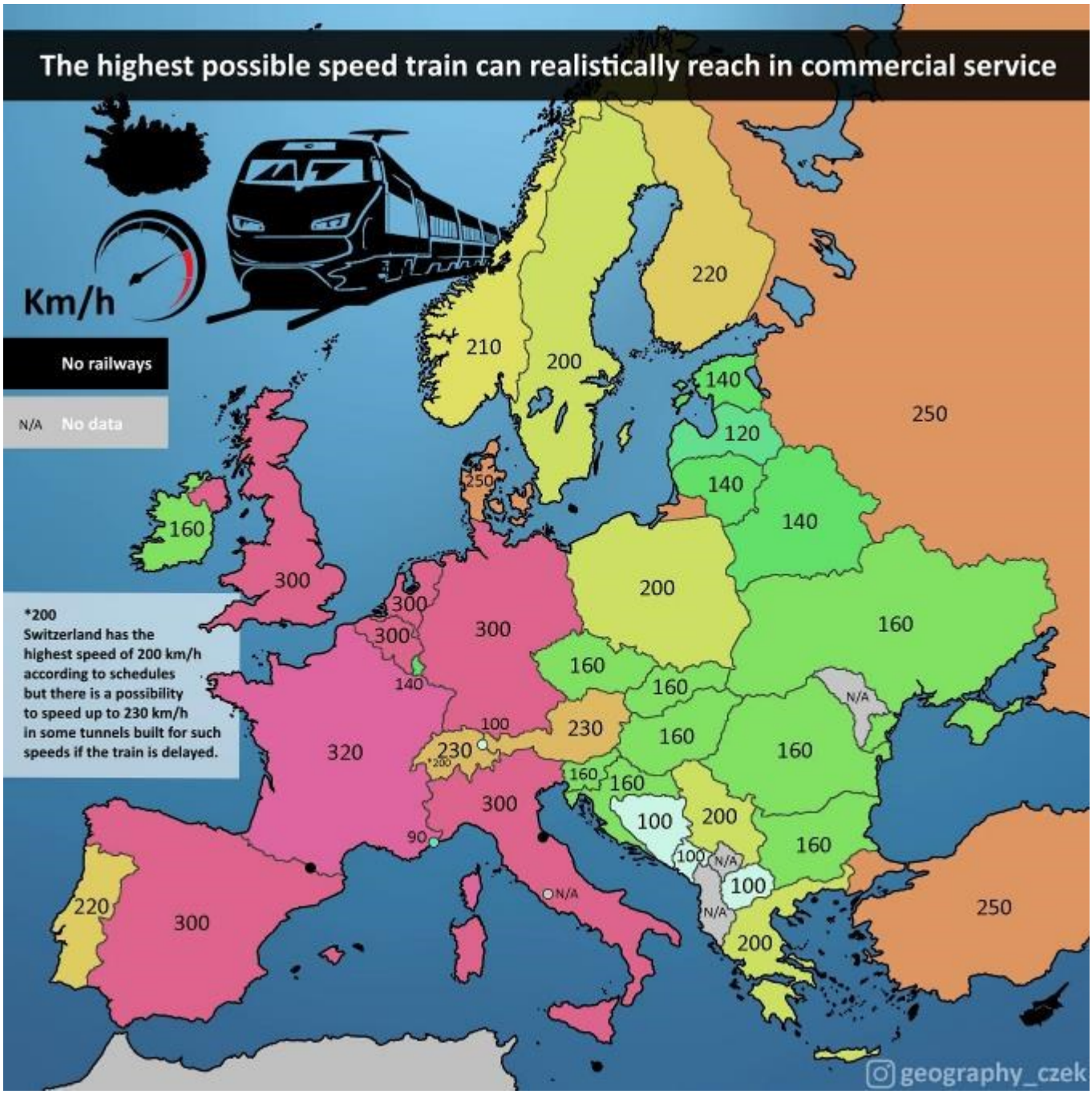
There are a variety of pathways to qualification depending on where you are in your career.

If you are interested in finding out more, register for the webinar on 21st September to hear from the committee of the Transport Planning Society Aotearoa and to hear about routes to gaining professional accreditation as a Transport Planning Professional.

The presentation will cover:

- The TPS Aotearoa and who we are
- Reasons for being professionally accredited as a transport planner
- The routes to professional accreditation in transport planning open to those in New Zealand
- The experience and evidence you need to supply to apply
- Where to get support and how to start the process.

Click on the link to register.



Magazine of the Transportation Group NZ Issue 177 Sept 2023



"Boo!"

Plucky Foodstuffs takes bold stand against children on bikes



Worst of all, a new cycleway outside the store could improve safety and encourage more low-emissions transport options in their neighbourhood.

The new route would allow thousands of Wellingtonians to safely cycle to their store, and the retailer simply will not stand for it.

It's a hard life being a small independent food retailer. Climate change, cost of living, and supply chain failures have wreaked havoc on the industry.

And worst of all: sometimes people ride past your shop on bicycles.

Widely beloved local grocers Foodstuffs are facing an existential threat: A new cycleway outside their Thorndon New World store could improve safety and encourage more low-emissions transport options in their neighbourhood.

The consequences would be devastating. The new bike route would mean the 6,000 people who live in Wadestown and Wilton would be able to ride directly to the supermarket's north and south entrances on a protected and connected route.

To make things worse, the 3,000 students at nearby schools might ride to class without being sideswiped even once. It's an outcome Foodstuffs simply cannot and will not stand for.

Recently, the supermarket giant told Wellington City Council it would be launching a legal fight, lodging a judicial review against the new cycleway. Judicial reviews are really hard to win – Foodstuffs would have to prove the council did not follow the law when making the decision.

Despite that, big businesses in Wellington have launched a number of judicial reviews in recent years in desperate attempts to avoid having to look at bicycles. Wellington Airport eventually dropped its case last year to prevent the Cobham Drive pedestrian crossing being built, and four car dealerships attempted to halt the Newtown cycleway.

The Newtown cycleway has already doubled bike traffic in the area and won the praise of Wellington Menace bike group founder Ashley Bloomfield. But some businesses in the area are still unhappy.

A spokesperson from Resene Colourshop told RNZ they had seen "significant drop in turnover" within just three weeks of the cycleway opening, a result that is definitely because of bikes and not because there was 275mm of rainfall that month and it is a paint shop.

The new Thorndon cycleway would replace 79 on-street car parks, plunging the area into almost certain recession. It would be a brutal knock for a struggling working class community which has already seen the price of an average three-bedroom house plummet to $1.35 million.



A whopping 8% of residents in Thorndon drive to work each day and only 60% walk or bike, according to Census 2018.

Without on-street parking the only way for customers to access Thorndon New World would be in the massive two-storey parking building the company owns.

Thorndon New World teamed up with the Thorndon Residents' Association to promote a community meeting to oppose the project, and helped collect public submissions calling for it to be scrapped or changed.

Wellington City Council still insisted on ramming the cycleway through, simply because it was supported by 70% of submitters, completely ignoring the community by only making several changes to the layout and design based on feedback.

Foodstuffs pushed for a number of changes, including moving the cycle lane to the left side of Murphy St, further away from their store. It's a two-lane, one-way road where the left lane is a motorway offramp.

The council cruelly rejected their proposal simply because transport planners consider putting a cycleway diagonally across the road in front of motorway traffic to be a bad idea and also very stupid and dangerous.
Source: The Spinoff

A whopping 8% of residents in Thorndon drive to work each day and only 60% walk or bike.



TRANSPORTATION GROUP NEW ZEALAND

Recap of the National Committee Planning Day

Amidst the energy and excitement of the Women's Football World Cup, as South Africa were preparing to take on Italy, Tuesday 1st August also saw the Transportation Group National Committee come to Wellington for the annual planning day – also with specific goals in mind.

The Committee spent six hours discussing and debating key issues of importance for our Group and it's futures. As a snapshot, these were the key themes as to where we are:

Membership has been steady over the past few years at about 1,000 members. Meanwhile our country's population (2% annual growth) and the transportation industry have been increasing rapidly. So why hasn't the Group grown?

The Committee investigated the plethora of other transportation related groups including younger groups such as Intelligent Transport Systems NZ (ITSNZ).

What we can see is that there are more choices than ever and to remain relevant the Group must:

- Be relatable to the career goals of the upcoming generations
- Lead in the field of collaborative inter disciplinary research and development
- Innovate our way to success
- Be custodians of the transport system, and advocates for its successful future
- Continue to be recognised as the pre-eminent body for transport professionals regardless of interest areas/specialisms.

Membership has been steady over the past few years at about 1,000 members. Meanwhile our country's population keeps growing.

The Group is preeminent because we have been around since the 1960's and have an institutional history (the mana of ancestors) that is a useful reference as we work to achieve today's goals. Since 2007 we have broadened our horizons to welcome people of any qualification to join us on the journey ahead.

We realised that our website and our mahi overall need to emphasise that the Group is a home for all fields relating to transport – not just engineers – and that together our various talents are more effective than in dispersed specialist groups.

At the same time, we realised that people who have put in hard work to establish a new group are likely unwilling to relinquish that.

We will begin now to share our mahi and minimise overlap by inviting all the related interest groups to an annual meeting.

Life Members and Fellow nominations
These are the categories of membership through which we acknowledge life long or significant contributions to our community.

You can check out the criteria: Life member info

Nominations for life members opens January 4th, 2024 Perhaps there's someone you know who would deserve special recognition?

Financial report
Please click here to view the 2023 treasury report showing a stable situation.

Diversity
As transportation professionals, we know that being part of a diverse and inclusive team is the key to success, and achieving outcomes which are equitable and relatable to everyone, not just a narrow minority.

As a Group we have been reacquainting ourselves with the mahi and resources of our parent organisation, for example providing learning and guidance to the applying the treaty in a meaningful way (see Te Tiriti O Waitangi).



Moving forward we plan to engage with *Kimihia Rangahaua*, Engineering NZ's "strategy to embed Te Ao Māori (Māori world view) into our work, our organisation, and the engineering profession."

We're part of a bigger picture too - Nga aho is a site listing Māori working in urban planning. It doesn't specifically mention transport but many of them do work in transport.

So, what we could do as Group?

The Committee consider we should:

> *"Work with wider body as key players in emerging work. Potential for the Group to take a leading role, likely better placed to apply for specific funding" (available through the Engineering New Zealand Foundation's grant programme)*

ENZ climate action
As an industry today, how will we be judged by the professionals of tomorrow? How is climate change represented in our qualifications and training?

Taking action as a Group – we will be explore developing a narrative or road map to move forward, together. We acknowledge the mahi of Glen Koorey and others in working through multiple courses at the University of Canterbury towards promoting and enhancing transportation courses.

New Technical groups
The **Travel Demand Management Community of Practice** launched November 2022, developed to bring together like-minded professionals, working to influence transport outcomes. During our initial meeting, we learned of both the extensive breadth of what TDM can cover, as well as how indispensable it is as an outcomes driven practice.

The **Safety Practitioners Group** launched October 2022, holding a successful launch in Christchurch (in May 2023): *"Safer streets for safer mobility: reducing harm through speed management".*

Media strategies are fundamental to successful organisations, and we currently have reach through our website, and social media (LinkedIn). However, it's a key area of focus.

Awards are a big part of what we do. We thank 3M for years of sponsorship and welcome Matrix as our new Innovation Award sponsor. The winner of the award will get an all expenses-paid trip to the Australian Institute of Traffic Planning and Management (AITPM) Conference, and their winner will get a reciprocal trip to our conference.

Plagiarism – who would have thought the Group would have to think about this? But now with the advent of Artificial Intelligence (AI) we really need to get ahead of this.

Universities use "Turn it In" software to scan papers – but is any commercial software keeping up with the rapid advances in technology? The Committee resolved that future conferences will require that authors declare any use of large language models / AI including what was used, how it was used, and that the results were verified to be accurate.

Suspected inappropriate use of AI or plagiarism will be investigated. If warranted, papers or presentations found to be in violation will be removed from the conference proceedings and any author(s) who are members of Engineering New Zealand may be reported for ethical violation under the Clause 5 "Behave Appropriately" of the Code of Ethical Conduct.

The most important activity the Group engages in is the **annual conference**. This has been going on since at least 1974 and the last one in Tauranga was a roaring success.

The Nelson organising committee headed by Michael Town is already in full swing. Our next conference will be starting on 10 June 2024 with a theme of Tūpuna Pono – Being Good Ancestors in Transport.



What is our legacy – what will we be remember for? Have we been good ancestors? This plays out into three streams:

- Infrastructure and natural world
- People, Place and Identity
- Knowledge and Leadership

So get your thinking caps on – what projects have you been involved with that fit with these themes? The call for papers will be coming out soon.

So, why did we pick a date in early winter? A number of reasons including need for spacing to other transport conferences and venue availability. Our host city of Nelson is renowned for great weather year-round.

Email john@viastrada.nz if your city would be a good candidate for the Group Conference in 2025

It's a privilege to be part of the Group – and part of its long history which we are currently updating.

To allow more time for future conference planning, the Committee resolved to give local branches more time by choosing the next city two years out instead of one and announcing this at the AGM.

Historically the Conference is held in Auckland once every five years and the other four years are split 3:1 North Island to South Island. With the last Auckland conference being 2021, we aren't due back there until 2026.

For 2025 we thought of Wellington (last held there in 2019), Palmerston North (not held there since at least 2001), Rotorua (2002, 2012), and Whangārei (again, not in the last two decades). Please email me (john@viastrada.nz) if your city would be a good candidate for the Group Conference 2025!

Collaboration
The Group has a wide reach through working collaboratively with our peer organisations – including a Memorandum of Understanding with the UK Chartered Institution of Highways and Transportation, and ongoing co-operation with the Australian Institute of Traffic Planning and Management (AITPM).

Through these relationships, we can enjoy reciprocal access to global knowledge resources. New Zealand is punching above its weight, and the quality of our work deserves a larger audience!

Current initiatives include reciprocal representation at key events, with ambition to co-hosting events and sharing professional development and training frameworks.

In summary, it was great to come together in Wellington. There was the positive vibe and energy generated by the World Cup, and the same vibe or positivity was certainly in the room with us.

It's a privilege to be part of the Group – and part of its long history which we are currently updating.

New chapters now see us strengthening global ties, sharing our unique blend of skills and knowledge with our world leading peers.

Who knows where we will be in thirty years, when future Group members are making sense of what we are talking about today?

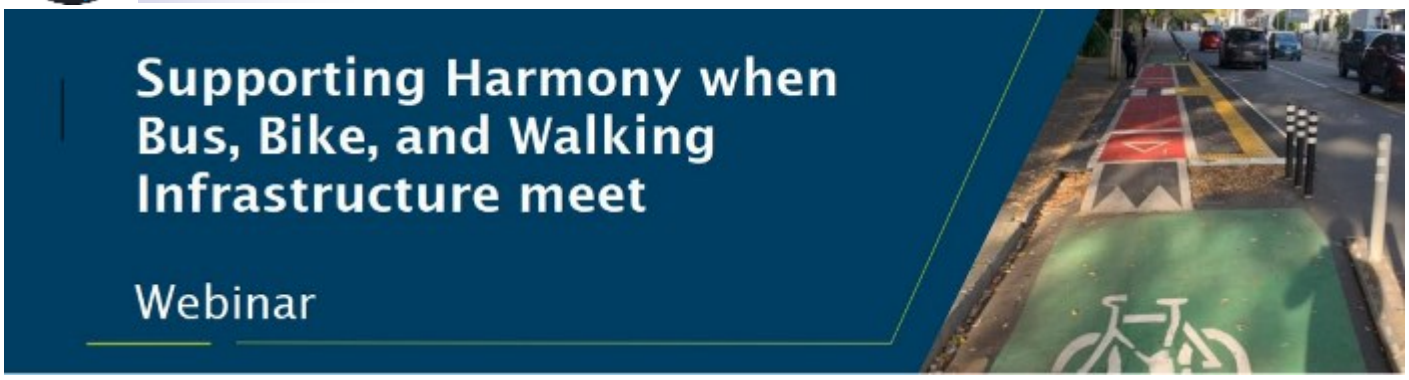
Will they be kind in their judgement of us? We know our collective future success will be as strong as our community and interactions as practitioners from multiple disciplines -coming together to build a healthier and more resilient future.

This outcome needs **you.**

If you've been inspired by these discussions and want to lend you energy to drive us forward, then reach out and get involved. Be our future.
Tāiki e!

TRANSPORTATION GROUP NEW ZEALAND





When: Wednesday 20 September, 2023
Time: 11AM - 12PM
Where: Online

We all recognise that our streets need to work for people of all ages and abilities no matter which mode of transport they use to get around.

But designing streets that balance the needs of buses, bikes, motor vehicles and pedestrians is not without challenges and opportunities! Nowhere is this truer than around bus stops.

Join the Waka Kotahi multimodal guidance team for a deep dive into best practice design solutions for 'floating' bus stops around separated cycleways, what to do when bus stops meet shared paths, and more.

This is a **FREE** webinar | To register your interest, click here

2023 New Plymouth SNUG Presentations On Line Now!

SNUG
SIGNALS NZ USER GROUP

The annual SNUG workshop and conference in New Plymouth was a great success, with presentations from key industry personnel prompting great discussions and workshop outcomes.

The industry-wide representation of delegates from traffic signal engineers, local authorities, traffic systems specialists, contractors, consultants and other practitioners allowed for some great networking and knowledge sharing.

New Plymouth provided a unique location, with the venue and SNUG dinner continuing the quality SNUG is known for.

The presentations are now available online at www.snug.org.nz, on the 'Presentations' tab, for you to review for those extra details you want.

Please share the link with any colleagues that you think would be interested in any of the content covered.

Welcome also to the new delegates we had this year (both in person, and virtually).

The next SNUG workshop will be held in Christchurch, aiming for a date in August 2024. Prepare your manager now as you evaluate your training or conference opportunities for next year.

As usual, the quality of our annual workshop won't be half what it is without the interesting presentations from you, and the generous support of our sponsors. Please remember our sponsors next time you need products or services.

Gold Sponsors -
CSL Infrastructure,
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Silver Sponsors -
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Traffic Technologies Ltd,
Downer ITS



Low-emissions freight routes proposed

Developing a system of low-emissions freight routes throughout the country is a feasible and achievable option to assist in decarbonising the heavy transport sector, a study has found.

The feasibility study, in partnership between the Sustainable Business Council (SBC) and the Ministry of Transport (MoT), explores developing a system of Renewable Freight Certificates to certify low-emissions freight routes throughout the country.

If established, the system would help fund additional low carbon freight vehicles, resulting in significant emissions reductions from New Zealand's freight sector, it says.

Additionally, the study found such a system has the potential to enable organisations to reduce their Scope 3 freight emissions – indirect emissions that occur in a business's value chain.

The sector presents a significant opportunity for both business and government to unlock emissions reductions .

The transport sector is New Zealand's second-largest source of greenhouse gas emissions and movement of freight equates to around 5% of the country's emissions.

SBC executive director Mike Burrell says the study provides some positive ideas.

"It shows the potential for real emissions reductions, if we can create collaboration opportunities here to drive forward the development of a system of this kind.

"The sector presents a significant opportunity for both business and government to unlock emissions reductions and our partnership with MoT to deliver this study has been instrumental in driving the first phase of this work," Burrell says.

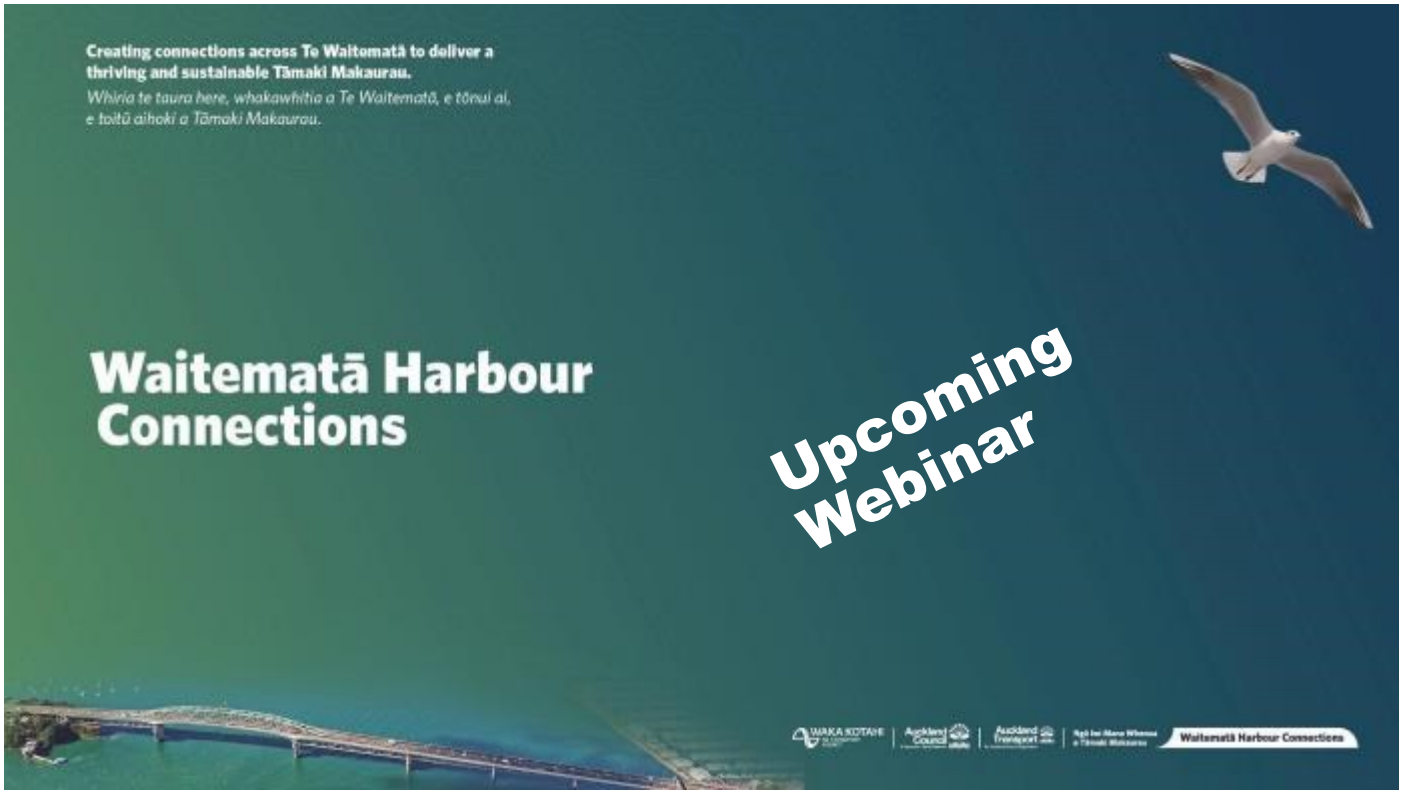
SBC and MoT are now working actively together to look at what the next steps might be to design and create a market-led freight decarbonisation system, including options for funding.

SBC member organisations taking a leadership role in freight decarbonisation and working as collaboration partners on the work included ANZCO, CHEP, Coca-Cola Europacific Partners, HW Richardson, NZ Post, Z Energy, and Lyttleton Port Company.

Decarbonising transport, including the freight sector, was a key recommendation of SBC and the Climate Leaders Coalition (CLC) joint Pre-Election Policy Priorities briefing.

In 2021 SBC's freight group, comprising of nine New Zealand companies, also released the Low carbon Freight Pathway report, setting out a 30-year pathway to progressively decarbonise New Zealand's freight system.
Source: TransportTalk





The Waitematā Harbour Connections Project will provide for a fully multi-modal solution investigating future options for people wanting to drive, walk, cycle, transport freight, take the bus or travel by light rail across the Waitematā Harbour, connecting people to transport options across the region.

Date: Wednesday 19 September
Time: 5.30 - 7.30PM
Location: WSP Opus Auckland, Level 3, 100 Beaumont Street, Auckland

Register now

Waka Kotahi NZ Transport Agency, in partnership with Ngā Iwi Mana Whenua o Tāmaki Makaurau, Auckland Transport and Auckland Council, have embarked on this crucial phase in the planning and delivery of Aotearoa New Zealand's most significant city-shaping project in coming decades, the Waitematā Harbour Connections project.

Planning work (Indicative Business Case) has looked at how all modes need to cross the harbour in the future, what new infrastructure is needed to cater for these modes, where it will go, and how we make the best use of our existing infrastructure including the Auckland Harbour Bridge.

This is a transformational project, the significance of which will be felt far beyond Auckland. It is a nationally important, high-volume, strategic corridor providing substantial local, regional and national benefits.

Join us as we hear from David Dunlop (Alliance Director), Prasad Tala (Owner Interface Manager) and Trent Tipene (Kaitohutohu Māori Pae Tahi, Graduate Advisor - Māori).

The presentation will include an overview of the Emerging Preferred Option, some key learnings, and opportunities for the Project in the context of the wider transport system going forward.



HOW DO WE MEASURE HARM IN TRANSPORT?

Glen Koorey, ViaStrada Ltd, Christchurch
Ping Sim, Auckland Transport, Auckland
Gemma Dioni, Christchurch City Council, Christchurch

This is a condensed version of the paper that was awarded Highly Commended in the Best Think Piece paper category at the 2023 NZ Transportation Conference. The full conference paper and presentation can be found at: https://viastrada.nz/pub/2023/measure-trpt-harm

For all its benefits to society, transport also brings with it a number of potential harms.

For all its benefits to society, transport also brings with it a number of potential harms, including road crash casualties, environmental effects, physical health impacts, and social severance. Focusing on road safety, while the title question seems straightforward, there are some challenging issues in how we measure the level of (or change in) "harm" in our land transport system.

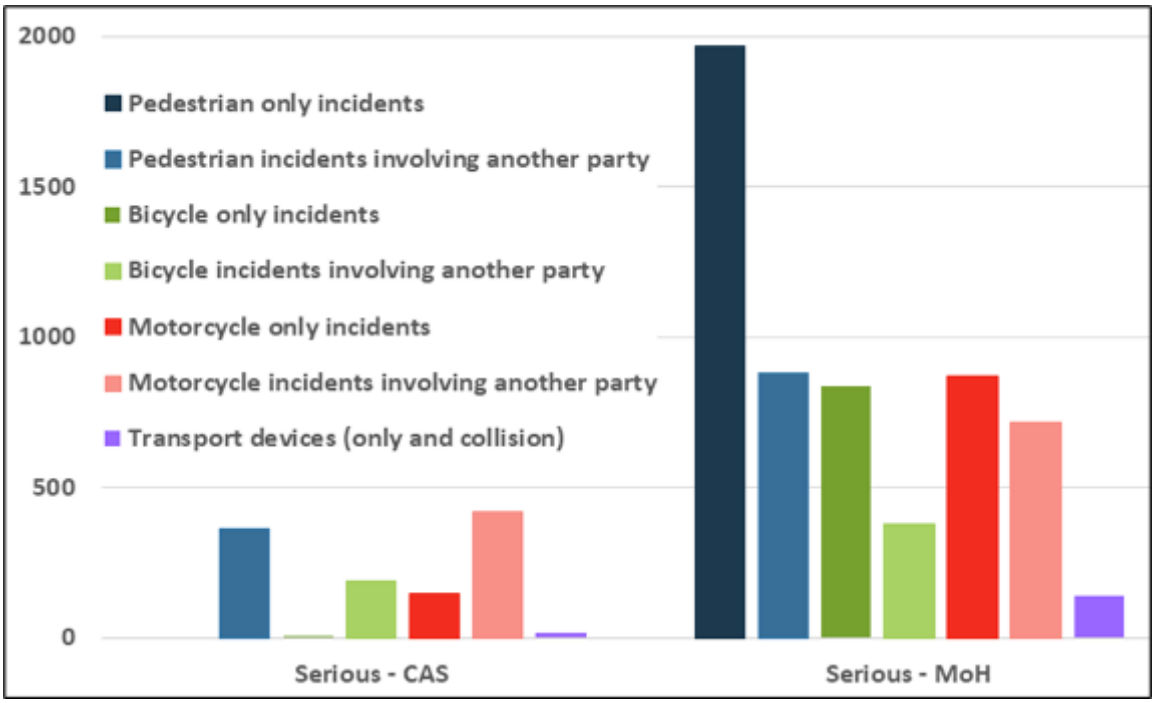
A traditional measure of harm in road safety is to count the number of deaths and injuries suffered in crashes across the various transport modes. Waka Kotahi's Crash Analysis System (CAS) is typically the main source of capturing this in New Zealand. The potential for this data to be under-reported (especially walking and cycling crashes) has long been well known and typically accounted for. Even then, it overlooks many other examples of casualties within the transport environment, picked up by hospital admission data. The growing number of new "transport devices" (particularly electric) also create definition problems within this dataset.
In NZ, the *Land Transport Act 1998* requires reporting of vehicle "accidents" where an injury or death occurs. The definition of "vehicles" under the Act is quite broad, including cycles, kick scooters, e-scooters, skateboards, and mobility scooters. Based on these definitions, anything other than a pedestrian-only incident (or one only involving a wheelchair or pram) *should* be reported to Police, particularly any incidents causing injury to any party. In practice, this is generally not happening; certainly not all cycle-only or scooter-only incidents are captured in CAS.

By contrast, any person presenting themselves to a medical facilty due to a transport "accident" will be captured within Ministry of Health (MoH) and ACC datasets. However, these are more focused on the nature of the *injuries* and their treatment, rather than the nature of the incident that led to it.

Two recent local studies illustrate the potential scale of the transport harm problem in NZ away from conventional road safety metrics:

- Investigations looking at the safety of people walking, biking, motorcycling and using other transport devices in Auckland identified from hospital data that many more people are suffering serious injuries on roads and paths from incidents not always involving other vehicles. The analysis compared CAS data with the MoH and ACC datasets, and found considerable under-reporting across the non-motor vehicle modes compared with CAS numbers, with typically **6-8 times** as many "serious" injuries (defined as at least one night stay in hospital) being recorded by MoH data.

  By far most of these incidents were user-only ones that did *not* involve a motor vehicle or



Auckland serious injuries recorded in CAS and by MoH (over 2016-19)

other party (thus not deemed to require reporting in CAS). Rather, most people suffered some kind of slip or trip, typically due to loose/wet surfaces or uneven/stepped surfaces (including kerbs and tree roots). This underlines the importance of good maintenance of paths and crossings. People aged over 60 were much more over-represented in serious injuries, highlighting the relative fragility of the older population when it comes to simple falls.

- Research looking into the cost of road crashes nationally found similarly large social costs from non-motorised user incidents. The NZ Ministry of Transport (MoT) commissioned work to identify all the costs and charges imposed by the domestic transport system on the wider NZ economy. The investigation of transport-related "accidents" included calculating estimates of the total and average (social) costs per year, based on willingness-to-pay to avoid pain, grief and suffering.

  For cycle and pedestrian accidents involving motor vehicles, conventional costs were calculated using CAS data and standard under-reporting factors; depending on how these costs were allocated to the parties involved (based on fault or suffering), the annual costs to these two modes ranged between **$286 - $636 million** a year. A separate calculation of accident costs involving these users *only* (i.e. no motor vehicles) was determined using a combination of CAS and ACC data, and it was estimated that the social costs of these accidents was at least an additional **$830 million** a year, i.e. *much more* than the figures for those involving motor vehicles.

The above investigations highlight how non-motorised travel modes can often be systemically under-stated using traditional road safety harm metrics, giving the appearance of a greater problem with motor vehicle road safety (and thus a greater share of road safety funding). Some of this reflects the systematic bias in what gets reported, as traditionally a motor vehicle has to be involved for a crash to reported in CAS. It is only through other data sources like ACC and MoH that other forms of transport harm can be uncovered; unfortunately these data sources do not provide a lot of useful transport-related information regarding where exactly they occurred or other road/path environment factors.

This is not to suggest that CAS should be used to also capture user-only incidents by pedestrians, cyclists and the like; the administrative burden would be immense. A better option would be to improve the way that health datasets like ACC and MoH can also be used for interrogating transport-related injuries. The potential for these datasets to be used together for road transport-related injuries has been explored before in NZ by the SORTED inter-agency pilot study. While there was great potential in matching injuries across the various datasets, it would require a concerted ongoing effort; there are also differences in how the relative injury severities are reported in each system.

Regardless of which data sources are being considered, the growing number of new "transport devices" (skateboards, scooters, etc, particularly electric ones) in our user mix also create definition problems within these datasets. The term "scooter" is problematic for starters, potentially referring to moped-style scooters, powered or unpowered kick scooters, and mobility scooters.

With the likely future change to classifications for wheeled micro-mobility devices under the *Accessible Streets* legislation proposals, it seems like a timely opportunity to also introduce greater consistency across the various datasets too. While there is a focus on reducing deaths and injuries on our transport network, reduction targets for these can be at odds with other public agency targets to increase numbers using modes like walking and cycling.

If considerable increases in active modes result in corresponding gains in personal health, does that counter the likelihood that there may also be some additional deaths and injuries? As a comparison, the Netherlands (generally considered the safest place to cycle on a per-km basis) still has ~*200* cycling deaths a year, compared with ~10 a year in NZ, simply reflecting the considerable amount of cycling that occurs there.

This dilemma suggests that authorities may need to consider other performance metrics that better reflect the overall "costs" of any intervention. "Disability-adjusted life years" (DALYs) gained or lost due to lifestyle changes is already a common metric used in the health sector, and may have merit in transport as well.

Another simple measure could be to start using exposure-based metrics, e.g. casualties per km walked or cycled. That way, improvements in the *rate* of injury are better reflected, regardless of the change in usage. Often, this would require considerable improvement in the way that usage data is currently collected by transport organisations, particularly for non-motorised modes.

The above investigations highlight the considerable under-reporting of injuries to non-motorised transport users in NZ, particularly when not involving a motor vehicle. It is likely that transport data sources such as CAS under-estimate the true scale of harm occurring to our least protected users, both from motor vehicles and other hazards in transport corridors.

This highlights how non-motorised travel modes can often be systemically under-stated using traditional road safety harm metrics

Further improvements can be made to the CAS database to recognise different and new alternative transport devices

Some suggestions as a way forward when assessing transport harm in the future in NZ are:

- Make further improvements to the CAS database to recognise different and new alternative transport devices (so that they are not coded as pedestrians, other, etc), and to recognise motorcycle riders and cyclists as specific entities and not as “drivers”.
- Continue to link information from different agencies (Waka Kotahi, MoT, ACC, MoH) to provide an accurate picture of road trauma in NZ for all modes of transport. Transport agencies should work with ACC and MoH to standardise entries of transport harm events to make analysis using their databases more efficient.
- Encourage MoH to collect location data (i.e. where an incident occurred) as a field to allow data to be used to identify localised transport issues that can be addressed.
- Work with ACC to make better use of the existing data and to also investigate options for making captured data even more useful (including standardised free-text fields and better location details).
- Consider the safety role of footpath maintenance when allocating funding for this work. Consider targeted investment of footpath maintenance in areas identified as high priority (e.g. based on pedestrian injury density).
- Agree on consistent categorising of "wheeled transport devices" of all types, including clear categorising of "scooters" of all types to differentiate e-scooters, kick scooters, moped scooters and mobility scooters.
- Agency reporting on road safety should provide specific metrics for walking and other wheeled transport devices, including incidents not involving motor vehicles. This should include using scaling factors to estimate likely true casualty numbers (including user-only injuries) based on reported CAS numbers.

Green man could stay on longer for pedestrians in England



The green man could stay on longer at pedestrian crossings to give people more time to cross the road in England.

Transport officials are considering a change that would mean people have around seven rather than six seconds to cross the typical road.

The guidance for local councils is meant to help people with disabilities, and older people.

Campaigners welcomed the idea, saying millions of people currently struggled to cross when the green man was lit.

Current UK-wide guidance for traffic engineers assumes an average walking speed of 1.2 metres per second - a figure first calculated in the 1950s.

It was updated in 2019 to specify that councils could reduce this to one metre per second, either on a "site-by-site basis or as an area-wide policy".

Now Active Travel England (ATE), an executive agency of the transport department, is considering adopting one metre per second as its standard recommendation for councils in England.

The change will be subject to consultation from interested parties. If approved, it will be included in new advice expected to be issued to English councils before the end of the year.

Local authorities are in charge of traffic management, but Active Travel England factors in adherence to its recommendations when allocating funding for schemes to boost walking and cycling.

Research published by University College London in 2012 found that 76% of men and 85% of women had a walking speed lower than the 1.2 metres per second standard.

The average walking speed for men was calculated as 0.9 metres per second, and 0.8 metres per second for women.

An ATE spokesperson said making crossing times "inclusive" was a big part of its plans to boost the number of people making short journeys on foot.

Source: BBC News

Bridget's Rant — Punching you in the face



Bridget Doran
Former National Committee Chair
bdoranmrcagney.com

In the depths of Winter I posted an analogy on LinkedIn. I post on there a lot, because it helps to have an outlet for insights and frustrations, and to share those thoughts with my international professional community.

The analogy occurred to me while brushing my teeth. I was pondering why some people don't understand that motorway expansion ought not be a priority for our country.

Building new highways "for road safety" is like spending all of your toothpaste budget on one gold tooth.

My favourite comment on that post was from Edward Forrester:

"Like spending all of your roads budget on a punch in the face."



...because as we all know, most of the safety gains on new highways could be achieved with median barriers on existing roads, and most efficiency benefits are eroded from induced traffic.

It feels like transport professionals get a lot of metaphorical punches in the face these days. All the evidence says that we humans are hurtling ourselves and all other conscious life on earth towards extinction, mining and polluting ourselves into self-induced oblivion.

Meanwhile political parties of many stripes are purporting to "balance" the climate crisis with other "equally important" priorities, like, for example, giving private engineering and construction companies a secure infrastructure pipeline.

So, we come to early Spring, when I was asked whether I would be happy to talk to a news reporter about my opinion on a proposal to expand a couple of sections of State Highway 1.

Piarere to Cambridge was one of them. I said sure, I have opinions and a voice - so I met the reporter and said a whole lot of stuff that didn't make the TV, and a couple of seconds that did.

I suggested that the expansion might make sense if Piarere were the centre of human civilisation.

Only then it wouldn't, of course, because that would mean an urban centre, where the most efficient modes (never mind the healthiest and least polluting) are walking, cycling, and public transport.

I said that the economic case for more road lanes can probably be manipulated to demonstrate returns, because assumptions and present value are just numbers in spreadsheets.

It's the financial case that's more important here. Of all the thousands of kilometres of road in these islands, can we afford to spend the sum of all annual road user charges on one or two expansions to roads that already exist? Even the good people of Piarere would struggle to make that maths work.2

"But the freight sector!", implored the reporter. "They say it would save time and costs!"

I shook my head sagely.

Nope, these motorways just get you to the back of the queue faster. The best way to improve travel time for freight trucks is to get as many people in cities out of their cars as possible.

And I hadn't even mentioned the efficiency and resilience benefits of putting more freight on trains.

And finally, the aforementioned toothpaste analogy soundbite that made the news. Meanwhile, the rest of our teeth (read: one and two star State Highways, and all the local roads as well) languish and rot.

As we walked back to our cars, the reporter mentioned how the Waikato Expressway has shortened her travel time to Auckland, and how nice that is for her.

"I like it too", I said. And I do, of course I do!

Like I would enjoy a first-class flight to London and back, because of course I would.

Could I pay for a first-class flight to Europe?

Maybe.

Can I afford it?

No.

Can the planet afford to keep up the delusion that individual car travel on world-class roads is somehow part of a survivable future?

We can afford motorway expansion like we can afford a punch in the face.

I shook my head sagely

Roundabout of the Month



If you are a fan of vinyl records, you might want to check out this unique roundabout in Lyss, Switzerland. Completed in 2019, it is designed to look like a giant turntable and has become a popular tourist attraction.



July 6th 2023 was the busiest day for commercial aviation ever tracked - 134,386 commercial flights were recorded.

Active Modes Infrastructure Group (AMIG) Update

Another AMIG online meeting was held on Aug 3rd. The next one actually just occurred on Sep 14th but details of that one will have to wait until next time, so here's what got discussed in August:

•Lots of industry **multi-modal training** has been continuing, with both online webinars and in-person workshops undertaken. Webinars on 'Healthy Streets' and 'Maintenance & Renewals for Active Modes' were presented in August and soon there will be another on 'Integrating Public Transport and Cycling facilities' (Sep 20). Meanwhile there have recently been Cycle Planning/Design courses in Hamilton & Wellington, Advanced Cycle Intersection Design workshops in Auckland & Christchurch, and the first course on Planning/Design for Walking in Christchurch. Look out for further industry training in the near future on Planning/Design for Public Transport, Urban Street Design, and Planning/Design for Walking.



•As mentioned in March, work is finishing up on revisions to what is now being called the "**Accessible Cycling Guidance**", aimed at providing useful advice about providing cycling facilities that cater for a wider range of users and cycles. Expect to see this guidance published very soon on the CNG.

•The new Public Transport Design Guidance (PTDG) features advice on suitable **bus lane widths**, which have traditionally either been ≤3.2m or ≥4.2m (plus extra width on curves) to cater for bikes. With modern buses tending to be a bit wider, there is now consideration being given to increasing both ranges a little by 0.2m, noting that "in-between" widths are still acceptable when there are separate cycleways.



•The "**Reshaping Streets" legislation** (aka the Streets Layouts Rule) has now come into effect, enabling RCAs to undertake pilot street changes, establish School Streets and Community Streets (aka "play streets") and better manage traffic by means of filtering devices. Some industry planning & design guidance for traffic filtering and road-space reallocation is currently being developed.



•Tauranga CC presented some interesting work they are doing to develop **bike parking "hubs"** in commercial centres. They are looking at a trial for ~80 bikes using vacant retail spaces, as well as options for relocatable bike shelters and school bike parking. Other cities are working on developing similar bike parking hubs near key destinations too.



•The TCD Steering Group has been rather busy lately (including >10,000 submissions on the recent bilingual signs consultation). There is planning to prepare a "Regulatory Stewardship Rule Amendment" (previously known as Omnibus Rule Amendments) that will incorporate recently trialled devices such as **directional cycle signals** and **two-aspect pedestrian/cycle signals**. Meanwhile, other signs being finalised for gazetting include "Except Cycles/Pedestrians" plates for NO EXIT signs, "Merging / Crossing / Turning" supplementary plates for cycle warning signs, and formalising advisory speeds associated with road hump signs.

•Other topics discussed at the recent AMIG meeting included bi-directional vs uni-directional cycleways, the review of the e-scooter Gazette notice, and the use of motorcycles on cycle paths. Detailed minutes about these topics can be found at: https://nzta.govt.nz/walking-cycling-and-public-transport/active-modes-infrastructure-group/

After the September online meeting, the next AMIG meeting is planned to be an in-person session in mid-November, probably in Palmerston North. If you would like to be part of these meetings, contact Wayne Newman (wayne@cresmere.co.nz) or Gerry Dance (Gerry.Dance@nzta.govt.nz) to get on the circulation list. I am also happy to discuss with you any ideas or issues that you'd like to raise at AMIG.

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



Christchurch rangatahi brainstorm ideas for more resilient and healthier streets

An engaged and creative group of Christchurch school kids have come up with innovative and colourful solutions to improve travel options within their community including slower speed limits, colourful street art and safer road crossings.

Over two days of practical and interactive workshops this month, the children discussed creative solutions to address challenges, as well as ways to make it easier to travel sustainably - be it walking, by bike, or by scooter.



The workshops are part of the Aranui Connections Project led by the Christchurch City Council and 90% funded by Waka Kotahi NZ Transport Agency through its Streets for People programme.

Streets for People is designed to support councils to create people friendly streets that are safer for people on bikes, scooters and those walking or taking public transport. The changes will contribute to a more vibrant, more connected and healthier transport system both now, and inform permanent changes for more resilient future streets.

Check out this great coverage in the Christchurch Star about the workshop.

Attitudes towards walking and cycling

Walking and cycling are fundamental to how urban New Zealanders get around according to the latest report from our ongoing survey looking at attitudes towards, and rates of walking and cycling in six New Zealand cities.



Sixty-nine percent of those surveyed said they cycled or walked regularly during 2022, which continues to grow on pre-COVID levels, which sat at 65% in 2019.

This latest research shows that some good progress has been made in terms of increases in walking and cycling over time, but there is still loads of potential for more people to travel under their own steam.

Waka Kotahi is currently working alongside partners to develop national walking and cycling plans, which will give us the pathway to significantly increase the safety and attractiveness of these active modes of transport.

We are also working alongside our local government partners to deliver a range of walking and cycling improvement projects on the ground.

The insights from this research will be valuable in guiding this mahi.

If you would like to delve deeper into the data, we can arrange a session with our insights team.

Streets for People is designed to support councils to create people friendly streets that are safer for people on bikes, scooters and those walking or taking public transport.

MyWay Branded Parklet a success in Timaru

A new parklet on Timaru's main shopping street has seen record patronage. The parklet, funded through the Waka Kotahi Transport Choices programme, has given the community another transport option that is both affordable and environmentally friendly.

Before the parklet, MyWay vehicles did not use the street due to a lack of places to stop. However, since the parklet was installed, patronage has increased significantly.



The MyWay service has seen a 29 percent increase in ride requests and a 36 percent increase in completed rides. The service also recently experienced a record day of 826 rides – comparatively in the previous year there were only eight days when the service completed more than 600 rides.

The parklet is a temporary trial by Timaru District Council, and customer feedback is being sought to find a permanent location.
Read more on the Waka Kotahi website.

Dunedin to Port Chalmers safer and more sustainable shared path opening



An uninterrupted cycling route from Dunedin to Port Chalmers is now a reality with the opening of a new walking and cycling project which will contribute to safer and more sustainable transport options for the region.

The almost $50m project was a challenging one which took three years, with an average of 80 workers a day, who completed an estimated 365,000 work hours.

The cycleway is aimed at those looking to commute between Dunedin and Port Chalmers and it is hoped it will reduce vehicles along the highway.

For more information, check out the Waka Kotahi **project page** or this story on **Stuff**.
Image source: Stuff

New e-bike library launching in Whakatāne

A new Whakatāne e-bike library is supporting those who have been thinking of trying out or upgrading an e-bike with short term loans.

The Waka Kotahi-funded initiative gives people the opportunity to borrow an electric bike (e-bike) for 21 days.

All that's needed is a bit of paperwork and a $100 koha to Cycling Without Age EBOP, the community partner operating the programme. Find out more **here**. Also see their exciting launch video **here**.



Image: Maureen Verstegen (middle) with two of our bikes, Yuba Super Cargo and Watt Wheels E-Trike

The Wednesday Challenge is launching in Tairāwhiti

Encouraging families to use healthier, more active and sustainable transport for their daily journeys is a key aim of the Challenge which will see schools in Tairāwhiti logging their students' journeys every Wednesday from September through to November.

The Challenge encourages kids to use active ways or carpooling to get to and from school where possible.

There are great rewards and prizes up for grabs for schools as well as an element of fun and friendly competition. And as an added bonus, there will also be positive benefits for kids' health and wellbeing, and reduction of congestion and emissions.



The project was piloted in Tauranga in 2022 and is now launching in Tairāwhiti. It is just one of the projects supported by **Hoe ki angitū – the Waka Kotahi Innovation Fund**. Watch a **short clip here**.

We need to move into the future with forward thinking and planning, and a lot of that work is already underway

A new shared user path for safer travel in Manawatū.



A package of safety improvements for SH1/3 between Bulls and Sanson will include a new walking and cycle path between the Bulls Bridge and Pukenui Road, running along the western side of the state highway.

A new double-laned roundabout is also being built as part of the project at the Pukenui Road / SH1/3 intersection outside Royal New Zealand Air Force (RNZAF) Base Ohakea.

Perceptions of safety often affect the choices people make in terms of how they get around so these safety improvements can contribute positively to better transport options for the whole community.

Between 2013 and 2022, there were 97 crashes on the 6.4km stretch of road, resulting in 13 people being seriously injured and 32 receiving minor injuries. Construction began in June and is expected to take 15 months.

Find out more about the project at our Bulls to Sanson webpage.

What will transport look like in 2050?

As our lifestyles change, we need to also think about how our transport system changes to meet new wants and needs.

With new ways of getting around constantly emerging, greater demands on land and existing infrastructure, and a need to ensure a healthier future for us all – our transport network needs to evolve at pace. We need to move into the future with forward thinking and planning, and a lot of that work is already underway.

Whether it's enabling more urban development or improving existing connections, we're building a transport network that can serve us well in the future.



Watch this Waka Kotahi video on the strategies and planning currently underway to get us to that vision of a better connected, healthier and more vibrant transport system, that can benefit both us and our future generations.



Yasushi Takahashi travelled across Japan with a GPS tracker to create a 6500-km drawing to propose to his girlfriend. It has since been certified as world's largest GPS drawing.



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City Rail Link update



Commuters between West Auckland and Newmarket will enjoy a quicker journey thanks to the return of dual tracks on the Western Line.

Commuters between West Auckland and Newmarket will enjoy a quicker journey thanks to the return of dual tracks on the Western Line.

The Western Line has been running on a single track through the Maungawhau Station worksite since mid-2020, to allow the City Rail Link's delivery partner, Link Alliance, to rebuild a section of the Western Line while maintaining commuter services.

Having a single line running while crews worked on the other line, has meant that the project could proceed at pace while keeping around 400 workers safe from the risks of a live rail line.

To thank commuters for their patience, City Rail Link, Link Alliance, Auckland Transport and KiwiRail representatives recently boarded Western Line trains and handed out coffee vouchers and biscuits to commuters.

City Rail Link chief executive Dr Sean Sweeney says the work on the Western Line between Grafton and Kingsland stations is an important component of the overall build, with the rebuilt lines making room for the new City Rail Link lines that will in time take passengers down into the tunnels towards Waitematā Station (Britomart).

Link Alliance project director Francois Dudouit says "this morning's giveaways were a small gesture to thank the public for their patience and support which enabled safe construction during single line running".

KiwiRail's CEO Peter Reidy says "the dual tracks will benefit commuters by helping improve travel times and service reliability on the Western Line. It is another incremental step towards a world-class rail network for Auckland.

"Our teams are working hard across the city on a range of other complementary improvement projects – from our Rail Network Rebuild, which is raising the standards of the tracks across the whole network; building a Third Main Line in South Auckland to better separate commuter and freight trains; extending the electrified network to Papakura; and building new stations to support housing growth around Drury."

Auckland Transport's Executive General Manager Public Transport Services Stacey van der Putten says Western Line passengers will benefit from meaningful time savings now that trains can use both tracks through Maungawhau Station in Mt Eden.

"Customers on the Western Line will spend less time travelling as a result of this change, with even more significant time savings in store when the City Rail Link opens," Ms van der Putten says.

"We're really grateful to our customers on the Western Line for their patience over the past three years and we're glad to be able to improve the speed and reliability of their journeys.

"I'd also like to thank our AT operational teams and Auckland One Rail train crews for their hard work over the past few years to make sure that our Western Line services could run safely and with the least possible disruption while we were down to one line through Maungawhau."

The works involved the replacement of 1.3km of dual track, with the total length of the ballasted track built totalling 2,860m, including connections to the City Rail Link lines.

The rebuilt section of line involved approximately 4,375 sleepers, 10,751 tonnes of ballast, 71 sections of 70m-long rail, 50 masts, more than 3.7km of overhead line contact wire and 1.6km of feeder wire. More than 150,000m3 of spoil was removed for Western Line tracks and the location of new City Rail Link tracks at western and eastern links.

Sustainability efforts saw 81,720kgs of temporary prop steel beams on the eastern grade separation sold to a company that will store and resell to another project for reuse.

When complete and operational, the City Rail Link project will deliver significantly improved travel times for commuters. From Maungawhau Station, it will take only three minutes to get to Karanga-a-Hape Station, six minutes to Te Waihorotiu Station and nine minutes to Waitematā Station (Britomart).

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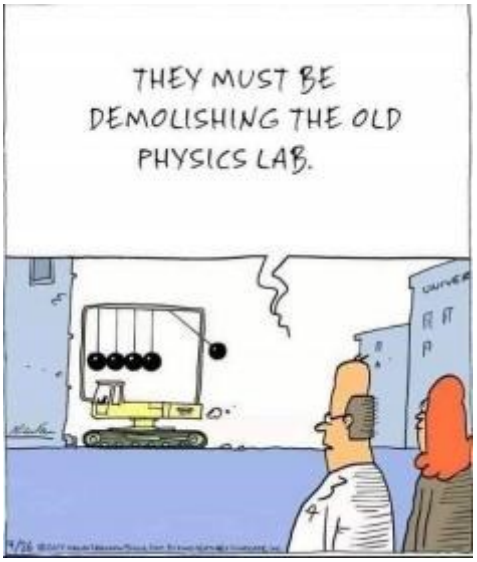
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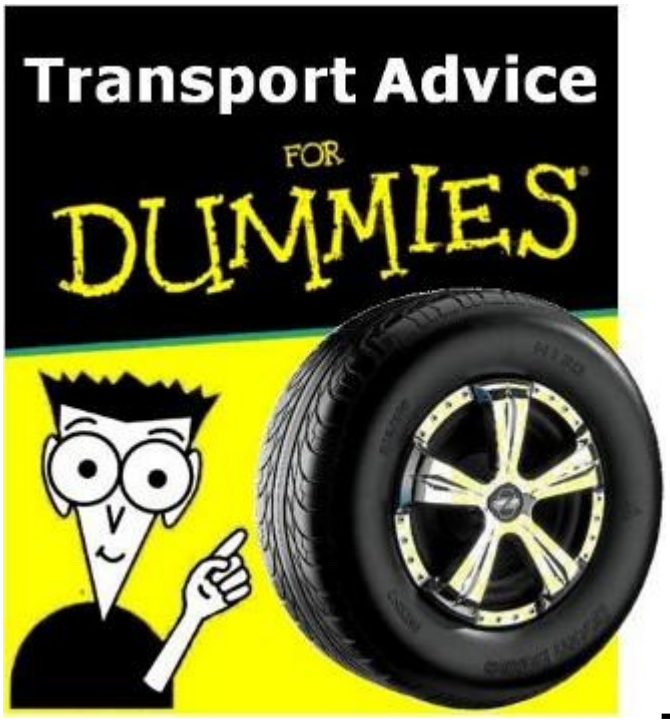
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A tongue-in-cheek column on transport matters by The Transport Guy. The contents do not represent the views of the Transportation Group, or anyone else for that matter. Follow the advice at your own risk. If you have a question for The Transport Guy,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

Dear Transport Guy

Once again we are into the crazy time where politicians promise all kinds of stupid transport projects they think people will like, just to win votes!

Ashok, Blenheim



Dear Ad Hoc

Don't worry, everyone knows they won't follow through on those promises.

The Transport Guy

Dear Transport Guy

I've been following the various party political announcements. Some of them are just re-announcing something that is already happening, some of them are announcing a thing they know will never happen.

But I can't understand the whole 'four lanes to the airport' or 'fix the damn road' or 'one more lane will fix it' or whatever the latest catchphrase is. I can't understand how people look at heavily congested roads and decide that more of the same is a good thing to do. And during the time we spend building these extra lanes, the world continues to burn. It seems so pointless and negligent. Like, WTF?

Claire, North Shore

Dear Clairvoyant

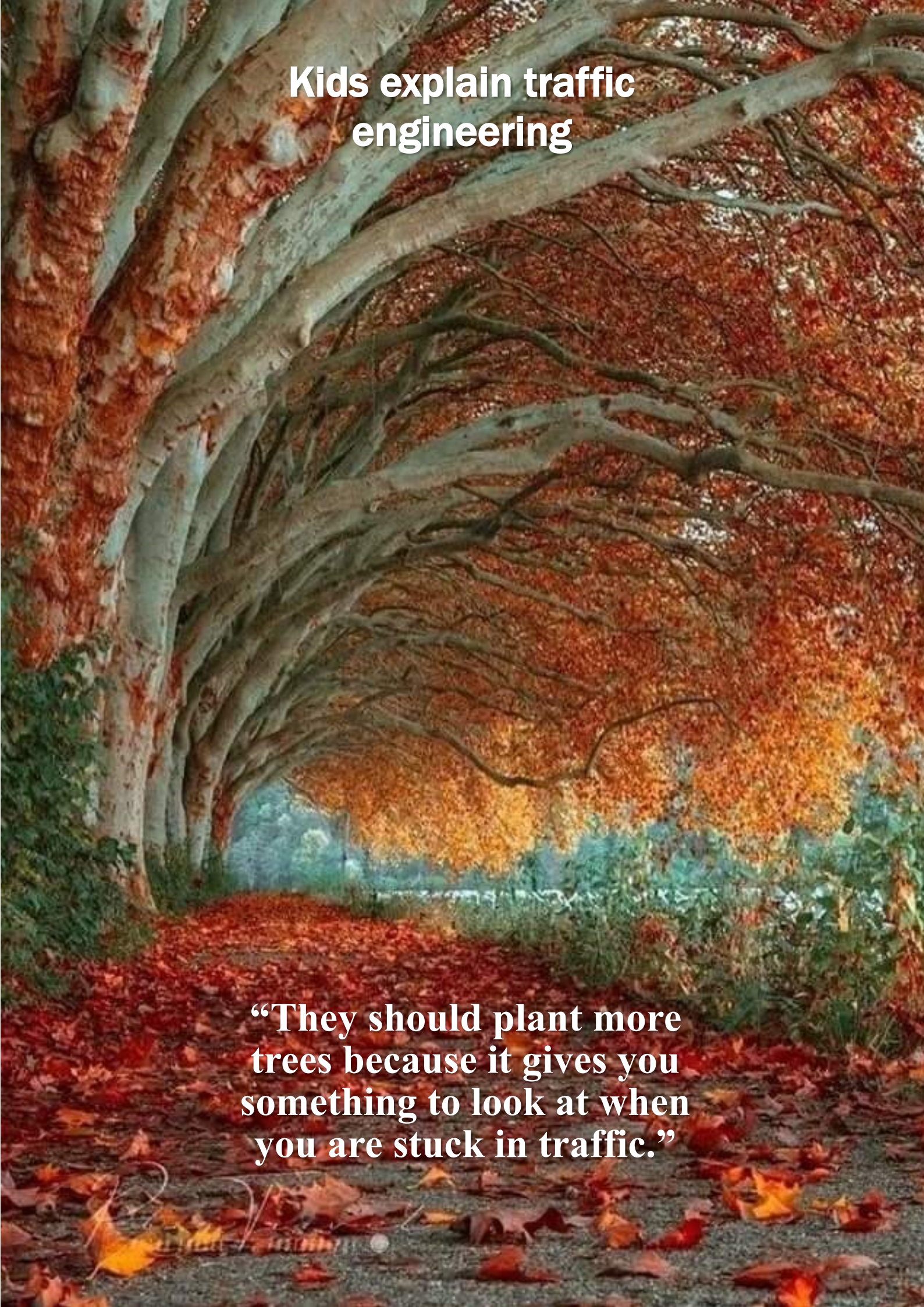
It is, as you say, pointless, but some would say voting is pointless too—it just encourages them. It might be better to come up with catchier phrases for politicians to spout: 'four lanes is insane', etc.

I look forward to and hope for a more honest election period where practical and realistic solutions are offered, ones which deal with current issues in a way that sets us up for the future.

But then I also hope I will win Lotto this weekend.

The Transport Guy




Kids explain traffic engineering
“They should plant more trees because it gives you something to look at when you are stuck in traffic.”