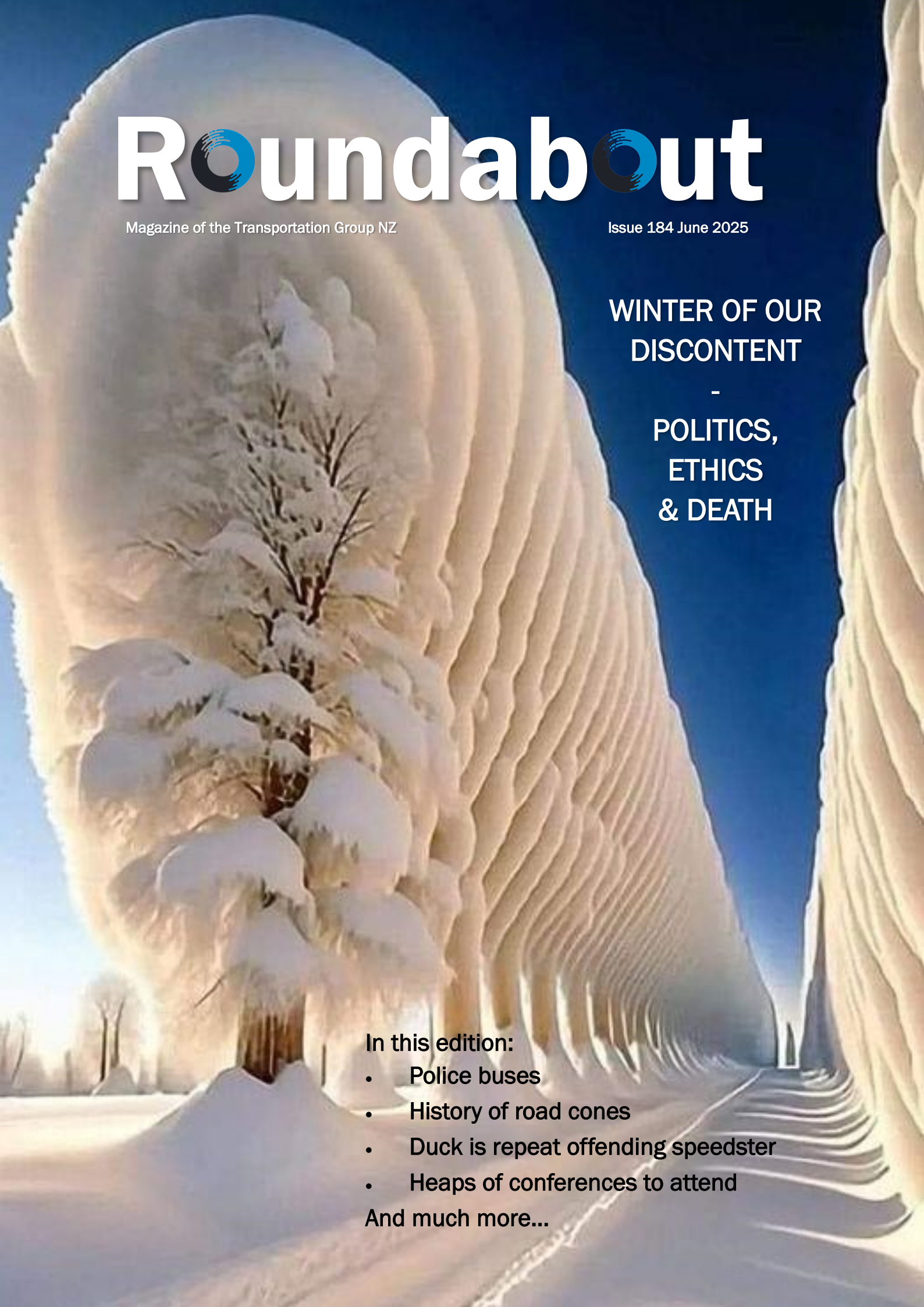

Roundabout

Magazine of the Transportation Group NZ

Issue 184 June 2025

WINTER OF OUR DISCONTENT - POLITICS, ETHICS & DEATH

In this edition:

- Police buses
- History of road cones
- Duck is repeat offending speedster
- Heaps of conferences to attend

And much more...

Editorial

Daniel Newcombe
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Asking the public to vote on speed limits is just weird. We don't ask people to vote to the strength of the screws that hold the wings of a plane on.

I've been in a contemplative mode recently.

I'm approaching a significant birthday (and as I am flying over the date line on the day, I get to experience it twice!), so perhaps this is what has prodded my conscience.

It was all triggered by the ongoing industry concerns about speed limit increases, or rather the process by which recent increases have been directed to occur.

You may recall that the current approach involves public consultation on raising speed limits, rather than a technical assessment of risks and costs.

It's this that rankles me as I approach my milestone birthday. The speed limit reductions in the past have included extensive public consultation AND detailed safety assessments. But for some reason, not when increasing them again.

We need to know what people think (and often the reductions have been triggered by community requests) but then we put that information alongside the risks being experienced by road users (of all kinds) and the costs of implementing a speed limit reduction.

It shouldn't be a popularity vote – it's wrong to ask people to trade-off a temporary sense of impatience with the exposure risk to themselves and other people. You can't make a rational decision in that situation and that's why we leave it to informed and dispassionate professionals.

Absolutely we should consider the 'costs to the economy' of longer travel times from speed limit reductions, just as we should consider the value of lives saved. But asking the public to vote on speed limits is just weird. We don't ask people to vote on the strength of the screws that hold the wings of a plane on – we trust experts to work it out.

Anyway, this issue has been swirling and our excellent former Chair Bridget Doran wrote a compelling letter to Engineering NZ (amongst other agencies) raising concerns about how the process was challenging the ethics commitments of engineers involved.

The promotion and republishing of this letter – contained in this edition – was in itself the subject of much discussion within the National Committee. There are a range of views, including that engineers should just get on with implementing the Government's policies.

Fair enough, everyone has to comply with laws. But most don't challenge ethics or involve life-and-death decisions like this.

So, what should we do? I've been contemplating it and will continue to do so over my milestone birthday, which I will celebrate twice.

I encourage you to read Bridget's letter and think about it yourself.

Inside this issue:

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.

here 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

Due to our atrocious weather recently, I've kept my mug shot from last Christmas.

Mark Gregory
National Committee Chair
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I do really enjoy driving. I also enjoy whiskey and chocolate, but clearly to an extent.

Kia ora koutou. There's been a few interesting topics which could have guided this Chair's chat.

It was Road Safety Week in May, and International Women in Engineering Day on June 23rd - related to both of these themes, we will be running an award again this year to send a member from the Women in Road Safety Network to the ARCS conference in Perth.

This quarter submissions were made to the Infrastructure Commission - initial findings reveal that Transport will likely be the biggest infrastructure investment category over the coming decade, by far. There is also encouragement in how the draft pipeline is being assessed, providing (hopefully) a bipartisan opportunity to making the transport sector work better for the economy (note the annual symposium on 25th June).

One common theme that comes up in conversation – across the board – seems to be that no one is satisfied that the Transport sector is currently fulfilling its potential within a broader economic and productivity perspective.

Christchurch, for example, wins two prizes: a) being the slowest NZ city (with some outcomes comparable to Central London) and, b) offering the highest proportional car parking supply yet still not being able to meet community expectations on ease of parking. (Note some hot off the press research by Todd Litman, showing the negative scope between city GDP per capita and space allocation for car parking). I chose to work in Public Transport planning for Greater Christchurch, because it is quite clearly the key to unlocking the vision for the region.

Just to prove I'm not all about buses, or cars

I should say at this stage this is not an anti-car piece – purely a pro-rational thinking piece. I do really enjoy driving. I also enjoy whiskey and chocolate, but clearly to an extent.

We know our collective roles as transport professionals is to develop and design transport systems which support a healthy, safe, and prosperous society (and with it, the economy and environment). And that we adopt a balanced view on doing so. And we see roadblocks to achieving this - including many that are self-imposed by society unto itself. These seem unnecessary and I believe more worthy of our attention.

Lack of transportation is not a 'problem', but providing access can be a powerful solution, including for the economy. NZ has a strong society (think "team of 5 million"), and Kiwis should be able to come together behind a common purpose of increasing our collective health, wealth, and lifestyle choices.

Cities evolved in the first place to provide advantages of economies of scale, security, and proximity, and this requires access - without which, they cannot work properly. We are looking for confidence that this is 'in hand', but there are powerful forces at work.

Recent high-profile Research by Ian Walker, University of Bath, released in April demonstrates the prevalence of motonormativity in three societies and multiple sectors, using structural equation modelling.

Participants were presented with a series of statements relating to interactions with car use (e.g. people shouldn't drive loud cars in populated areas) and equivalent non-car-based interactions (e.g. people shouldn't play loud music in populated areas).

The outcomes included that the most important predictor of pro-car judgements are pro-car attitudes – hence a statistical view of the bias. Other findings include the role of family and friends in influencing our decision making which fits with the Planned Behaviour Theory (Jane et.al 2022): the first thing we (subconsciously) think of when making a decision, including travel, is how we would be judged by those close to us.

This is not new – but there is increasing basis which makes clear the irrational approach to transportation, obscuring the view to the real purpose of transport, and the very point of it all. Also – is this getting better or worse in the next generation? According to Walker, there are mixed signals.

Motonormativity manifests itself in strange ways and supports a theme that congestion is a phenomenon outside of our control.

One example is how weather sites include the traffic report - this clearly enforces a social norm that behavioural choices are beyond control.

Other manifestations might include the indulging of 'driver frustration' in planning and evaluation. Frustration, and anger are not feelings that are inflicted on us, but merely products of our own sense of entitlement where we perceive something not meeting our expectations.

I do wonder why we continue to indulge this particular behaviour.

The boat was cool, but buses are often the best way to serve access on scale. This is one of my favourites by far, and a metaphor for further opportunities

Coming back to my original point about PT serving the economy: the politics of PT are changing too.

A paper highlighted by Jarred Walker (shared by Karl Otterstrom) demonstrates that across a mixed sample of more liberal, more conservative and more moderate participants, the majority of each group found public transport to be important.

And why wouldn't they? PT is big business allowing cities to scale up, and to do so equitably.

The Queen Elizabeth Line in London, a project spanning four Governments, directly supported 55,000 new homes and 60% of employment growth is within its catchment.

Transport should be a-political, as a driver of our wealth and productivity in an increasingly competitive world. And in some societies, it is more than 20 years since VKT growth decoupled from wealth creation.

Transport should be a -political, as a driver of our wealth and productivity in an increasingly competitive world.

We are currently surrounded by challenges, and for many this topic will not be a priority. Others may disagree – and healthy debate is, well, healthy.

As transport professionals, let's continue to debate in the spirit of mutual respect and offer intelligent and connected solutions.

Let's be more imaginative. Let's sell the virtues of open-mindedness. We are united by a common belief in developing robust evidence, a sector critical to shaping everyone's prosperity.

Let's move forward on this basis, knowing we do have what it takes to achieve amazing results.

Photo competition—It's a sign

Who doesn't enjoy a good road sign? Whether it is odd in itself or odd in context, the below signs cover a range of oddness. Some may not be in the official signs manual.
Seen better ones? Send images to: tgroundabout.editor@gmail.com

Magazine of the Transportation Group NZ Issue 184 June 2025

Bridget's Rant — You do yerself no favours talking like that.

There was a TV advertisement sometime last century for a fast food restaurant that comprised quotes from adoring child fans, one of which became firmly lodged in the bookcase of my memory: "Sometimes I leave and I want to go back there."

I feel this way about Ireland.

I recently spent a couple of weeks in the land of many of my ancestors - ko Irihae toku Iwi - and had a thoroughly marvellous time. There is an inescapable warmth to the Irish verbal soundscape. Maybe some of you will know what I mean.

The way the Irish talk with one another is awash with wit, self-deprecating charm, and a deep, unfussy affection.

Perhaps best summed up by an overheard quip on the street outside a Dublin bar between three middle-aged female friends - "Oh Margaret, you do yerself no favours looking that good."

No favours. It's not a phrase I hear in New Zealand. But I did note plenty of similarities between us and them. Beautiful rolling Waikato-esque hills, stunning coastal Coromandel-esque vistas- ...and earnest attempts at urban regeneration.

Like most modern cities round the world, Ireland's are typically car-centric disappointments. There are pockets of stunning street art and pedestrianisation, and some fancy new rapid transit lines in Dublin. But, like here, most people make most trips by car because the other options suck.

The newspaper headlines in Ireland are often replicas of ours too, just with different characters. Housing crisis, cost of living crisis, worsening inequality, local authorities struggling to afford anything new given decades not keeping up with maintenance of basic civil infrastructure....

...it's almost as if the current challenges facing New Zealand aren't Jacinda Ardern's fault. Or the government before hers. If the same problems are faced worldwide, maybe it's society itself, the way we organize ourselves, that's the problem?

Maybe leaving behaviour to the whims of "the free market" is the thing that isn't working? Maybe governments aren't in control at all, and increasingly the worldview of the masses is shaped by the self-serving whims of the billionaire psychopaths who control online information algorithms?

"Bridget. You do yerself no favours talking like that."

Alright, I'll return to my bread and butter: what if we really did get "back to basics" in transport infrastructure planning? What would that mean, and are Ireland doing any better?

Well there ain't much more basic than a footpath and kerb cut. I don't know whether the good asset managers of Ireland are more enlightened than ours, but the evidence from Kilkenny shows promise.

My dream for transport policy is that we measure some kind of useful outcome to inform investment in inclusive streets. My current favourite metric - because I haven't heard of a better one - is to count mobility aids on streets as a proxy for inclusion.

On the streets of Kilkenny I captured this scene. A child in a buggy, a woman with a walking stick, two powered wheelchairs, and a third wheelchair obscured. And a teenager with a cellphone, just to chuck some real diversity in the mix.

Well done Kilkenny. Was this outcome a result of exceptional transport policy and asset management collaboration?

Someone should check.

Maybe I'll have to go back there.

Bridget Doran
Former National Committee Chair
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The way the Irish talk with one another is awash with wit, self-deprecating charm, and a deep, unfussy affection.

City Rail Link update

One of the most unique long-standing structures on the CRL project is coming down.

If you travel past on the motorway near the area or have wondered around the bottom of Mercury Lane you may be familiar with it.

Erected in mid-2020, the large noise shed at the bottom of Mercury Lane was a game changer – enabling 24/7 excavation in an inner-city neighbourhood with minimal disruption.

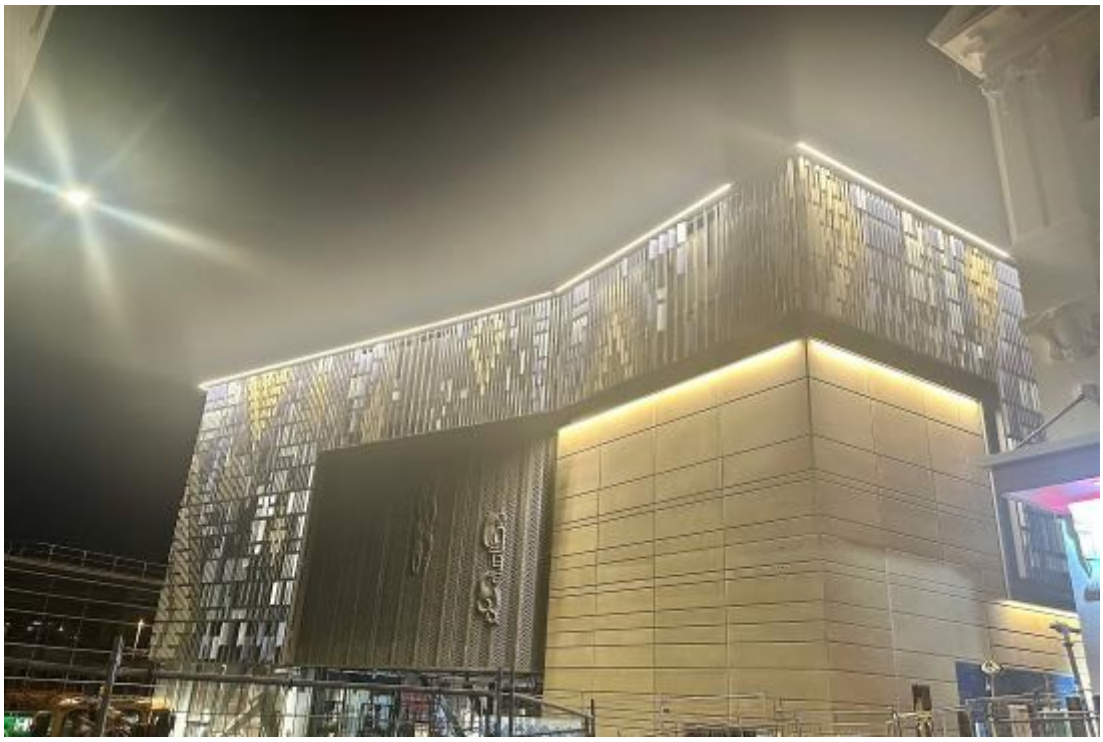
We set out with a desire to leave a positive legacy through the delivery of the CRL.

The first picture is from July 2020, shows the noise shed being constructed over the temporary access shaft, which served as the sole entry and exit point for spoil, machinery, and personnel during mining operations.

At 46 metres long, 39 metres wide and 16 metres high, the shed housed spoil storage, ventilation systems, a water treatment plant and more, all wrapped in specially engineered soundproof cladding.

Now that major excavation and construction work is complete, the shed has done its job and is being deconstructed, signalling that the project has entered its final stages.

As part of our strong sustainability strategy, the structure has been sold to a steel fabrication company in the far north and will soon get a new lease of life. With the shed gone, you can see the Mercury Lane entrance building and its beautiful sky-element façade (below).



As we near project completion, we recently marked the release of our Social Procurement Case Study.

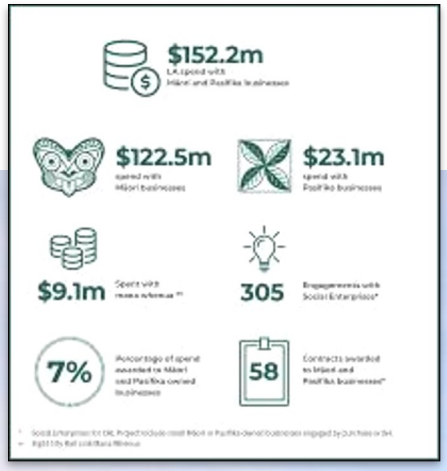
We set out with a desire to leave a positive legacy through the delivery of the CRL. One bigger than just the CRL itself. Social procurement has been a core way to deliver on this - through Māori and Pasifika businesses and social enterprises.

In this report we share:
- the CRL approach to social procurement
- the highlights and positive impacts experienced by Māori and Pasifika businesses
- the reality of the challenges too - alongside our learnings and insights for future tenders and stories from six of the 83 Māori and Pasifika businesses contracted.

The project has, to date, contributed$152.2m to the Māori and Pasifika business economy, 7% of the total Link Alliance (our main contract) spend.

Read the full case study here

And check out these latest images of Maungawhau station taking shape.



On politics, professional ethics, and premature death on New Zealand roads

The Transportation Group endorses the below open letter of our former Chair Dr. Bridget Doran on speed limit reversals.

The Transportation Group made a submission on the Draft Setting of the Speed Limits Rule 2024: https://lnkd.in/gzWX64jt. One point made in the submission stands out at this juncture:

"The speed limit rule, as proposed, does not represent peer reviewed evidence on the societal values of lower speeds, and the global position on speed management, nor address how this will contribute to road safety advancement, and the protection of our communities."

So, while some of our points were addressed in the final Rule and subsequent amendments as published in the current version https://lnkd.in/g888cX2V, it continues to place members of our profession between a rock (the Rule) and a hard place (our ethical obligations).

Nevertheless, transportation engineers may be able to do more within the constraints of the Rule to retain lower speeds on additional streets. We also take the position that the Rule must be amended to reflect the large body of international and NZ evidence around 30 km/h speed limits, clarify currently ambiguous clauses, and permit more local control.

To the media, the Transportation Group of Engineering NZ, and Engineering NZ

This is not a formal complaint or note, rather a discussion of an emerging dangerous precedent where politics and professional integrity are clashing, with public lives at stake.

In the more than 20 years I've worked as a civil engineer in New Zealand, I've never seen so blatant a disregard for professional practice as is unfolding in our transportation sector right now.

Like thousands of my peers, I'm a member of Engineering New Zealand, an independent non-profit member organisation that exists to support and regulate the profession. Part of its regulating function is to grant and administer professional charterships.

All Members, whether Chartered or not, are required to commit each year to a Code of Ethical Conduct. We tick a box in an online form that says we commit to a variety of standards including acting competently, behaving appropriately, and maintaining confidentiality. So far, so generic.

But it's another of eight standards listed in the code - 'Report adverse consequences' – that has rocked my professional world recently.

Now, the Code of Ethics doesn't come up in most engineers' careers as something to be held to. That's mostly because, first, professionals typically do their best to act ethically, and second, every engineering decision is necessarily a trade-off between social, environmental, economic and technical constraints. If it weren't, then it wouldn't need to be 'engineered' in the first place.

Engineering is about doing a good job ***given*** constraints. There is always judgment involved. Best practice evolves, so we draw on guidance, the advice of our colleagues, and depending on the project, on the expertise of multi-disciplinary teams to reach reasonable engineering design decisions.

*Engineering is about doing a good job *given* constraints. There is always judgment involved.*

In my practice area of transportation, as well as technical constraints, there are social and political ones, perhaps more often than there are for, say, geotechnical or electrical engineering. That's because transport necessarily interacts with human geography, with placemaking, with land development, and with a host of other factors that are not even part of the built environment.

While structural engineers can draw a bubble around their beam and its loads, discounting the world beyond their design space, transportation engineers can't really do that. Our design loads are humans, within and outside of vehicles controlled by them - and our design spaces are not surveyed boundaries, but cities and countryside.

And there's a human factor to the outcomes of our decisions. If snow falls on a roof in Invercargill and the roof collapses, an engineer could be asked what design assumptions they made about their building. They can be clearly held to account if the roof fails under a predictable weight of snow.

But if a child runs across a street and a driver within the speed limit fails to react in time to avoid colliding with them, an engineer is not as directly accountable for the 'failure' of their design in delivering a safe outcome.

Some would argue that they should be *more* responsible, but there are clearly subjective trade-offs in transportation that don't exist in structural engineering. It's complex.

But until 2025, I was somewhat okay with holding this balance in my head, because the bottom line has always been that we must only *consider* the adverse consequences that might come from design, and 'take reasonable steps to safeguard the health and safety of people'. If those people then did irrational things, while in control of a motor vehicle, for example, then the design is not necessarily at fault.

This year however, it appears that some of my peers may have neglected this requirement to 'take reasonable steps' in safeguarding public health.

The New Zealand Transport Agency, under instruction from the Ministry of Transport, has stated on public record that it will increase speed limits on public roads without considering safety.

That is, even though increased speed limits lead to increased travel speeds, and even though increased travel speeds lead to increased risk of serious injury and death (with no change to infrastructure or vehicle composition or the underlying average competence of the road-using public), the Agency is *not considering* safety because the Setting of Speed Limits Rule explicitly prohibits it.

In this case there is not a single Member of Engineering New Zealand to be held to account.

I don't blame anyone at the NZ Transport Agency for doing their job under duress. But this is such an unusual situation and dangerous precedent, it deserves discussion as a profession and society: how can we reasonably protest the removal of our obligation to consider health and safety in the course of our work?

How can we protect the credibility of our professional peers and colleagues in this climate where dissent could reasonably have disastrous career consequences for an individual, but compliance could reasonably result in premature death of members of the public?

The murky waters of professional ethics and credibility mean that we need to find firm ground outside of them. It's as a profession and community that we need to stand up and make our disappointment clear.

Hence this strongly worded letter.

Bridget Doran
CMEngNZ, BE(hons), MET, PhD

Links: Engineering NZ Code of Ethical Conduct

NZTA not considering safety in decisions to increase speed limits

In March, Local Democracy Reporting received an email thread between a resident and Gisborne District Council asset planning manager Tina Middlemiss, who had gathered data from NZTA's Crash Analysis System (CAS).

There was a 64 percent reduction in crashes from the five years before to the five years after the speed limit was reduced from 100 to 80km/h on 8 September 2020, for the stretch of road that underwent consultation, Middlemiss wrote.

"So by increasing the speed limit from 80 back up to 100km/h, it would reason that there would be almost triple the risk of crashes and harm occurring."

Minister of Transport Chris Bishop's office was approached for comment on whether this data was factored into the decision to reverse the speed limit back to 100km/h.

The question was deferred to NZTA. NZTA director of regional relationships Linda Stewart said under the rule, NZTA was required to undertake consultation to demonstrate "public acceptance", defined as majority public support. This was the only factor NZTA could take into account in its decision-making.

How can we reasonably protest the removal of our obligation to consider health and safety in the course of our work?

SH5 speeders warned as limit returns to 100km/h

The average ticket speed on State Highway 5 between Napier and Taupō was 116km/h.

Speeding motorists on the Hawke's Bay highway where the speed limit was increased recently from 80km/h to 100km/h have been given a big thumbs down, and a warning.

Police eastern district road policing manager Angela Hallett said as the Kings Birthday holiday weekend drew to a close, that the average ticket speed on State Highway 5 between Napier and Taupō was 116km/h.

Offences had been at about the same rate as before the limit was restored, after being 80km/h for the past three years.

Too many of those caught were being "rude" to police officers trying to keep road-users safe, she said.

"The number of infringements being issued has remained the same, and speed has increased," Hallett said.

"It is incredibly frustrating that we are catching so many drivers who are not only risking their own lives, but also those of other motorists.

"We're also disappointed that some drivers who have been stopped for speeding this weekend have been rude to our staff at receiving a ticket for speeding," she said.

"This is absolutely unacceptable."

Hallett said staff were "out working hard on a public holiday weekend to keep everyone safe".

"They are the ones who turn up to serious crashes, often witnessing horrific scenes. They are trying to prevent people from being victims of this type of tragedy.

"After these disappointing results, police will now be out in force on SH5, so if you are travelling at excess speed you can expect to be stopped and held to account," she said.

All motorists were being asked to take road safety seriously and also to be the eyes and ears of the police.

"Slow down, use your seatbelt, make sure you are well-rested and not impaired by drugs or alcohol, and put any distractions away," she said.

"Report unsafe driving if it's happening now to 111 or, if it happened some time ago, through our 105 service."

Police were yet to release details of a person who died during the weekend as a result of injuries received in a crash on the highway.

The crash involving a truck and a car, occurred less than 24 hours before the higher speed limit came into effect.

It happened in treacherous conditions at the midway point of Tarawera at about 8.50am on a Wednesday morning.

The person was flown to Wellington with critical injuries, but was understood to have been returned to Hawke's Bay.

One other person was reported to have moderate injuries.

In a statement, police extended their sympathies to the family of the deceased, and also said the investigation of the circumstances was ongoing.
Source: NZ Herald

State Highway 5 near Eskdale, where motorists are advised that the speed limit has been increased (to 100km/h), and to 'drive with care'.

From Engineering NZ's latest EG magazine: Our Mel

Leading questions

Melanie Muirson FEngNZ CPEng IntPE(NZ) is passionate about road safety and the impact the engineering profession can have on reducing trauma on transport networks. She leads a team of technical engineering experts across the country, having previously led road safety professionals here and in Australia. She has almost 30 years' experience in road and active modes safety and traffic engineering, resilience and emergency response, and temporary traffic management, working on infrastructure and network maintenance contracts and capital projects on both sides of the Tasman. Through lifeline projects, she's developed an interest in resilient infrastructure that can be safely and rapidly reinstated after a disaster. She's involved with specialist industry safety and temporary traffic management groups, including the Australasian College of Road Safety's New Zealand Chapter committee, and has served on local and national committees for Engineering New Zealand's Transportation Group.

What attributes make you a good leader?
I prefer to lead by example. Whether it is being part of the technical team to get projects delivered, providing support to the team through mentoring and training, or simply being available to listen. Being present and approachable for all team members is important and was one of the characteristics I valued most as a graduate engineer.

At the end of each day, what tells you whether you've been successful?
Knowing I have made a difference, no matter how small it may seem. This can be helping a client solve a problem or supporting my colleagues at work.

What inspired you to become an engineer?
I come from a family of builders and architects dating back several generations. I grew up surrounded by plans and going to sites with my father at the weekends. Interestingly, Dad encouraged me to do engineering over architecture as he thought it would provide more opportunities (which it certainly has).

Who opened a key door for you?
I'm very grateful for the support of many people over the course of my career. Marten Oppenhuis has been a mentor of mine for many years, providing constructive feedback, sharing his technical knowledge and passion for transportation engineering, and encouraging me to be an active contributor to the industry.

How do you connect your work with a sense of greater good?
Throughout my career I've been driven to reduce the trauma for all road users by providing safe and legible infrastructure. We need to understand the end user and how they will interpret our designs. If we can prevent fatal and serious injuries so people can return home at the end of the day, that sense of purpose is more than enough.

What mistake have you learned from most?
There are many! Realising as a young engineer that one may not always agree with the people that we encounter through our work and projects. However, understanding and respecting that others have differing drivers and points of view has helped me manage conflict situations.

Melanie Muirson FEngNZ CPEng IntPE(NZ)

Role: Technical Practices Leader – Transportation and Senior Principal Transportation Engineer, Stantec NZ
Based in: Ōtautahi Christchurch
Education: Bachelor of Engineering (Civil) University of Canterbury, 1996; Master of Engineering (Transportation), University of Canterbury, 2006

How do you approach a difficult conversation with someone you lead?
With compassion, the ability to listen and an open mind. It's important to understand the person's perspective and articulate clearly the issues as we work together to find a resolution or compromise.

Who is a leader in Aotearoa you admire?
Sir Peter Blake, for his dogged determination to become one of the world's greatest sailors. He inspired his teams to achieve success on an international scale we hadn't seen before in New Zealand, showcasing our world-leading technology and skilled people. Beyond sailing, his passion and enthusiasm for the environment lives on.

What key question have you been asking yourself lately?
How can we continue to maintain and improve safety for all road users on our transport networks within a new infrastructure investment framework? ■

Glenn Lyons on Triple Access Planning – presentation to Canterbury CIHT event

By Mark Gregory, Group Chair

How often do we critically consider the origins of our practice in transport planning? Or the foresight, advocacy and petitioning?

It is fascinating to behold a paradigm emerging, such as Triple Access Planning (TAP). Professor Glenn Lyons, CIHT President again presented to the Canterbury branch on 11th March, including ways by which TAP is being used in the UK and his presentation on this can be found here.

So why does this matter? Where did it come from and why would it be so effective in New Zealand?

I feel this story needs some qualification, including the emergence of some of the modern Transport disciplines.

Let's get in the DeLorean and go back to the 1990s. A period of change and significant trigger points. The battle of Snelsmore Common (yes, 1990s, not 1490s…and we're still on transport).

The construction of the Newbury Bypass in Berkshire, England, included the televised forceful removal of 800 demonstrators trying to protect a natural environment – all beamed into living rooms on the evening news. Can you imagine this for a second? Almost thirty years ago, yet impossible to forget.

TAP internalises the roles of physical access (transport), digital access (online) and land use together, within a single system.

Whilst this was happening, the British Government (among others, I imagine) was grappling with the 'new realism.' The benefits of the massive 'Roads for Prosperity" ambition – were simply not going to be realised as Policymakers had imagined.

The succeeding Transport programme saw a progressive shift towards a multi modal approach, validated in the 2000s by the decoupling of VKT and GDP.

Yet 'car hegemony' was so entrenched in society to the point that political reputation could withstand the scenes from Snelsmore Common. *How could that possibly happen?* This hasn't happened since – not on that scale. It's too complicated to simply blame motonormativity, but it has a role as does professional practice in the way we approach and appraise options.

This is a story about changes in practices, including one particular key player who was among a group dissatisfied about the state of things in the 1990s, and who instinctively sought to change it, and who continues to encourage the evolution of our thinking forwards. That transport should not be self-serving, but a means of supporting human interactions and endeavours, sustainably.

And understanding that as human needs change, so must our systems be adaptable, and tools suitably aligned to focus on the real problems. We all know this now, as the thinking behind our appraisal metrics has evolved significantly including here in NZ. But this change came from somewhere.

One such place is the Centre of Transport and Society (CTS) at UWE Bristol, which focuses on furthering knowledge into the coevolution of Transport and Society.

Founded in 2002, there were other great schools in Transport including Leeds, but CTS really defined itself on the link with Society, and all of the science and specialist research that comes with understanding it. It was ahead of its time, much like Glenn, it's founder.

Every good story needs a character. If you were at the Nelson conference, you'd remember Glenn. I encourage you to check out this brief self-portrait about Glenn Lyons.

I'd only add to it Glenn's entire disposition on keeping it real and being a genuine human, and loud voice for social equity and inclusion within our communities. And also a reminder that Glenn has worked for MoT and NZTA. Some of TAP came from here - and we are part of his story too. Which leads to TAP. presentation link again.

"But Mark, I'm busy... What is TAP in a nutshell?"

TAP internalises the roles of physical access (transport), digital access (online) and land use together, within a single system. And it's developed inside the *Decide and Provide* framework.

(Seriously, if you don't know what this is, you should look it up now).

Basically, all the best bits of urban outcomes, physical access and alternatives to travel get rolled into a single strategic approach. And it's no longer a theory.

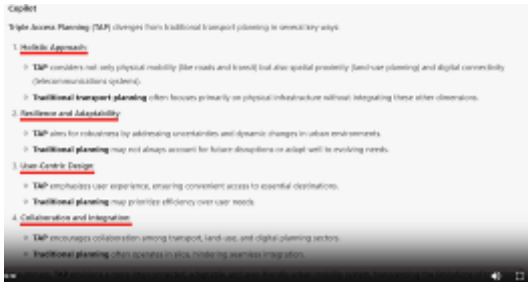
Charting the signs of early diffusion

And so why is this so relevant in New Zealand? Recently a colleague of mine said of a Futures scenario planning workshop that the only certainty agreed on for the coming fifty years is 'AF8' (the rupturing of the Alpine fault, for the benefit of international readers).

New Zealand is slightly larger than the UK in land mass, but with 5 million people, generating one of highest km/capita outcomes in the world. Yet, most of the population is urban with 99% connected to at least a 4G network. The interisland ferry traverses the rough and unpredictable Cook straight, domestic air travel costs are very high, and either are frequently disrupted by weather.

Like other nations, we were able to adjust rapidly to COVID, with at least three times more people performing work duties from home, compared to in 2019. Whilst we are a prosperous society, we do need to address the current account deficit and increase the *complexity* of the economy, whilst addressing a huge infrastructure deficit. Piece of cake, right?

Practitioners are more than mere spectators in this story, given the uncertainties that hinder us. Uncertainty is no-one's friend, except as Glenn remarks, it does offer the scenario that "good over evil still has a chance.' The notion of good and evil is subjective, but for us in NZ I believe it is the idea of addressing our infrastructure deficit without breaking the bank.



TAP is developed for this time and world, facing down uncertainty head on, bringing together those who can impact on a situation – and find reliable pathways. Perhaps those linkages between social and commercial benefits.

One prize for the taking would be Mass Rapid Transit in the key cities. Trebling or quadrupling footfall potentials.

Good scenario planning could engage the key players and leaders in developing mutually beneficial pathways towards MRT outcomes, combining all three sides of the Triple Access triangle: MRT achieves better built environment outcomes which reduces need to travel, and public transport users are more able to be digitally connected whilst in transit.

To conclude a Glenn quote: 'Transport planning is dead!"

It would seem the most successful societies in the 21st century are the ones developed to be accessible, and transport is a part of that story.
New Zealand has always been innovative, and we are part of the story from 2014. So, when do we make the choice. Carpe Diem, anyone?

Check out the CIHT membership@ciht.org.uk
To be continued...

TAP is developed for this time and world, facing down uncertainty head on, bringing together those who can impact on a situation – and find reliable pathways.

Fleet of 'police buses' rolled out in Auckland to drive recruitment, another AT/Police partnership

"These newly decorated double-decker buses seat 500 people, which is exactly the number we want to recruit"

A fleet of "police buses" has rolled out across Auckland to drive recruitment into the force.

The five Auckland Transport buses, wrapped in police livery, were set to be a mobile billboard for police as they continued driving their routes around the city.

The buses were covered in the New Zealand Police's famous blue, yellow, and white, with "Next Stop: Making a Difference" written on the side.

Commissioner Richard Chambers said the campaign was part of police efforts to recruit its target of 500 new officers.

"These newly decorated double-decker buses seat 500 people, which is exactly the number we want to recruit."

He said Auckland had always been a key recruitment area for police, and was "keen to be highly visible and advertise far and wide".

"We know that the buses are ideal for reaching the whole of the city."

The total cost to wrap the buses was $119,800, which included print, installation, and 12 weeks of media advertising.

The redecorated buses were introduced just a month from the new police training campus in Albany on Auckland's North Shore, welcoming its first batch of recruits.

"The new Auckland training campus at Albany will also help make a career with the police a reality for those who cannot relocate to Wellington for the full 20-week course," Chambers said.

"That campus is set to welcome its first intake from the start of July. That is a significant development in our recruitment and training."

Under the National-NZ First coalition agreement, the Government set a target of recruiting an extra 500 officers within its first two years in office.

The AT Marketing, Creative and Transport Safety teams, in collaboration with NZ Police, have won a bronze award at the Public Relations Institute of New Zealand (PRINZ) Awards.

The PRINZ Awards annually recognises excellence, promotes continuous improvement, and showcases the outstanding work achieved by public relations and communications management professionals in New Zealand.

At their recent annual awards ceremony, AT won bronze in the category Government Relations and

Public Affairs for campaigns or programmes designed to influence or inform public policy and political affairs.

The award-winning marketing campaign was a partnership operation with NZ Police that increased Aucklander's perceptions of getting caught drink-driving through record breath tests.

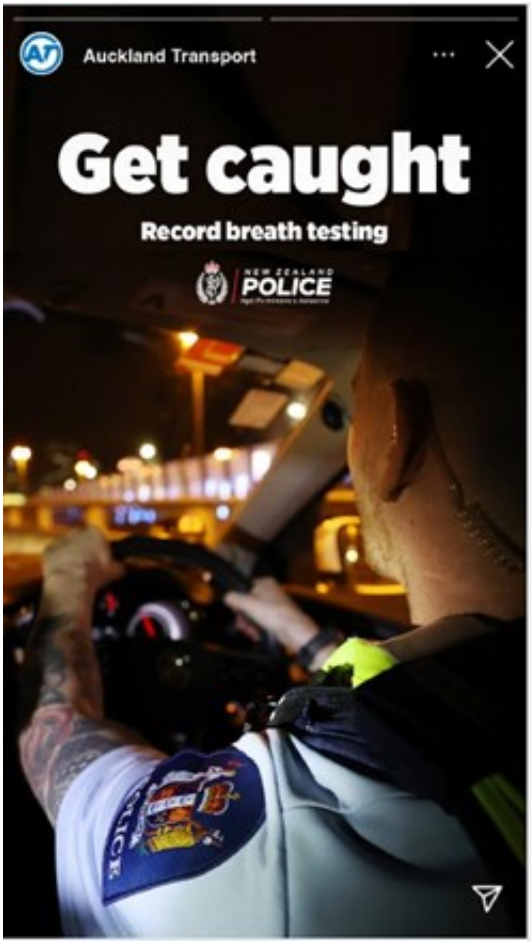
AT's Transport Safety and Creative Teams worked together to transform evidence sourced from NZ Police about the record numbers of breath tests they perform every day into a set of eye-catching "this or that" images.

This message successfully cut through to a record number of Aucklanders, especially on social media channels.

It was a true collaborative effort between NZ Police and multiple AT teams working together.

This marketing campaign was so successful last year that AT refreshed it with updated messages and new photos.

If you are in Auckland, keep an eye on a billboard near you or AT's social channels.



AT worked to transform evidence from NZ Police about the record numbers of breath tests they perform every day into a set of eye-catching "this or that" images

Working with what we have

Resilience for the Future

Whakamahinga ki ngā mea kei a tātou:
He manawaroa mō ngā rā anamata

Transportation Conference 2026

8 – 11 March 2026
Tākina Convention Centre
Te Whanganui-a-Tara Wellington

CALL FOR ABSTRACTS IS NOW OPEN!

Run don't walk! If you'd like to present, submit your abstract for review and help shape the conversation around the conference theme '**Resilience for the future**'.

The conference programme will feature four key session streams:

- Strategy & Planning
- Economics & Funding
- Operations, Management & Maintenance
- Designing for Resilient Futures

For full details, including submission guidelines and key dates, click the 'Call for Abstracts' button below.

CALL FOR ABSTRACTS **SUBMISSION PORTAL**

JOIN US AS A SPONSOR OR EXHIBITOR

For over 40 years, the Transportation Conference has served as Aotearoa New Zealand's leading platform for transport planning, safety and engineering communities. This annual event provides an opportunity for industry professionals to come together, share insights, and address the pressing issues facing the transportation sector.

Jointly hosted by ENZ's Transportation Group and Trafinz, the 2026 conference will take place at Tākina in Te Whanganui-a-Tara Wellington. Our theme, **Working with What We Have: Resilience for the Future**, underscores the urgent need for the sector to adapt and innovate in an increasingly complex environment.

We invite you to partner with the Transportation Conference 2026 and benefit from a range of opportunities to enhance your brand and profile, with a visible presence through out the event.

Together, we can foster resilience and shape the path forward to support our cities and regions prosper.

VIEW PROSPECTUS

WWW.TRANSPORTATIONCONFERENCE.CO.NZ
8 - 11 MARCH 2026 |TĀKINA CONVENTION CENTRE
TE WHANGANUI-A-TARA WELLINGTON

TRANSPORTATION GROUP NEW ZEALAND

2026 CONFERENCE DINNER THEME

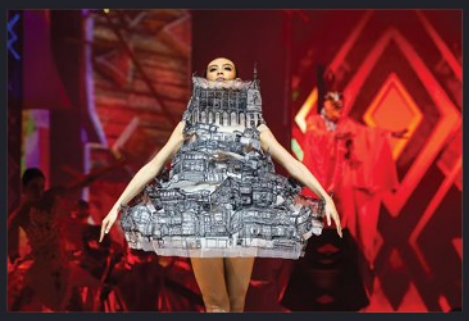
Wearable Masterpiece - Make It Transport

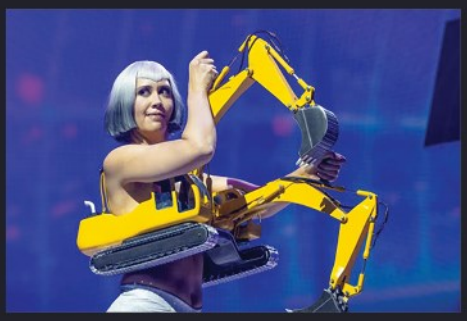
Wellington is known for its vibrant creative scene, most notably in hosting one of the world's largest international design competitions on an annual basis.

In 2024, one of the prizes at this competition was awarded to a design sustainably fashioned from road cones -- evidence that the transport and fashion sectors have plenty of room for creative overlap!

Aligned with our overarching conference theme of "**working with what we have**" this year's social theme challenge is to make and dress in your own wearable masterpiece with a transport element.

There won't be a catwalk, but there will be a prize for the most creative costume! The conference dinner will be held on Tuesday 10 March 2026.





CONFERENCE REGISTRATION

The conference committee is working hard to ensure registration for **Transportation Conference 2026** offers great value.

Full details including rates, inclusions and early bird dates will be released in the coming weeks.

ACCOMMODATION

The conference has secured a range of accommodation rooms over a variety of properties in Wellington's CBD. More accommodation options can be found on the conference website.

OAKS HOTEL from $189 a night

A stylish and contemporary hotel located in the heart of of Wellington's entertainment district on Courtenay Place.

Just a short stroll from the waterfront and Tākina Convention and Exhibition Centre, the hotel offers the perfect base for your conference stay.

DON'T MISS OUT ON UPDATES!

Don't want to miss out on conference updates? Subscribe to the newsletter by visiting the conference website or by clicking below!

VISIT THE WEBSITE

GET THE NEWSLETTER

WWW.TRANSPORTATIONCONFERENCE.CO.NZ
8 - 11 MARCH 2026 |TĀKINA CONVENTION CENTRE
TE WHANGANUI-A-TARA WELLINGTON

TRANSPORTATION GROUP NEW ZEALAND

Trafinz NZ Traffic Institute

SIGNALS NZ USER GROUP

SNUG 2025 - Trinity Wharf Tauranga

Exhibition & Networking - September 24
SNUG Workshop 2024 – September 25 & 26

Following on from the hugely successful SNUG event held last year in Christchurch, the SNUG Committee are pleased to announce advance notification of the 2025 SNUG Workshop.

The SNUG Committee has elected to hold the event in Tauranga, over two days on the 25th and 26th of September, with an industry exhibition and technical tour in the afternoon of the 24th.

Trinity Wharf is conveniently located on the cusp of the Tauranga CBD, and is 10 minutes from the Tauranga airport.

For those of you with long memories, you might recall that Trinity Wharf is where we held the SNUG workshop in February 2017.

More details of the exhibition, and how to be an exhibitor, will be announced over the next few months.

The field of Traffic Signals and Traffic System Control is moving forward rapidly and the SNUG Workshop is an opportunity for traffic signal engineers, local authorities, traffic systems specialists, contractors, consultants and other practitioners to discuss current developments in Traffic Signals and Traffic System Control.

On that note, if you have been involved in anything that you believe will be of interest to the signals community, please consider doing a presentation at the workshop.

A call for papers will be made shortly, or you can email us directly here.

Prepare your manager by getting this years SNUG into your Performance Review or Training Plans now!

Look out for further updates on the workshop details, call for papers, programme and registration shortly.

From the chair John Kinghorn, and the rest of the SNUG committee, we look forward to seeing you at the workshop in Tauranga in September

Magazine of the Transportation Group NZ Issue 184 June 2025

Thurs 6 Nov: Save the date for the Living Streets Aotearoa Walking Summit 2025!

Our one-day, online Walking Summit will take place on Thursday 6 November, and there's a whole lot of planning currently underway to bring the Summit's theme, "Walkable Communities for Wellbeing", to life. We aim to have the draft programme and more information about registration in the July e-Bulletin, so please save the date of the Summit in your calendar and watch out for the next round of announcements!

Christchurch Conversations: Steps to a walkable Ōtautahi

LSA Executive Council member Carina Duke will be speaking at next month's Christchurch Conversation where the topic is: "Steps to a walkable Ōtautahi". This Christchurch Conversation is presented by Te Pūtahi Centre for Architecture and City-Making and considers how a truly walkable city could make for a vibrant, sustainable and liveable Christchurch.

Te Pūtahi says: "The simple act of walking has powerful benefits. This low-carbon, low-tech, low-pollution activity promotes health, wellbeing and sustainability – and it's free! It is also a great connector – as a form of transport and as a catalyst for social interaction. How well does Ōtautahi cater to and encourage walking? What needs to change? If more people walked, what savings could be made in our health and transport budgets? What carbon emissions could we avoid?"

The event is from **6:00-7:30 pm on Tuesday 15 July**, and is held in the TSB Space, Level 1, Tūranga. Register to attend here. And if you can't join in person, you can watch the livestream on YouTube.

2025 NZMUGS CONFERENCE

CALL FOR PRESENTATION

Closing Date: 13th June 2025

Join the 18th annual NZMUGS Conference- where transport professionals from Aotearoa and Australia connect, share insights and shape the future of our industry.
Discover emerging trends, discuss where the transport industry is heading and network with experts across the field.

Conference Details

- **Date**: 15th-16th September 2025
- **Venue**: Rydges Latimer
- **Location:** Christchurch

Conference Theme

- **Should we model what decision makers/ people think they want or what we think they need?**
  - Should modellers respond to decision makers desires to ensure engagement and solutions that conform with political realities?
  - Or should we stick with our expertise and aim for what we can demonstrate is appropriate, though maybe unpopular?
  - Productivity is high on the agenda, is it our role to ensure that factors other than travel time (safety, environment, connectivity etc) are assessed? And how do we account for them?
  - How much room is there for innovative/ bolder solutions that decision makers and public may not have envisaged? And how do we create and promote these opportunities?

Presentation Categories

- **Standard Talk**: 15min + 5min Q&A
- **Quick Fire** (for young professionals & students): 10 min
- **Extended Talk**: 25 min + 5 min Q&A (by application)

Awards

- Best Presenter
- Best Young Presenter

Submit Your Abstract

- **Closing Date**: 13th June 2025
- **Word Limit**: (< 300 words)
- **Subject Title**: '2025 NZMUGS Conference'
- Please send your title & abstract to nzmugs@gmail.com

***Closing Date**: 13th June 2025*

***Email**: nzmugs@gmail.com*

***Website**: https://www.transportationgroup.nz/nzmugs/*

NZMUGS 2025 CONFERENCE- CALL FOR SPONSORSHIP

Join us at the NZMUGS' 2025 Conference as a valued sponsor. Gain exposure, connect with professionals and show your support for the future of transport innovation.

DIAMOND SPONSOR

$1,250.00

GOLD SPONSOR

$750.00

DINNER SPONSOR

$1,250.00

GUEST SPEAKER SPONSOR

$1,250.00

SPEAKER AWARDS SPONSOR

750.00

REGISTRATION EMAIL:
ZOE.CHEN@BECA.COM
PAYMENT ENQUIRIES:
KERSTIN.RUPP@JACOBS.COM

CONFERENCE DATE: 15TH -16TH SEPTEMBER 2025

2025 NZMUGS CONFERENCE
CALL FOR SPONSORSHIP

Sponsorship Opportunities

We are inviting expressions of interest in the following **limited** sponsorship categories.

SPONSOR LEVEL	BANNER DISPLAY	LOGO SIZE	GIFTS & MARKETING DISTRIBUTION	COST (EXCL. GST)
Diamond	During Presentations	Large	✓	**$1,250.00**
Gold	-	Small	✓	**$750.00**
Dinner	Dinner Venue	Small	✓	**$1,250.00**
Guest Speaker	During Guest Speaker	Small	✓	**$1,250.00**
Speaker Awards	-	Small	✓	**$750.00**

Note: Sponsorships are allocated on a first-come first-served basis, we accept up to:

- 4 x Diamond Sponsors
- 4 x Gold Sponsors
- 1 x Dinner Sponsor
- 1 x Guest Speaker Sponsor
- 1 x Speaker Awards Sponsor

Sponsor Privileges

- **Banner Display (own supply)**
  - Diamond: At venue during entire conference
  - Dinner: At dinner venue
  - Guest Speaker: Behind lectern during the guest presentation
- **Logo Placement**
  - Projected during breaks and printed in conference materials
  - Diamond Sponsors are able to display larger logos
- **Gift/ Material Distribution**
  - All sponsors can distribute marketing materials and gifts to attendees

How to Apply

1. Please complete the Sponsorship Form on the following page
2. Email Sponsorship Form and attach a digital logo to zoe.chen@beca.com
3. Make a payment. For payment queries please contact kerstin.rupp@jacobs.com

Email: *Zoe.chen@beca.com*

Website: *https://www.transportationgroup.nz/nzmugs/*

2025 NZMUGS CONFERENCE

SPONSORSHIP FORM

Sponsorship Form

Sponsor Details

Company Name	
Contact Person	
Name	
Postal Address	
Phone	
Email	

Sponsorship Level (please tick one box)

- ☐ Diamond Sponsor, with a contribution amount of $1,250.00 (+GST)
- ☐ Gold Sponsor, with a contribution amount of $750.00 (+GST)
- ☐ Dinner Sponsor, with a contribution amount of $1,250.00 (+GST)
- ☐ Guest Speaker Sponsor, with a contribution amount of $1,250.00 (+GST)
- ☐ Speaker Awards Sponsor, with a contribution amount of $750.00 (+GST)

Signature: _____ Date: _____

Payment Information:
Once we receive your completed sponsorship form, a **tax invoice** will be issued to you within a few working days.
Payment options:

- Credit Card (via invoice link)
- Bank Transfer

Please forward your completed form to: Kerstin.Rupp@jacobs.com

‘Nobody has done this before’: Britain’s beloved steam trains trial pioneering technology

In-cab digital signalling was tested recently as part of a project to secure the future of main-line locomotives.

No steam locomotive in the world had ever been run with in-cab digital signalling – until now.

About 500 steam trains run across the UK each year, from Penzance in the south to Inverness in the north, -transporting tens of thousands of passengers to a bygone age, -bringing joy to the faces of enthusiasts and bemusing commuters.

But the future of main line steam operations could be under threat unless the traditional fire-breathing machines can be fitted with pioneering modern technology.

The UK’s railways are undergoing a major change to their signalling -systems in the coming years. Network Rail is planning to remove traditional lineside colour light signals in favour of in-cab signalling systems along key routes. No steam locomotive in the world had ever been run with in-cab digital signalling – until now.

Earlier this month, the new technology was -trialled for the first time as part of a “pathfinder” project aimed at -securing the future of steam locomotives in the UK.

The “A1” No.60163 Tornado – Britain’s first steam locomotive to be built in 50 years and which has appeared in the Paddington 2 movie – has been -fitted with European Train Control System (ETCS) technology as part of a Network Rail-led initiative which was launched in 2021. Fitting the new technology cost about £9m.

ETCS is to be rolled out across the country in the coming years and some trains will run in digital-only mode from the end of this year.

It is already widely used in Europe and is seen as the industry standard -signalling system for high-speed lines. Since 2011, the Cambrian Coast Line has been operated exclusively using the system as part of a different pilot programme.

The Tornado ran west of Shrewsbury to Newtown and Welshpool overnight to trial the technology for the first time.

“It is existential to the sector if steam cannot run with ETCS … the team have done a brilliant job of -getting us to this point,” a Network Rail spokesperson involved in the project told the *Observer*.

“The pathfinder [project] is all about saying ‘this is going to be really hard, is it -technically viable?’ Nobody has ever done it with a heritage vehicle.”

Since the privatisation of the railways, steam trains have been free to roam the national network subject to there being “white space” in the -timetables around service trains.

“We had quite a few challenges fitting the systems,” Rob Morland, electrical engineer at The A1 Steam Locomotive Trust, Tornado’s -owning group, told the *Observer*. “This is a very harsh environment: we’ve got heat, coal, coal dust,

The team had to factor in the placement of the screens to avoid being hit by a fireman swinging a shovel around.

shocks and vibrations and they all stress the systems."

A second steam-powered turbo generator, an axle -driven alternator and a dedicated battery bank had to be installed in order to power the equipment: "The cab was stripped back to bare metal because of the sheer number of new conduits, boxes and equipment and that was the only practical way to do it," Morland added.

Amy Clouston, principal human factors specialist at engineering consultancy AtkinsRéalis, which designed the fitment of the systems, said: "We had to test whether or not you can even use a touchscreen while you're hurtling along at up to 75mph. We've had to think about vibrations, lighting, noise, coal dust, water and steam and grubby fingers."

Clouston said her team also had to factor in the placement of the screens to avoid being hit by a fireman -swinging a shovel around, while still being in a position where the driver can still see the safety-critical -information displayed.

"Drivers have varied positions: some drivers hang out of the cab, -others stand. It isn't a 'I'm sat at a desk' design of a modern diesel or electric locomotive," she said.

Keeping the computers powering the systems cool also proved to be a headache: "The design team had the challenge of sealing them [against] coal dust and heat. Electronics in a sealed environment that's already hot does not bode well [for the longevity]," she added.

"Tornado's retrofit with our ETCS is a world-first project that has tested our technology in one of the most complex and harsh -operating environments, proving heritage and digital systems can coexist -without compromise,"

Tank Porteous, -main line signalling programme director at Hitachi Rail UK, a partner in the project, said.

Tornado is so far the only steam locomotive to have been fitted with the system. Last year Network Rail issued a £40m tender document for companies to bid to fit 24 main line steam and heritage diesel locomotives.

"The price of future fitments will be significantly cheaper, there's no doubt about that, but we don't know yet exactly what that might be," the NR spokesperson said.

"We need to work out how -commercially viable it is going to be. This is going to form part of where we go in the future."

The spokesperson told the *Observer* the team have "learned more in the extremes with Tornado than we will do anywhere elsewhere" and the results will influence the design of equipment that will be fitted.

AtkinsRéalis's Clouston said the project was vital to the future of the main line steam sector:

"Steam is part of the nation's engineering -heritage so it would be such a shame if it were to only be contained to -private, -heritage railways. Having steam -locomotives out there on the main line is a -wonderful thing to see."
Source: The Guardian

Call for applications for sponsorship to 2025 AITPM conference

This year's AITPM conference is being held in Adelaide from the 3-5 September. Check out just a few of this year's incredible featured speakers:

- **Giles Perkins,** Head of Profession – Future Mobility, WSP (UK)
- **Lucy Saunders,** Creator and Director of Healthy Streets
- **Skye Duncan**, Executive Director, Global Designing Cities Initiative
- **Julie Ballantyne,** Transport Leader, Stantec

This year's program is geared toward providing opportunities to champion advocacy and inspire tangible change, with sessions that empower professionals to shape more equitable, accessible, and thriving communities through transport planning and design with over **70 speakers** presenting from all areas of the industry. **FIND OUT MORE HERE**

In recognition of the close professional connection between the Transportation Group and AITPM, we will sponsor a Transportation Group member to attend the conference.

The sponsorship (to the value of NZ$1,500) helps support a member to attend the conference, participate in the various sessions and workshops, and to represent Transportation Group New Zealand at the AITPM Annual General Meeting (held at the conference).

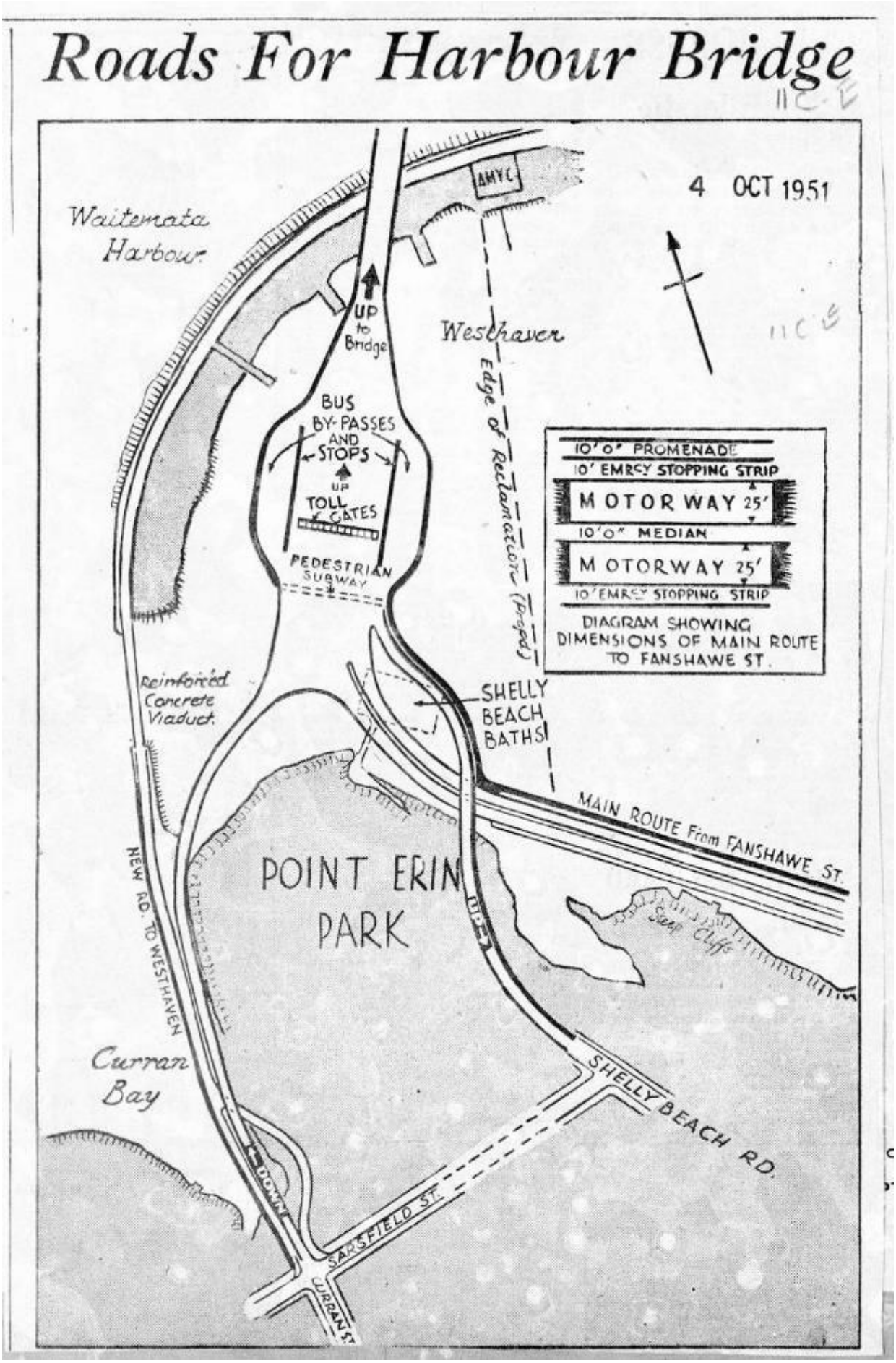
Interested members are invited to submit an application during the application period, which will involve a 300-word letter covering the following criteria:

- benefit to member, employer and profession from member's participation in the conference.
- ability of member to obtain additional funding needed for the trip (e.g. employer).
- member's contribution to profession (especially the Transportation Group).
- whether member is presenting at the conference.

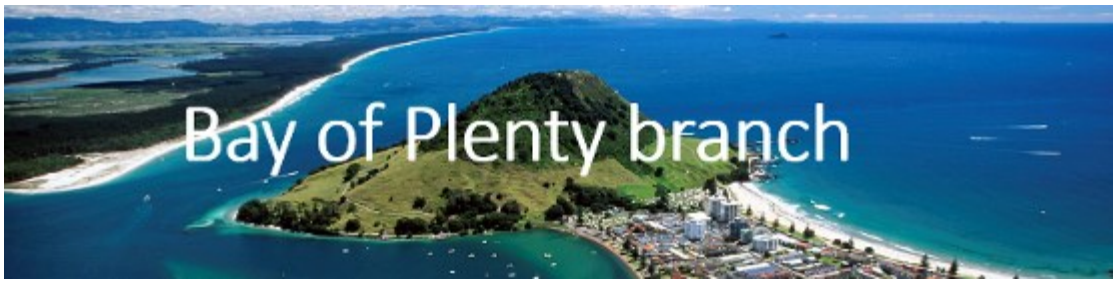
After the conference, the successful member will prepare a brief conference report that will be published in the Roundabout magazine, and is encouraged to give a presentation on their trip to their local Branch, and the next Transportation Conference if possible.

The application for the award is below and closes Friday 18 July for the 2025 AITPM conference, by email to the Awards Co-ordinator.

View the sponsorship application here



Auckland Harbour Bridge concept plan from 1951



Bowls, bowls, bowls!

Just a quick update from the BOP branch. We held our annual lawn bowls social event for members in May, in the fancy new undercover lawn bowls green at Tauranga South.

It was well attended and an enjoyable catch up with industry colleagues. Watch out for the BOP annual quiz – date tbc!

Like bowls? Move to Tauranga and join the BOP branch!

Come along to our AGM—15th July

This is your invite to the Auckland/Northland branch Annual General Meeting.

The AGM, which will be online only, will be held on **Tuesday 15 July 2025 12-2:30pm**.

Further details to come, watch out for the invite from ENZ soon!

If you'd like to contribute to the committee or have any great suggestions for events or activities, please contact the incoming chair" Hamish.Speakman@mottmac.com

TRANSPORTATION GROUP NEW ZEALAND

Apply for Transportation Group sponsorship to attend the ACRS National Conference 20-23 October 2025 in Perth

IIn recognition of the close professional connection between the Safety Practitioners' Group of the Transportation Group New Zealand and the Women in Road Safety Network of the Australasian College of Road Safety (ACRS), the National Committee is pleased to sponsor a Transportation Group member to attend the ACRS Conference, which this year is being held in Perth.

The sponsorship (to the value of NZD3000) is to support a member to attend the ACRS conference, participate in the various sessions and workshops, and to represent the Transportation Group at conference events.

Interested members are invited to submit an EOI by **Friday, 18 July** to wirsn@acrs.com with the subject 'EOI for Transportation Group Scholarship for ACRS Conference', supported by their CV and a brief (up to 300 words) commentary on the following criteria:

- benefit to member, employer and profession from member's participation in the conference
- ability of member to obtain additional funding needed for the trip (e.g. employer)
- member's contribution to profession (especially the Transportation Group)
- whether the member is presenting at the conference.

Please note, the successful member must meet conference attendance costs above that of the value of the sponsorship.

After the conference, the successful member will prepare a brief conference report that will be published in the Roundabout magazine and is encouraged to give a presentation on their trip to their local Transportation Group branch and the next Transportation Group Conference if possible.

Expressions of interest are open until **Friday, 18 July**. For queries, please contact Renata Gomez via email renata.gomez@wsp.com

TRANSPORTATION GROUP NEW ZEALAND

SAFETY PRACTITIONERS GROUP NEW ZEALAND

ACRS AUSTRALASIAN COLLEGE OF ROAD SAFETY

ACRS AUSTRALASIAN COLLEGE OF ROAD SAFETY Women in Road Safety Network

Roundabout

Transportation Engineering

Undergraduate and Postgraduate Transportation - Courses 2025

Department of Civil & Environmental Engineering, University of Auckland

For Master of Civil Engineering MCivilEng with/without Transportation specialisation, also for Post Graduate Certificate / Diploma / PGCertCivilEng]/[PGDipCivilEng or Postgraduate Diploma in Engineering PGDipEng

Semester 2 (Jul-Oct,'25)	***dates/timing changes may be made***
CIVIL763 Smart Infrastructure Analytics (Tues 2-4 pm, Weekly during Semester)	This paper will equip postgraduate students with interests in infrastructure engineering, such as construction, transportation, water engineering and urban analytics with data analytics skills to handle real-world data challenges. While this course does not require any in-depth prior knowledge in programming or data analytics, it is still an advanced course in data analytics. We will cover the knowledge from basic Python programming, to the popular tools and the critical thinking skills to apply the core theories in data analytics to solve a range of engineering problems with elements of ambiguity and complexity. For real-world relevance, the course will utilise real datasets from a range of New Zealand infrastructure owners/operators such as local councils, and government departments. These will further be accompanied by relevant guest lectures from industry and academia. **Assessment Coursework**: 100% No exam
CIVIL 771 – Planning & Managing Transport (Block 1 – 23, 24 July) (Block 2 – 20, 21 August) (Block 3 – 1, 2 October)	The objective of the course is to provide an overview of planning and managing transport in NZ. Hence, it will include a summary of the current regulatory framework, the current Government's policies and initiatives plus some 'case study' examples, including 'best-practice'. As this is a Level 9 course, 100% of the grade being assessed will be via independent work which must demonstrate the application of highly specialized knowledge. **Assessment Coursework**: 80% Invigilated assessment: 20% No exam
EngGen 726 - Climate Adaptation of Infrastructure (Block 1 – 31 July, 1 August) (Block 2 – 7, 8 August) (Block 3 – 14, 15 August)	This paper is set up to give all students the fundamental knowledge of climate change, how to determine its impacts on infrastructure and communities to identify vulnerabilities and the development of adaptation options and decision making for resilience. The paper begins with providing foundational knowledge, then offers students the opportunity to choose a customised module to develop in-depth knowledge and skills required for optional specialisation areas within climate adaptation. Students will have some specific lecture material on the chosen specialist area along with practical assignments that will allow them to analyse a significant climate adaptation problem in the area of their speciality. The coursework is a dual medium (in-class and online), but will also allow complete distance learning options.Impacts of climate change on infrastructure and adaptation strategies to respond to these changes. Impact assessments, vulnerability studies, and development of adaptation strategies and techniques for whole of life asset management. **Assessment Coursework**: 100%. No exam

NOTE: Other relevant courses at the University of Canterbury (Civil / Transportation) or at Auckland (in Civil / Construction Management / Master Engineering Management/ Auckland OnLine) *or elsewhere can be suitable for credit – prior approval is required.*

For Admission / Enrolment or Course options contact: **Bevan Clement** *DDI* (09) 923 6181 *(M)* 021 022 65184
Email: *b.clement@auckland.ac.nz*

Further details, including the course outlines, can be found at:
https://www.calendar.auckland.ac.nz/en/courses/faculty-of-engineering.html

Some interesting transport observations from Western Australia

Glen Koorey | *Director, Principal Transportation Engineer and Planner*
glen@viastrada.nz

A few months ago, I travelled to Perth for a family visit. It was my first trip there and, while I was visiting, I got to have a bit of a look around the greater Perth metro area. This included travelling on many of the higher-speed (70-100 km/h) arterial roads connecting the various outer localities such as Rockingham and Fremantle. As a result, I spotted a few interesting measures over there that could be worth considering here in NZ:

Traffic signal advance warnings: There are several signalised intersections on many of the high-speed arterials around Perth, which could have the potential to generate serious crashes. While one could argue that the best solution is to ***not*** have high-speed signalised intersections (or to provide speed management devices instead), I was intrigued to see the use of active warning signs in advance of most intersections, which would flash orange when the approach road signals went from green to amber/red.

Advance street/road naming: Something that I see only sporadically around NZ is the use of sub-plates under advance intersection warning signs to indicate the name of the approaching side roads.

Around Perth, most approaches to higher-speed intersections (be they signalised, roundabout, priority-controlled, or the previously mentioned flashing warning signs) featured name plates underneath the warning sign. Arguably they weren't always totally legible, but doing this more often in NZ would no doubt help reduce last-minute movements by drivers approaching intersections. It is certainly a lower-cost option than a larger advance intersection direction sign and more useful than having street name signs only right at the intersection (by which time it may be too late to know whether to turn off or not).

What do you think of these initiatives from Western Australia?

While one could argue that the best solution is to not have high-speed signalised intersections, I was intrigued to see the use of active warning signs.

Swinford Toll Bridge - 5p to cross. Yes, really

Group member Ian Appleton recently visited Swindon in the UK (a dream we all have) and came across a fascinating toll bridge. Yes, really.

Ian said he drove across the bridge and had no idea it was a toll bridge. Initially he thought the 5p toll was a joke, but apparently the operators make £195,000 a year. These are his photos.

The Swindon Toll Bridge is a privately owned toll bridge across the Thames in Oxfordshire, England.

It crosses the river just above Eynsham Lock, between the village of Eynsham on the north-west bank and the hamlet of Swinford on the south-east bank (in Berkshire until 1974).

It carries the B4044 between Oxford and Eynsham, which was the A40 road until the north Oxford bypass was completed in 1936.

Swinford Bridge is an archetyal Georgian bridge built of local limestone which opened in 1769.

It replaced a ferry and its construction was funded by the then Earl of Abingdon. The toll rights and concomitant duty to maintain are by Act of Parliament.

It also made the building of bridges across the river illegal for 3 miles up or down stream.

The Act of Parliament made the building of bridges across the river illegal for 3 miles up or down stream.

If annual tolls outweigh annual maintenance the owners do not pay tax on that net income. This is a very rare perquisite agreed by Parliament and George III, rewarding the work of collecting the tolls in all financial circumstances.

It provides for a similar tax-free status of formal local authorities, on their surpluses, if any. It is one of the two remaining toll bridges that cross the Thames, the other being Whitchurch Bridge. Since 1835, tolls for pedestrians have been abolished.

Cycles and motorcycles are also exempt from tolls. Other classes of traffic remain subject to tolls. The tariff starts at 5p in the case of cars (without other vehicle or trailer under tow). Campaigns have been occasional to make the bridge toll-free.

Oxfordshire County Council estimates that 10,000 motor vehicles cross the bridge each day. Toll collection causes delays in the peak times of day. CCTV enables enforcement against evasion.

The bridge was put up for sale in 2009 and was sold at auction for £1.08 million. A campaign calling for Oxfordshire County Council to buy the bridge was unsuccessful.

Fowl play: flying duck caught in Swiss speed trap believed to be repeat offender

The duck was caught going 52km/h in a 30-km/h zone.

Image shows mallard snapped at 52km/h in same 30km/h zone as a duck on the same day seven years ago.

A radar image of a speed offender caught in central Switzerland recently has revealed that the culprit was not only a duck but probably a repeat offender, local authorities have said.

Police in the town of Köniz, near Bern, were astounded when they went through radar images snapped on 13 April to discover that a mallard was among those caught in the speed trap, the municipality said on its Facebook page.

The duck was caught going 52km/h (32mph) in a 30-km/h zone, the post said.

The story, first reported by the Berner Zeitung newspaper, got even stranger.

It turned out that a similar-looking duck was captured flying in the same spot at exactly the same speed, on exactly the same date seven years earlier, the Facebook post said.

The municipality said it had considered whether the whole thing might not be a belated April Fool's joke or a "fake" picture.

But the police inspectorate said it was impossible to doctor images or manipulate the radar system.

The computers are calibrated and tested each year by Switzerland's federal institute of metrology, and the photos taken are sealed, the municipality said.

Source: Guardian

These ducks decided they should walk instead,

Mobile safety cameras now in operation

NZTA have begun rolling out NZ's first mobile safety cameras.

From 1 July NZTA will be responsible for all safety cameras and NZ Police will no longer operate their mobile safety camera vans. Police officers will continue to issue notices for the offences they detect.

From 1 July NZTA will be responsible for all safety cameras and NZ Police will no longer operate their mobile safety camera vans.

A camera-equipped SUV began working on roadsides across Auckland and detecting speeding from 13 May. It'll be joined in the coming months by other SUVs and trailers as NZTA expands mobile camera operations across NZ.

Like NZ Police, the mobile safety cameras won't have signs or branding. They also won't be hidden. Mobile safety cameras are used to provide general, rather than site-specific, deterrence to speeding. That's why they are operated nationwide 'anytime, anywhere' and aren't marked.

Mobile safety cameras work like fixed speed cameras except they are installed in trailers and SUVs so can be moved around.

Mobile safety cameras use a radar to measure the speed and identify the direction of a vehicle. The camera can detect speeding vehicles in two directions and from either side of the road.

NZTA are also rolling out mobile safety cameras in trailers. The below is what they will look like.

Newmarket pilot for first-of-its-kind dynamic loading zone

Newmarket's Kingdon Street is set to be home to a dynamic loading zone - the first of it's kind in Aotearoa.

Auckland Transport is trialing a new type of dynamic loading zone, with the first pilot launching in Newmarket's Kingdon Street, near the intersection with Khyber Pass Road.

LED lights installed along the eastern kerb will signal the status by changing colour, the lights will switch between clearway, loading zone and paid parking signals.

The trial is part of an innovation initiative using technology and LED lights on an existing loading zone/clearway and parking zone to allow for multiple uses of the space at various times of the day.

The LED lights were to be installed in early June and the trial is expected to commence later in the month.

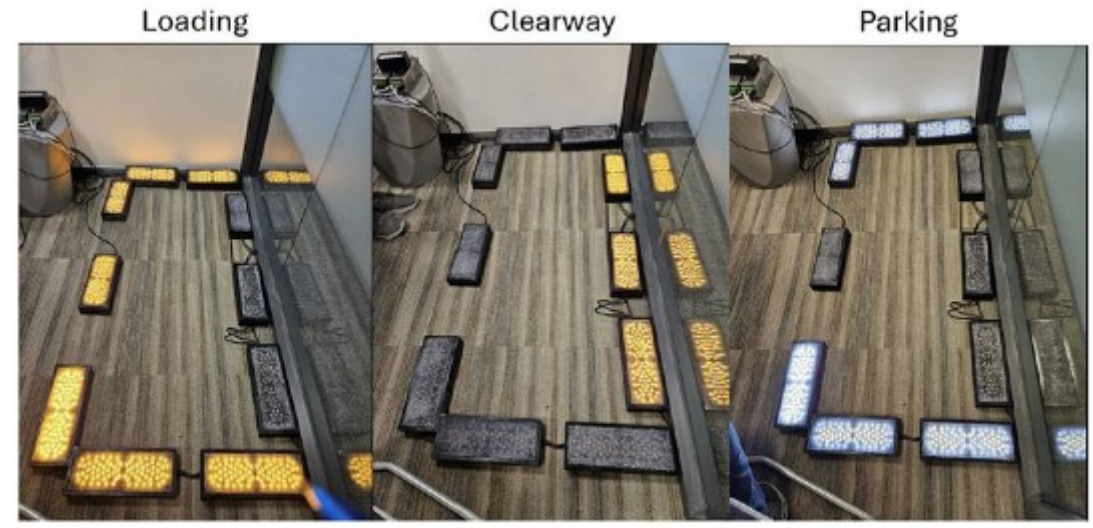
These lights will automatically change colour and pattern to show what parking or loading rules apply at different times of the day.

The trial aims to make the best use of limited road space, improve clarity for drivers about when they can park in this space and test how this technology could be rolled out across Auckland in the future.

Mark Knoff-Thomas, CEO of Newmarket Business Association commented “We are excited to be the guinea pigs for this trial.

This new smart technology paves the way for dynamic use of the roadway and could eventually see multi-use zones across the precinct that change depending on time of day and demand.”

These lights will automatically change colour and pattern to show what parking or loading rules apply at different times of the day



The history of road cones, from Wellington

People passing by to watch work in progress of asphaltic road surfacing by Council workmen, Lambton Quay end of Featherston Street

What is the meaning of life? What is our purpose on this earth? We spend our days thinking about existential questions, but have you ever wondered, when did the road cone become universally known as a symbol of caution?

To learn the history of the road cone, we need to look back on how streets were originally formed.

The development of synthetic materials like rubber and PVC in the 1960s made cones more durable and flexible.

In the early 1800s, there was no local government to construct and form streets, and this was largely left to the residents to fundraise door-to-door.

When local government was introduced from the 1850s, there was finance available to construct streets in towns. With this came the need for a safety method to warn and alert people that road construction was underway. At the time, the main way of doing this was through a person that would manage the flow of traffic with a whistle or a placard.

Roadworks, Victoria Street and Mercer Street intersection. 1992.

After a rapid growth of motor vehicles in the late 1800s, having a person as the main method of traffic management proved to be unsafe. Soon, wooden boards and tripods were used instead of people. These weren't easily seen by those in vehicles, and they were tricky to store and easily broken.

In the 1940s, across the world in the city of Los Angeles, a street painter named Charles D. Scanlon designed a hollow conical marker to stop cars from driving over his wet paint.

His objectives were to make something recognisable; while making sure it caused no damage to any vehicle if it were to make contact with it. He also wanted it to be easy to transport, stackable with minimum storage required.

His solution? The road cone.

The road cone has gone through many iterations, including the development of its colour. A lot of colours were already associated with traffic, such as red for stop and 'danger', and yellow for waiting or slowing down. Orange proved to be the appropriate choice.

The development of synthetic materials like rubber and PVC in the 1960s made cones more durable and flexible. The introduction of reflective materials in the 1980s improved visibility throughout the day and night.

It's safe to say that Scanlon's original design has turned traffic management on its head as it's estimated that now there are 140 million cones in use around the world. Here in New Zealand, we use 990,000 of them.

Though road cones recently have had their fair share of controversy, it's important to remember the origins of why they were created. Their purpose is to keep people safe and make sure all workers and people using the roads get home each night.

At Wellington City Council, our Traffic Management Coordinators provide approval for the use of road cones under an approved Traffic Management Plan.

Next time you pass an area with a lot of road cones in Pōneke, think about how back in the day, people would've been up against large wooden boards – thank goodness we've evolved since then!

Source: Wellington City Council

Magazine of the Transportation Group NZ Issue 184 June 2025

Canterbury branch update

*Save the Date for the upcoming **Canterbury Branch Annual Quiz Night** – to be held on the 24 July 2025 at Dux Central.*

Tables will be limited so start planning your teams now!

An event notice will come out closer to the time.

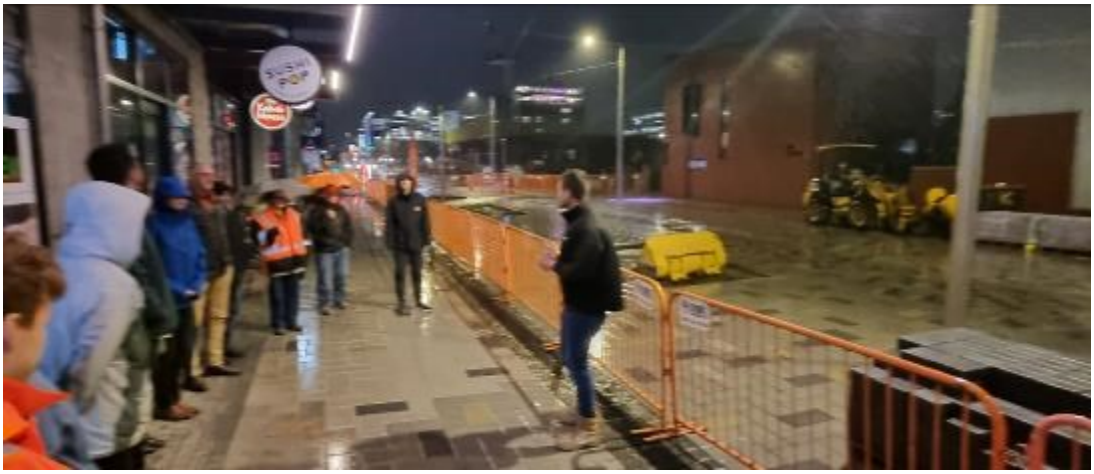
The Canterbury branch was pleased that the *Te Kaha Surrounding Streets - Walkabout event* on Wednesday 30 April went really well, despite some very wet weather!

We adapted to mostly stay inside at the bar and had insightful presentations from Dan Lucas (working with Isaac Construction) and Lizzie Mullan (Isaac Construction comms lead), and a brief overview of the works in Lichfield Street by Brad Lightfoot (Isaac Construction Engineer).

We also had Charlie Dickson (CCC transport designer) present to add further insights. As a bonus, Jeanette Ward (Abley, Branch chair) gave a presentation about the stadium's event planning for various users and specific considerations and introduced us to "vomitories".

There was discussion of the team's flexibility and collaboration, dynamic planning, a focus on building relationships with stakeholders, strong management and strategic decision making by CCC, and CCC designers able to be hands-on.

There was obvious pride in the project team of what they are achieving – ahead of schedule to boot. This project is clearly a success story for the city! On behalf of the Canterbury branch, thank you to the Te Kaha Surrounding Streets project team and the Dux for allowing us to hold this valuable event.



No more ‘subway spaghetti’! New Yorkers adjust to first new transit map in 50 years

The New York City subway map has always been tricky to decipher. Unlike those in cities from Boston to London to Tokyo, the longstanding New York map hews fairly closely to the image of the city aboveground.

For the first time in nearly 50 years, the city’s Metropolitan Transit Authority (MTA) revealed a new map

Central Park is clearly depicted, as are the individual bodies of water within it; you can see the shape of each borough and the rivers and ocean framing them. Overlaid across it all is a tangled web of subway lines, daunting to the first-time visitor – especially when it comes to distinguishing between local and express trains.

For the first time in nearly 50 years, that is changing. Recently, the city’s Metropolitan Transit Authority (MTA) revealed a new map – or, perhaps more properly, a new diagram – that lays out the system more geometrically.

The outlines of the boroughs are still there, but far more simplified. Central Park has been reduced to a greenish square. The subway lines themselves, meanwhile, are far bolder and clearer, with separate paths shown for each train. The overlapping A, C and E trains once shared a single blue line with tiny letters denoting which train stopped where. Now they form a thick blue trio that branches out when the lines separate.

According to the MTA, the new diagram, the first major overhaul since 1979, seeks to simplify the image while offering “the most essential travel information in an easily readable, bright, bold, and orderly manner”.

It hearkens back to a divisive predecessor: Massimo Vignelli’s 1972 diagram, known as the Unimark map (below), which firmly prioritized legibility for subway riders over an accurate representation of the New York landscape.

Vignelli is something of a design hero, having helped shape the whole look of the subway system. But many New Yorkers hated his map, and it was gone by 1979, replaced by an early version of the Tauranac/Hertz map – the one you know if you visited the city before 2 April.

Still, the Unimark map is far closer to the feel of many other cities' subway diagrams, which offer virtually no sense of what a city actually looks like. London's Tube map, designed in the 1930s by Harry Beck – whom Vignelli called the "father of all contemporary kinds of subway maps" – is known for its beauty and its total irrelevance to reality.

As Bill Bryson has pointed out, a tourist reading Beck's map and trying to get from Bank to Mansion House could ride two lines and six stops – or walk 200ft down the street.

So if these diagrams work perfectly well elsewhere, why were New Yorkers so frustrated with Vignelli's attempt? According to the writer and mapmaker Jake Berman, the author of The Lost Subways of North America: A Cartographic Guide to the Past, Present and What Might Have Been, the answer lies in part in the grid layout of most Manhattan streets.

If you want to go from 51st Street and Sixth Avenue to 42nd and Fifth, it's easy to calculate that you need to go nine blocks downtown and one block east. That creates "a unique challenge for a cartographer trying to illustrate New York, because everybody knows where everything is", Berman says.

"When you're designing a transit map, the standard way, as in London or Madrid or Paris, is to distort the geography so that the transit network makes sense and it straightens out the spaghetti of the subway line into something intelligible." In many cities, the streets are so confusing that it doesn't matter if the subway diagram doesn't match. But in New York, "if you show Second Avenue to the east of First Avenue, you're going to look at the map and say: 'What is this?'"

On top of all that, some disliked the Unimark map's modern look and its colors. "I showed it to my mom and she said: 'Why is the water brown?'" Berman says.

But Vignelli's wasn't the first New York subway map to opt for the diagrammatic approach. In fact, the New York City Transit Authority's first map, which came out in 1958, did the same, according to Jodi Shapiro, the curator of the New York Transit Museum, a self-sustaining division of the MTA. (Maps existed before then, but they were largely the domain of third-party companies.)

The map, Shapiro says, is "always a work in progress", a "living document". While it's been decades since a major change, the existing map was constantly being tweaked. And the new map didn't suddenly spring to life – it was the product of a decade of work, Shapiro says. "There's always been two sides of thinking about which is a better map for New York? Is it a diagram, or is it an actual geographic map?"

She surmises that the designers of the new version sought to pull the best ideas from both versions. Will New Yorkers like it? Shapiro expects it to be divisive. "Old ideas die very, very hard in New York, especially in the transit system," Shapiro says.

Indeed, one of the first passengers to lay eyes on the design gave the New York Times a middling review: "Meh." But some New York rail fans have been enthusiastic: "I like it. Looks like a map made out of multicolored computer wires," wrote one Reddit user. "Love that the Vignelli map is back," wrote another.

A third said: "Vignelli-style diagram is better for understanding how to navigate from one station to another, but worse for understanding where stations are relative to real-world destinations …

Maybe that's okay. People don't navigate the same way in 2025 that they did in 1979." Berman echoed that point: the shift may mean New York is ready for the kind of map it dismissed in the 70s.

Today, "everyone has Google Maps on their phone so they can adjust once they've come above ground," Berman says. And "on the design front, at least the water is blue and the parks are green." It might also help that the Vignelli map has achieved a quasi-legendary status, having earned a place in New York's Museum of Modern Art.

Still, this is New York, so the map is bound to take some getting used to. "New Yorkers will complain about anything. It's the municipal sport," Berman says.

Shapiro agrees. "New Yorkers are kind of not cool with change at the outset – for the first couple of days, everybody is up in arms," whether the change is to subway maps or Nathan's french fries. But in the end, "does it help people get to where they want to go? If it does that job, then it's a success, no matter what you think of the aesthetics."

Source: Guardian

"Does it help people get to where they want to go? If it does that job, then it's a success, no matter what you think of the aesthetics."

Global Designing Cities Initiative turns 10

Ten years ago, we launched **the Global Designing Cities Initiative** with a bold idea: to reimagine streets as places for people—not just for cars. We knew it wouldn't be easy. But we also knew that streets have the power to transform lives.

What began in 2014 as a small team under the leadership of Janette Sadik-Khan and the support of Mike Bloomberg has grown into a global movement for safer, more sustainable, and more inclusive cities.

Street design standards around the world overwhelmingly put people walking, biking and taking public transportation last on the street, with serious consequences: unsafe conditions, air pollution, disconnected communities, and with public space out of reach, particularly for the most vulnerable. We set out to change that.

Thanks to you—our partners, peers, funders, and fellow **street shapers**—we did.

Together, we've:

- Worked in 60+ cities across 30 countries
- Reached 120,000+ guide downloads in 9 languages
- Delivered over 200 street transformations
- Engaged nearly 50,000 people through workshops and presentations
- Grown to a team of 42 across 18 countries

Through our award-winning ***Global Street Design Guide*** and ***Designing Streets for Kids***—now endorsed by over 130 cities, regions, and organizations—we've helped shift global design standards with practical, visual, and technical tools. But we didn't stop there. We partnered with mayors and city governments to bring this vision to life.

Through the **Bloomberg Philanthropies Initiative for Global Road Safety**, we've worked to save lives and reduce injuries, tackling the tragic reality that road traffic fatalities are the leading cause of death for people aged 5–29.

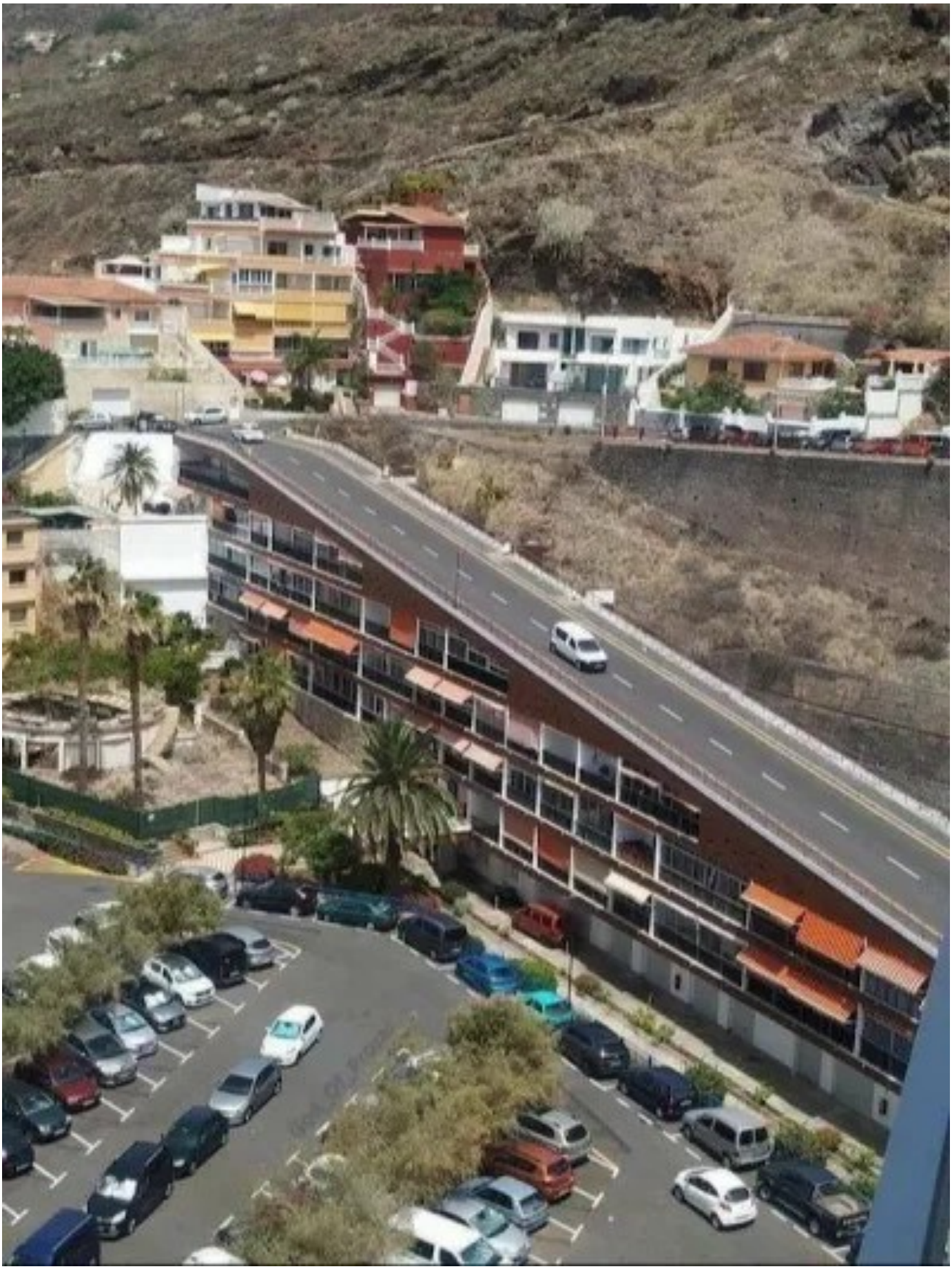
With the **Bloomberg Initiative for Cycling Infrastructure**, we're supporting cities to spark catalytic change through innovative cycle networks and inspire other cities to follow suit.

And through **Streets for Kids**, we've helped cities embed the needs of children and caregivers into the heart of street design—because when streets work for kids, they work for everyone.

In collaboration with the **Clean Air Fund**, we've explored the relationship between streets and air pollution, exploring solutions in street design for cleaner air and healthier communities.

Learn more about our work.

Magazine of the Transportation Group NZ Issue 184 June 2025



Te Ahu a Turanga Manawatū Tararua Highway opens to motorists

The first journeys on the $824 million Te Ahu a Turanga Manawatū Tararua Highway have begun.

The new 11.5km highway connecting Palmerston North and Ashhurst to Woodville, Dannevirke and beyond opened to motorists on recently.

The road crosses the Manawatū River over the 300m-long Parahaki Bridge, and then over the Eco-Viaduct, which takes motorists across an ecologically sensitive wetland complete with swamp maire and raupō.

The highway was officially opened in a ceremony on Saturday, June 7, with Minister of Transport Chris Bishop on site to cut the ribbon.

Yet the road was still not quite ready for the public and the anticipation proved to be too much for some motorists.

NZTA said that eager drivers were turning up on Monday hoping to drive through. They got their wish early on Wednesday morning.

An NZTA spokesman said it was estimated the road would be used by 9000 vehicles a day, with a spike in that number for the first few days after the opening.

The highway has become State Highway 3, replacing the old Manawatū Gorge Rd, which closed in 2017 following slips.

From the west, the road crosses the Manawatū River over the 300m-long Parahaki Bridge, and then over the Eco-Viaduct, which takes motorists across an ecologically sensitive wetland complete with swamp maire and raupō.

The road then climbs through the Ruahine Range, with cuts to the hills of 55m and embankments 28m high – many of which are “benched” – sloping backwards to minimise the risk of erosion.

The road weaves between the wind turbines, flanked by the shared user path on one side and thousands of new native plants along the highway.

More than 1.8 million plants have been added to the landscape – along the road and also away from it.

The highway ended up costing roughly $200m more than initial estimates of $620m, which prompted the Government to consider a toll of $4.30 each way for light vehicles on it.

After a revolt from communities in Tararua in Palmerston North, who had noted the road was a replacement for the Manawatū Gorge Rd, the tolling proposal was abandoned.

Project manager Grant Kauri said seeing the first vehicles travel the road was a special moment. “The closure of the Manawatū Gorge road had such a significant impact on people in Manawatū

and Tararua. We know the surrounding communities have struggled with the closure so being able to build them a significantly more resilient, safer and efficient road has been a huge privilege.

"The road's importance to the wider central and lower North Island, including the East Coast, can't be overstated. Te Ahu a Turanga will encourage more travel, while supporting economic growth in the regional economies," said Kauri.

He said the alliance working on the project placed focus on genuine iwi partnership, health and wellbeing and environmental sustainability.

"We worked as partners with five iwi who were represented at all levels of the project, including governance, management and operations. Their crucial role on the project can be seen in many areas, but especially in the wetlands and stream diversions and in the array of stunning mahi toi artwork on the lookouts, structures and roundabouts."

The highway project planted 46ha of native forest and created 28km of stream rehabilitation. Kauri said it had also protected 48ha of existing forest and provided pest control of 300ha of already protected forest reserve.

More than 2500 people were inducted to work on the project, while an even wider group of suppliers provided materials and equipment.

"A key principle of the project is to create enduring community outcomes, which means there is a focus on helping people living in the communities around the project. Some of these aims included, a focus on local and iwi employment, procurement, cultural wellbeing, education and training, and support for schools, charities and community organisations."

"Over the past few years, we've had so much support from communities on both sides of the gorge, they've been with us since day one and we're truly grateful to everyone for being so patient with us.

"We are honoured to share such a beautiful piece of road and landscape with those communities."
RNZ reported that before dawn on Saturday, karakia rang out across the brand new Parahaki Bridge on the Ashhurst end of the new highway led by representatives of five iwi: Rangitāne ki Manawatū, Rangitāne o Tamaki nui a rua, Ngāti Kauwhata, Ngāti Kahungunu and Ngāti Raukawa, from both sides of the Ruahine/Tararua range.
Source: NZ Herald

Useful facts

- The speed limit will be 100km/h.
- The gradients at each end of the road are 10% (Ashhurst) in the west and 8.5% in the east (Woodville).
- There are roundabouts at each end. These are the only turning points on the highway.
- The highway has two lanes divided by a flexible median barrier.
- There are four lookouts on the highway and three rest areas.
- There are mahi toi cultural artworks at two lookouts, on bridges and at the roundabouts at each end.
- The Western Gateway Park at the Ashhurst end of the highway is open to the public but is expected to be fully completed later in 2025. The current carpark surface is chip seal but will be replaced with asphalt in coming months.
- Construction staff will be working in areas away from the highway until later in 2025. This work includes completing the planting, creating recreational tracks at the western end of the highway and removing site offices and compounds

He said the alliance working on the project placed focus on genuine iwi partnership, health and wellbeing and environmental sustainability

12,000 drivers a day avoiding Blackwall and Silvertown tunnels following introduction of tolls, TfL reveals

Around 12,000 fewer vehicles are passing through the two tunnels combined on a typical weekday compared to when only the Blackwall Tunnel was in operation

Transport for London (TfL) has said that initial data shows there has been a significant increase in cross-river bus use at the Silvertown Tunnel and Blackwall Tunnel, while individual journeys have dropped

Thousands fewer drivers are using the Blackwall Tunnel and new Silvertown Tunnel combined than before the launch of the new crossing and their tolls.

Around 12,000 fewer vehicles are passing through the two tunnels combined on a typical weekday compared to when only the Blackwall Tunnel was in operation, TfL data shows.

The data provides the first insights into the effect of the introduction of the new Silvertown Tunnel in April, alongside the tolls at both crossings - showing they are easing congestion across this part of the River Thames.

However, TfL said it was aware of some increased traffic volumes at other river crossings, including the Woolwich Ferry.

An early analysis of data between April 21 and May 11 shows that 88,000 vehicles are crossing through the Silvertown Tunnel and Blackwall Tunnel on a typical weekday, with around 20,000 vehicles using the new tunnel.

Before the Silvertown Tunnel opened on April 7, around 100,000 vehicles typically used the Blackwall Tunnel on weekdays, meaning overall traffic levels at the location have been cut by 12 per cent, easing congestion.

The new tunnel also provides an alternative route for drivers in case there is traffic in the Blackwall Tunnel, TfL has highlighted.

The Blackwall Tunnel was closed in both directions for several hours due to an incident on May 14.

While this would have previously led to significant disruption, TfL has pointed out that drivers were able to use the Silvertown Tunnel instead and were not left stuck in traffic.

TfL data also found that the number of people taking buses that travel through the tunnels has increased.

On an average day, 20,000 passengers use the 108, and the new 129 and Superloop 4 buses, with 7,000 journeys involving crossing the river using one of the tunnels.

TfL's figures show that there has been a 160% increase in the number of people crossing the river on the bus at this location.

Previously, only the 108 bus crossed the river via the Blackwall Tunnel and around 2,700 journeys were made a day, in March 2025.

Meanwhile, across the wider road network, analysis found that there is similar stability in overall traffic volumes, including on key corridors such as the A2, A12, and A13.

Meanwhile, around 100 to 150 passengers are using TfL's new Cycle Shuttle service and TfL says it continues to receive positive feedback on the service since it launched.

It believes that usage will increase on the Cycle Shuttle in the coming months.

The £2.2bn Silvertown Tunnel is the first new road crossing of the Thames east of Tower Bridge in more than three decades. It costs £4 peak per car for a crossing, the same as at the Blackwall Tunnel

Seb Dance, Deputy Mayor for Transport, said: "Easing congestion and keeping London moving is vital for our city to thrive, so it's encouraging that initial data from TfL shows that the new Silvertown Tunnel is helping to reduce the build-up of traffic around the Blackwall Tunnel.

"This means more reliable and faster journey times for thousands of Londoners during peak hours. There is a significant increase in cross-river bus use and improved bus reliability is helping us to build a better and more accessible London for all."

Carl Eddleston, Director of Streets and Network Operations at TfL added: "Although it is still early days, the initial data we are seeing shows that the new Silvertown Tunnel, supported by user charges, has already helped reduced congestion around the Blackwall Tunnel and improved cross-river public transport, with thousands of Londoners using the new, free bus services the tunnel facilitates.

"We will also be sharing more detailed analysis with the Silvertown Tunnel Implementation Group later this summer as part of agreed monitoring of the tunnel, as well as continuing to actively monitor traffic along all major roads in London to reduce any congestion when possible."

Source: The Standard

Since the Silvertown Tunnel opened, around 88,000 vehicles typically used the tunnels, down from 100,000, meaning overall traffic levels at the location have been cut by 12 per cent, easing congestion.

This interesting sign was spotted by Group member Ian Appleton outside Eynsham in Oxfordshire, UK on his recent visit,

The Future of Transport: Balancing Affordability and Innovation for All

The call for papers is now open, click the link below for more details. The ATRF 2025 will cover a broad range of topics, including, but not limited to:

- Travel demand modelling (including scenario planning and analysis and risk management)
- Traffic modelling, forecasting and simulation (including control and management)
- Travel behaviour, travel surveys and demand management
- Transport Infrastructure and land-use (including urban design)
- Transport economics, funding, pricing and appraisal
- Active transport (cycling, walking, micro-mobility, etc.)
- Public transport
- Freight and logistics, aviation, maritime and supply chain resilience
- Traffic safety
- Technology and Innovation
- Intelligent transport systems (connected and autonomous vehicles, MaaS, on-demand transport, smart cities, etc)
- Social, health, and environmental effects of transport (health, climate change, air quality, etc)

Call for papers open now!

Trips Database Bureau launch new PowerBi tool

The TDB Board is pleased to announce the launch of the new TDB database platform to our members.

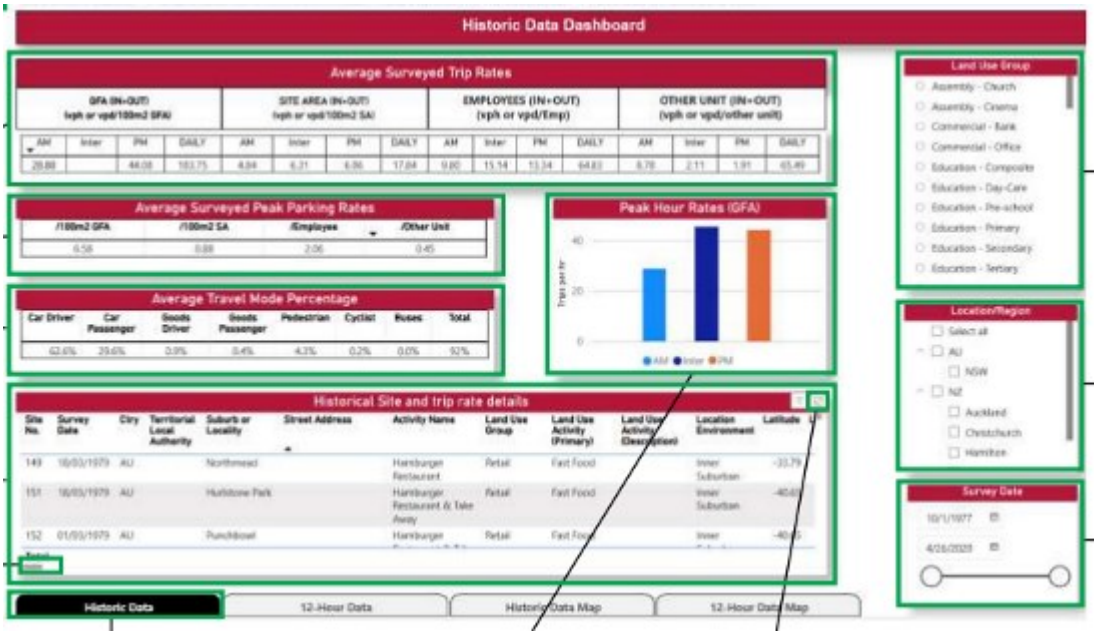
The new PowerBI tool replaces the link to the TRICS platform. The database includes several updates to the data that were not included in the TRICS link and "hot off the press" will shortly have some new residential survey data from Queenstown.

The link to the tool has been sent directly to members – if you have not received the link then please email: tripsdatabasebureau@gmail.com

If you want to become a member then also use the email address above.

We hope you find the tool useful but welcome any feedback.

We are also keeping a close eye on the latest developments in Australia and a potential co-lab with work that is being undertaken by researchers at the University of Sydney plus discussing starting talks with the ITE to see if we can collaborate with them more.



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TRANSPORTATION GROUP NEW ZEALAND

Roundabout of the Month

Young transport enthusiast Ian Clark (Flow) has sent through this suggestion for Roundabout of the Month. Its found at the top of the Avenue do Liberdade in Lisbon, Portugal and features two roundabouts, one inside the other. He doesn't think the Streetview image does it justice, so is open to crowdfunding a site visit…
Seen a triple-layered roundabout or other engineering beauty? Send them to Daniel.newcombe@at.govt.nz

Active Modes Infrastructure Group (AMIG) Update

Another AMIG meeting ticks over, with the latest one (online) being held on May 22nd; here's some of the many things that were covered:

A significant item of note is that the NZTA **Pedestrian Network Guidance** (PNG) website has now been fully ratified and no longer just a draft. You are still welcome to continue suggesting any changes or improvements to the guidance on there, however.

Related to that, one of the PNG exercises being worked on at the moment is the development of **Pedestrian Facility Maintenance Specifications**, particularly for footpaths and crossings. The aim is to have some measure of consistency on this across NZTA and other RCAs, including opportunities to use maintenance methods to improve value for money. If any RCAs would like to provide some feedback on what specifications or approaches they currently use, please get in touch with Patricia Vasconcelos at NZTA (patricia.vasconcelos@nzta.govt.nz).

An interesting question has been identified regarding the use of **centrelines on cycle paths and shared paths** – what's an appropriate line spacing? Different places vary in what they use; e.g. 1m stripe plus 2m or 3m gap, sometimes solid lines on corners. Overall, it was recommended *not* to have continuous centrelines on shared paths at least, perhaps settling instead for just occasional short centrelines with "keep left" markings.

A similar question was also raised about the best guidance around using **shared path user symbols**; again, practice often varies in terms of relative size, orientation, and positioning of pedestrian and cycle symbols. The agreed proposal is to have smaller "ped over bike" symbols on shared paths, with larger cycle symbols on cycle paths to differentiate the two.

Auckland Transport recently undertook an audit review of different **cycleway separators** to assess their relative operations and maintenance performance. Overall, it was observed that the concrete separators performed better than rubber ones, the start/end and inside curve separators were most likely to get damaged, and a bit of buffer width next to them usually improved things too. Vertical posts at the ends were also likely to help reduce damage. AT will take on board these findings going forward with future separator installations.

The TCD Steering Committee reported on (now closed) NZTA consultation to introduce several **new ped'n/cycle signs and markings** to the TCD Rule, including directional cycle signals, guidance on red/green surface colours, cycle detector loop diamond markings, shared path behaviour markings, contra-flow cycle signs, and pedestrian passing signs. Great to see some of these things finally get legalised!

Other topics discussed at the May AMIG meeting included the use of red surfacing at zebra crossings, and the latest CAS statistics for active mode crashes. Detailed minutes about all these topics will eventually be found on the AMIG website: ***https://nzta.govt.nz/walking-cycling-and-public-transport/active-modes-infrastructure-group/***

The next AMIG meeting will be in late August. As usual, contact AMIG convenors Wayne Newman (wayne@cresmere.co.nz) or Gerry Dance (Gerry.Dance@nzta.govt.nz) if you wish to present at AMIG – or contact me directly.

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

This photo, taken by Group member and Roundabout editor Daniel Newcombe shows what is known as the Holy Trifecta of Bad Parking—blocking the footpath, a cycle lane and a traffic lane. Blessed be this ute driver.

This interesting temporary traffic management arrangement was spotted by Group member Sarah Dove recently, noting the need for pedestrians to zig-zig back and forth across the road.

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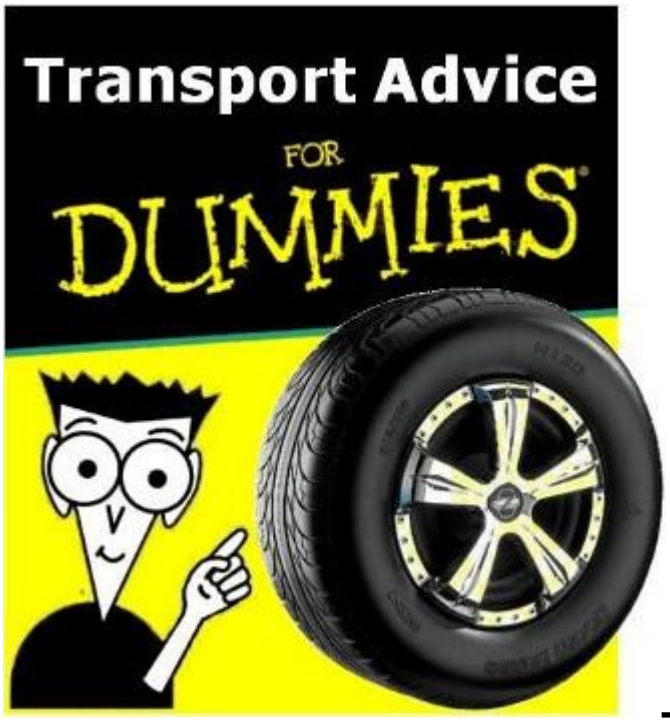
"Walk for your lives!"



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

Why are we spending billions of dollars on expensive new motorways that get people faster to places, but those places will increasingly be underwater or cut-off by slips or otherwise affected by climate change?

Why aren't we spending that money on dealing with climate change and supporting those communities?

Kirk, Mt Roskill

Dear Berk

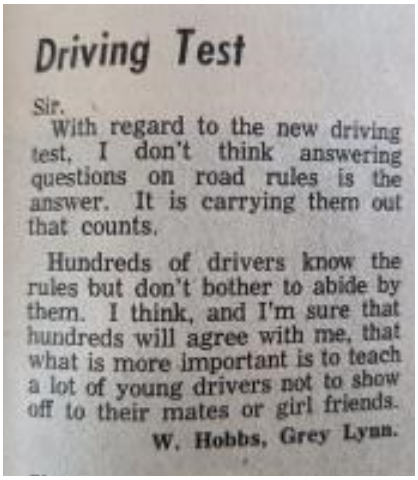
We all know that big new roads generate economic productivity. Don't look it up, just trust me. Whereas mitigating climate change is a cost we have to but don't want to bear.

The good news is that the new roads are designed to be resilient to climate change, so people can park and live in their cars on them when their homes wash away.

The Transport Guy

————-From the vaults————

This actual letter from a 1965 edition of 'Auto Age' magazine has been answered by an ancient relative of Transport Guy.



Driving Test

Sir,

With regard to the new driving test, I don't think answering questions on road rules is the answer. It is carrying them out that counts.

Hundreds of drivers know the rules but don't bother to abide by them. I think, and I'm sure that hundreds will agree with me, that what is more important is to teach a lot of young drivers not to show off to their mates or girl friends.

W. Hobbs, Grey Lynn.

Even if we teach drivers such skills, they are unlikely to use them: humans gonna human.

Dear Hobbyhorse,

Your suggestions to encourage humans to stop showing off is laudable. However, should we teach such skills, your own words suggest drivers are unlikely to use them: humans gonna human.

If only there were some way to engineer lower speeds by designing some kind of self-explaining roads? I'll get the transport profession on the case.

Sincerely,

Transport Guy's Grandad, 1965

Dear Transport Guy

Is the year over yet? It's really hard

Steve, Wellington

Dear Steep Hills of Wellington

Yep, nearly. In Swedish Rounding terms, the year is actually already over. Hang in there.

The Transport Guy

Kids explain traffic engineering

"E-scooters are cool. Why do people complain when we use them?"