

# Roundabout

Magazine of the Transportation Group NZ

Issue 185 September 2025

Community  
pushback on speed  
limit increases

Our  
community  
chooses  
30



In this edition:

- The cost of crashes
- Diamond-shaped roundabouts
- Heritage parking access lanes
- Help improve Roundabout or our website

And much more...





## Editorial



**Daniel Newcombe**

Roundabout Editor

[tgroundabout.editor@gmail.com](mailto:tgroundabout.editor@gmail.com)

*With all the doom and gloom in our industry, it is important to grab hold of the positives when they occur.*

With all the doom and gloom in our industry (or is it society as a whole?), it is important to grab hold of the positives when they occur.

Recently the National Committee met in Wellington (thanks Engineering NZ for your offices—see photo in Chair’s Chat) for their annual Strategy Day and it was refreshing to see new blood and new ideas flowing through the room.

We have a new-ish Chair, Vice Chair and some new branch reps. As an oldie on the committee, it is always great to see the fresh perspective and enthusiasm that new people bring.

Our Chair Mark Gregory deliberately ran an open session to generate thoughts and ideas we as a committee could use to pivot our approach to leading the Group, and achieve better outcomes for both members and the wider public.

As a Group we have a long and valuable history – coming up on 70 years! – but we can’t keep doing the same things over and over again. We have to evolve and respond to the times.

So the committee is looking to take a more proactive role in leading the country’s discussion on transport issues.

Too often recently we have seen media debate on transport issues degenerating into ideological positions unrelated to the actual evidence. The committee is keen to introduce some basic technical transport information on behalf of the Group, so that journalists or the public can at

least refer to an impartial voice, even if ideological or partisan arguments continue.

We realise not every issue has a clear non-partisan issue (safety interventions have mountains of evidence, the benefits of new roads – not so much), but where we can offer factual information, we should and will do so.

I think we as a committee (or at least me, as a member) aren’t expecting a sudden change in decision-making by our political leaders or in thoughtful reporting across the media, but it will be reassuring to know that we at least tried to make known material relevant to the discussion.

How this new approach rolls out remains to be seen, but the fresh enthusiasm of our new committee members means we’re at least on what appears to be the right path.

If you have thoughts, or suggestions, or even opinions, on what and how the committee could improve our communications, please get in touch.

Mark’s email is [mark.gregory@ecan.govt.nz](mailto:mark.gregory@ecan.govt.nz). Justine’s is [justine.wilton@wsp.com](mailto:justine.wilton@wsp.com)

We don’t always have to agree on transport matters (and goodness knows, transport seems to provoke a range of views) but its encouraging to see new people willing to help.

P.S. Wanna be a new helper for Roundabout? Email me [daniel.newcombe@at.govt.nz](mailto:daniel.newcombe@at.govt.nz)

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

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

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

Correspondence welcome, to editor Daniel Newcombe at:  
[daniel.newcombe@at.govt.nz](mailto: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](http://www.transportationgroup.nz)

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**Mark Gregory**  
National Committee Chair  
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## Chair's Chat

I'm going to stick with this photo, as it's practically summer now, the hat is coming back out and the cover pulled off the barbecue!

Where to begin? We've had the Speed Limit review, draft National Infrastructure Plan, Road User Charges plan, National Committee Planning Day, and then we have the [SNUG](#) and [NZMUGs](#) conferences in September.

And on conferences, our amazing team led by Toby and Erica have had a record-breaking response to call for abstracts – a fitting response to what will be TG's 70<sup>th</sup> anniversary.

And initiatives within Engineering New Zealand to improve the level of service and support provided to TG. And new categories of CPEng including systems engineering...

I'll start with the Committee's Planning Day – the glue that binds it all, and a welcome reminder of the pure talent and solidarity within our national committee.

We got together in Wellington with a simple purpose – to take a group that is already strong and thriving and ensure this continues. Not running to stand still but identifying achievable and effective actions that can deliver strategic outcomes.

Over the day we talked fluidly about the challenges facing our sector, what we are hearing from everyone, and what we should be paying attention to. And then reflecting this through the planning of core services and activities.

This team was magnificent as you'd expect, in its awareness, vision, energy and results. And inspired by this, we had a photo taken.

One key theme was the need to focus on connectedness and recognising that for many it has not been a good year. Optimism has a place where it is not 'false' or disingenuous, and we do have cause to be optimistic.

In essence, we are the biggest group behind the biggest infrastructure sector by spend, and we have opportunities to engage with the National Infrastructure Plan (NIP) in different ways.

The NIP points at massive challenges and really demands change, particularly in financial sustainability, servicing growth whilst meeting such challenges as the increasing mass of pavement loading from EVs. (In the UK, this issue has been likened to placing a polar bear on top of the "traditional" family car, (CIHT)).

The NIP identifies what must happen, but the 'how' requires depth and breadth across transportation engineering and planning to help resolve.

Following our submission as Land Transport sector leaders, we can support a direction that is healthy for both NZ and our sector. So I am positive: despite the big scary questions, there are answers and a society demanding them.

Being more visible and vocal is the key to being influential.

Who remembers Jehan Casinada's presentation in Nelson? This is a good time to be mindful of how to get our story across – including that access is a key, without which the door of economic prosperity does not open.

Road user charging can certainly help, if indeed it is intended as travel demand management, invested back into access.

We have a lot to say at the moment, including the need to uphold evidence-based decision making, especially where safety and wellbeing is concerned.

A quorum of the national committee wrote a press release in response to speed limit changes, and we made our position plain that raising speed limits without investigation does not constitute good practice.

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*We are the biggest Group behind the biggest infrastructure sector by spend, and we have opportunities to engage in different ways*

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I was interviewed by ZB radio (at our friend's place whilst on holiday with the kids in Auckland).

There will be more on the role of our community is supporting the good mahi of Infrastructure New Zealand in developing a plan, with positive outcome for NZ and out sector being mutually inclusive. Watch this space!

We are also part of the Engineering New Zealand community, and their genuine desire to support us more.

The organisation has embarked on a strategy to better support its Technical Interest Groups (of which we're the second largest) – with myself as a co-sponsor.

The ENZ team have gone about it diligently and in good faith – so the short story is that we're being well looked after – and that frees us up to do those things we want to do. And there's plenty to be done!

Have you considered joining your local branch committee?

We have a network of activities, and it always pays to be connected to each other, both personally and professionally.

If you have spare time and are inspired, don't keep it to yourself. Get your CPD in, stay current and have some fun at the same time!

There are events being planned across the motu right now, including the Auckland branch presenting the Infrastructure Commission, and how we can effectively engage with it in our work.

For those longer-standing members of the community - we'll be opening nominations for Life Membership soon. We are looking to recognising some of our role models.

Just to finish up, here's my boys helping Megan and I make traditional Christmas pudding, to put that on your radar!



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*I am positive for our Group: despite the big scary questions, there are answers and a society demanding them.*

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## Phantastic Photos — Car modifications

The below photos cover a range of car modifications, from 'bricking it' to horsing around with a donkey and everything in between.

Seen better ones? Send images to: [tgroundabout.editor@gmail.com](mailto:tgroundabout.editor@gmail.com)



Best. Septic Truck. Ever!







## Bridget's Rant — The world is spinning

At the 2021 Transportation Group conference I described my investigation, as Chair of our Group, into why we don't get better outcomes from policy and investment.

I started that investigation because after a decade or two attending these conferences and working with hundreds of you, it seemed that we all agree about with one another a lot more than we don't.

We agree that decades of car-centric planning have given us towns and cities hugely biased towards the movement of cars.

We agree that the more trips are made by walking and cycling, the better, but for many people those modes just aren't realistic options most of the time.

We agree that education and enforcement are necessary but far from sufficient to create a safe road system: we need to design roads that afford safe behaviour, that are self-explaining.

We agree that new rural expressways are lovely but probably not the next best thing to invest in if costs are constrained.

We agree that costs are always constrained.

So I interviewed some experts in transport planning and society, and also then-Chief Executive of NZTA Nicole Rosie, and I thought about it for a couple of years.

My conclusion was that we could get nicer things, but we would need a paradigm shift.

We would need to invest in access instead of mobility, and that means starting with neighbourhoods, and kerb cuts for disabled people, and reallocating road space from the storage of private machines to the movement of kids on bikes.

We don't get nice things because the paradigm shift we need doesn't suit the most privileged people in society.

They like driving their fancy status symbol cars around and parking them right outside nice restaurants. And the most powerful people run the businesses and government departments that have final say on policy and investment decisions.

We are kidding ourselves if we think evidence prevails on any government process.

All of our earnest efforts at conferences and in our day jobs helps a lot, of course - as a society we are sort of stumbling forwards, at least until the forces of climate change line up to wash it all away - but our trajectory is accelerating towards the collapse of society because it's power and politics, all the way down.

So I was disappointed but unsurprised to see a court recently tell Auckland Transport to remove a raised pedestrian crossing because someone argued a legal technicality about explicit consideration of delays to motorists.

The world is spinning, and we must keep trying to unite against the powers that seem determined to accelerate the decline of our species. I don't know how to change it. But I do rest a little easier understanding why.



**Bridget Doran**  
Former National  
Committee Chair  
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*So I interviewed some experts in transport planning and society, and also then-Chief Executive of NZTA Nicole Rosie*

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*A court recently told AT to remove a raised pedestrian crossing because someone argued a legal technicality about explicit consideration of delays to motorists*

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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

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## JOIN US AS A SPONSOR OR EXHIBITOR

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.

Secure your sponsorship or exhibition spot early to maximise your visibility and engagement in the lead-up to the conference!

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TRANSPORTATION  
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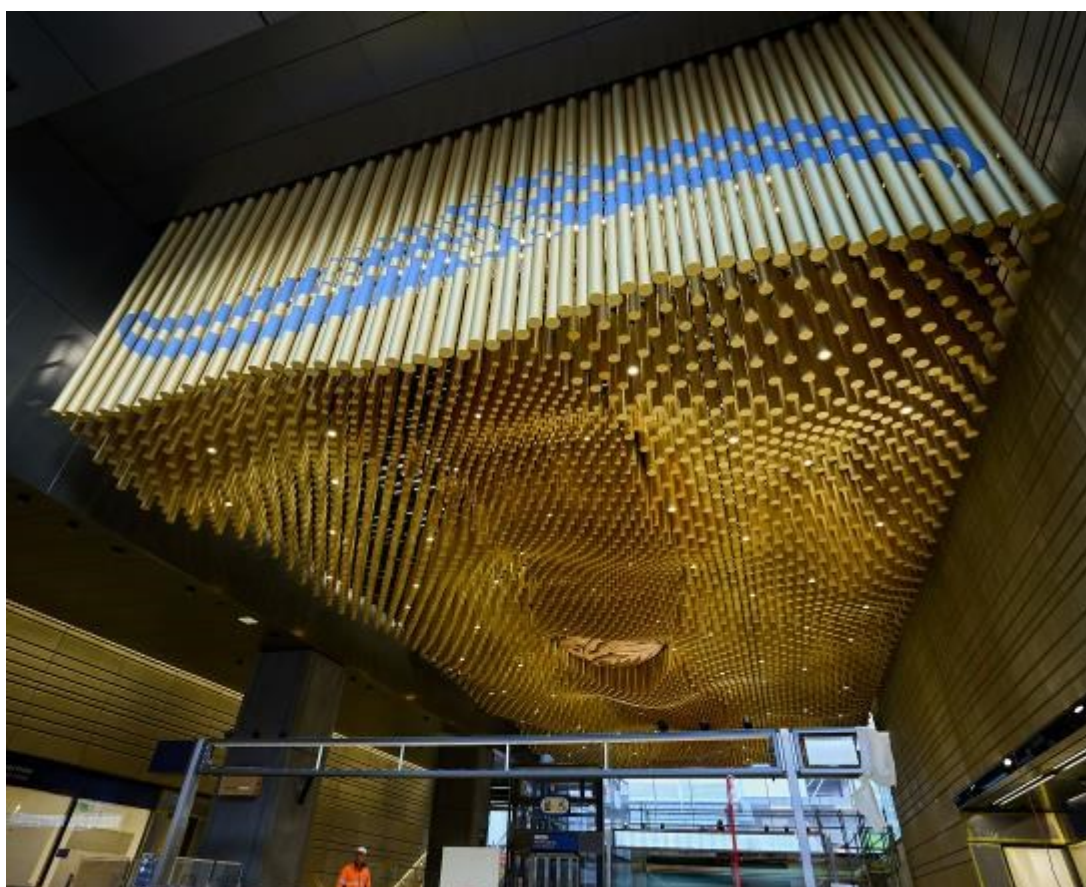


## City Rail Link update

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*Our new stations are finally taking shape—check them out!*

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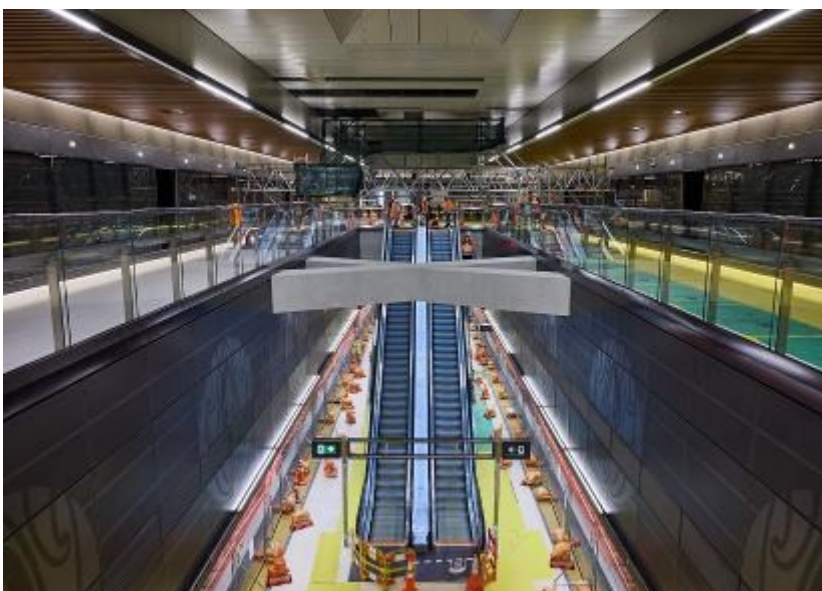
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*The shell design celebrates the deep connection between people and the natural world*

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Have you spotted the striking new City Rail Link (CRL) midtown station on Wellesley and Victoria Streets, in Auckland's city centre?

Te Waihorotiu Station is nearly complete — a 15m-deep, 300m-long underground landmark that will connect you directly to the Aotea Centre, and the heart of the city. Take a fresh look from above with our latest [drone footage](#).



Meanwhile, at the Mercury Lane entrance to Karangahape Station, a striking new feature is taking shape above the entrance foyer: three massive pupurangi (kauri snail) shells that pay homage to the kauri forests that once graced the Karangahape ridgeline.



Designed by artist and carver, Reuben Kirkwood (Ngai Tai ki Tamaki), the shells reflect ancient symbolism from Waitākere and celebrate the deep connection between people and the natural world, symbolising the ongoing health of the environment and the enduring life force of the great forest of Tāne.

Each of the three shells is made from anodised aluminium. The largest shell spans an impressive 9.8 metres in diameter, while the other two are





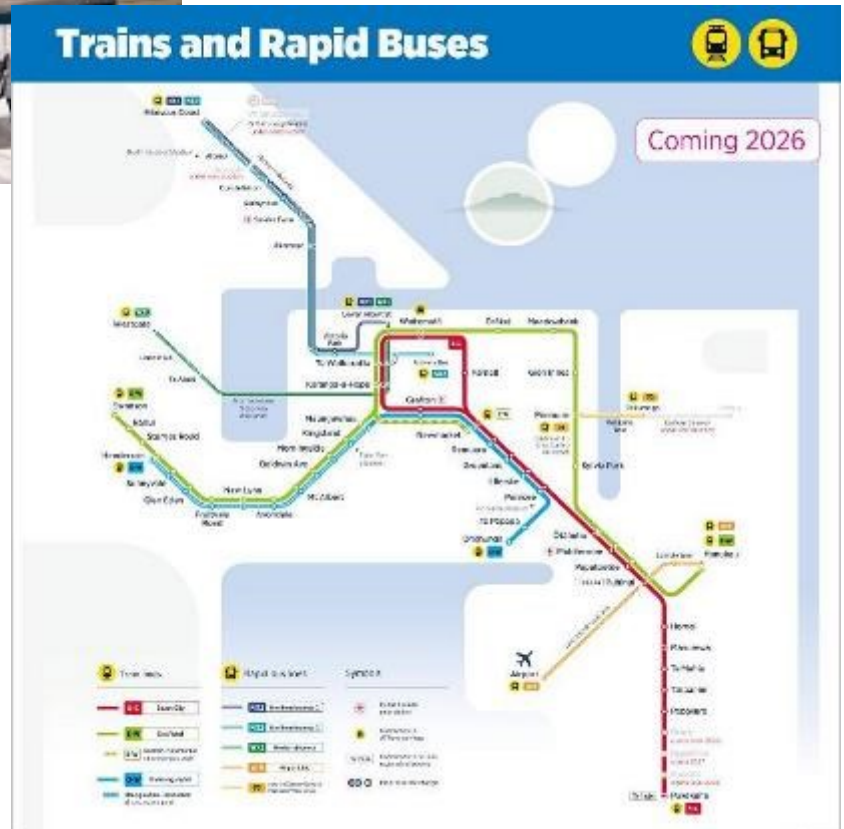
6.5 metres. Once fully installed, they will hang around 7 metres above the ground, creating a feeling of depth and dimension. In total, 225 pieces of aluminium will be used for the three shells.

Auckland Transport is excited to show you the new [2026 train and busway map](#) (right) – showing our rapid transit network that will go live when City Rail Link opens in 2026. The big changes are our three new train lines.

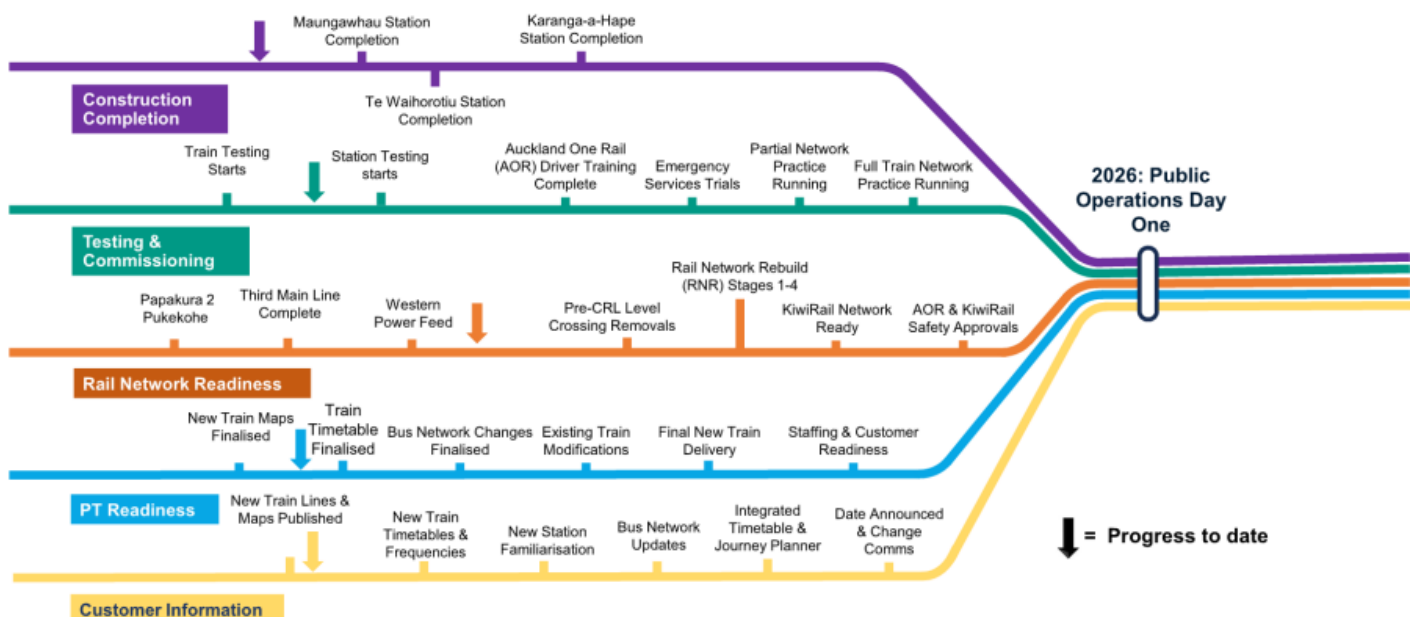
The East-West (the green one) going direct all the way from Swanson to Manukau.

The South City line (the red one) which goes in a loop around the city centre and back south to Pukekohe. And the Onehunga West line (the blue one) which will now extend westward all the way to Henderson, initially in the off-peak times only.

Plus, our brand spanking new stations, Te Waihorotiu, Karanga-a-Hape and Maungawhau and the revamped Waitematā (Britomart).



## City Rail Link (CRL) Programme – progress towards opening





## This community chooses 30km/h

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*In Meadowbank, when Auckland Transport consulted us in 2021, 70% of people supported safer speeds*

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In Meadowbank on a sunny Saturday afternoon not so long ago, the streets were filled with the sounds of birds singing and kids out and about by themselves.

What a joy to hear kids' voices chattering in conversation and delight at the freedom of being out and about by themselves on an adventure.

Standing there, I was struck by the immersiveness of the experience: this, I realised, is what safer streets mean to children.

The evidence shows that 30km/h streets are safer for everyone, especially vulnerable road users (children, older people, disabled people, pets).

In real terms, this translates into parents and caregivers feeling safe to let children venture to the

playground, pop to the dairy, make their own way to their friends' houses, and even make their own way to school.

Thanks to safe speed limits, kids get to enjoy the freedom a lot of us enjoyed when we were their age, when streets were inherently safer because there was less traffic.

Sadly, as of 1 July this freedom – to explore their communities and get to school independently by foot, scooter or bike – has come to an end for the children of Meadowbank and many, many other communities across Tāmaki Makaurau and the rest of Aotearoa.

That's because of the Government's new Speed Rule. You probably know the whole sorry story.





Against the advice of experts, the government has forced councils to raise speed limits. This includes removing neighbourhood-wide 30 km/h zones anywhere that safer speeds were introduced because a school was nearby.

Yes, that's counterintuitive, to put it mildly. (And replacing these 30 km/h neighbourhoods with tiny time-limited zones at school gates makes it less safe for children to get to school, let alone around their local community).

Relentless advocacy ensued across the motu, with conversations, meetings and emails happening at every level from cabinet ministers to local MPs, councillors, and local boards. Communities rallied together to raise their concerns.

The impact hit Tamaki Makaurau hardest, with over 1400 streets around over a hundred schools in dozens of neighbourhoods falling under the shadow of the new Speed Rule.

Advocates, experts and councils battled to bring evidence and nuance to the situation, leading to a variety of different outcomes. Some road-controlling authorities chose to interpret the central government's new Speed Rule in ways that kept safer speeds around schools.

This leadership spurred those of us in Tamaki Makaurau to advocate even harder – but sadly our road-controlling authority, Auckland Transport, did not interpret the Rule the same way.

We fought the return of unsafe speeds till the very end, or at least what felt like the end, as the new 50 km/h signage started appearing around the city.

But then, just as I'd sent my final, last-ditch email appealing for a reprieve, I remembered a key fact.

In my local community of Meadowbank, when Auckland Transport consulted us in 2021, **70% of people supported safer speeds.**

And in an even more recent Residents' Association survey, **77% supported safer speeds.**

In other words, *our community chose 30 km/h... not just once, but twice!*

An idea formed in my mind. Why not share this fact where people can see it?

So the Meadowbank St Johns Residents Association designed and produced twenty signs, expressing our preference for safe and people-friendly streets.

We're now installing them in key locations around the neighbourhood, which includes two schools, a kindy and a retirement village, a train

station, and a major walking and cycling route that links us all the way to the city and out to Glen Innes.

To be clear, these are not official speed signs – they're advisory signs.

They offer a community point of view, in conversation with the new 50 km/h speed signs. They remind everyone, including those new to the neighbourhood or just visiting, that this community strongly prefers calmer streets. Because they're safer, and they're more neighbourly.

Other residential areas are welcome to borrow this approach. The government didn't ask us before raising speeds. So it's perfectly fair for communities to express what we think.

Choosing to express ourselves: how we did it I am lucky enough to be part of a great Residents' Association, which believes that our streets are a key asset in making this a great place to live, for people of all ages.

So when I suggested my idea, they were all supportive. An added bonus is that we have funds in the bank to cover the \$290 to print 20 corflute signs.

I whipped up the artwork in Canva – see below, which you are welcome to use and adapt as suits. Or design your own.

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*They remind everyone, including those new to the neighbourhood or just visiting, that this community strongly prefers calmer streets.*

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Our  
community  
chooses  
30

Next I found a great local printer, and within a few days we had the signs in our hot little hands.



*We can hope that a future government (or a minister with a more rational, locally-led approach) will give us back the freedom to choose 30 km/h limits*



We drilled holes in the corflute, grabbed some cable ties and a wee step-stool, and we were good to go.

This area of Meadowbank is a self-contained “peninsula” – there are no through-roads to anywhere else and there are only about five or six roads running into it. So that’s where we focused on putting up our first signs, as well as near one of the schools and the kindy, for obvious reasons.

Probably the trickiest part was finding appropriate places to install our signs. We didn’t want to put them on the official road signs, so we attached them to handy power poles.

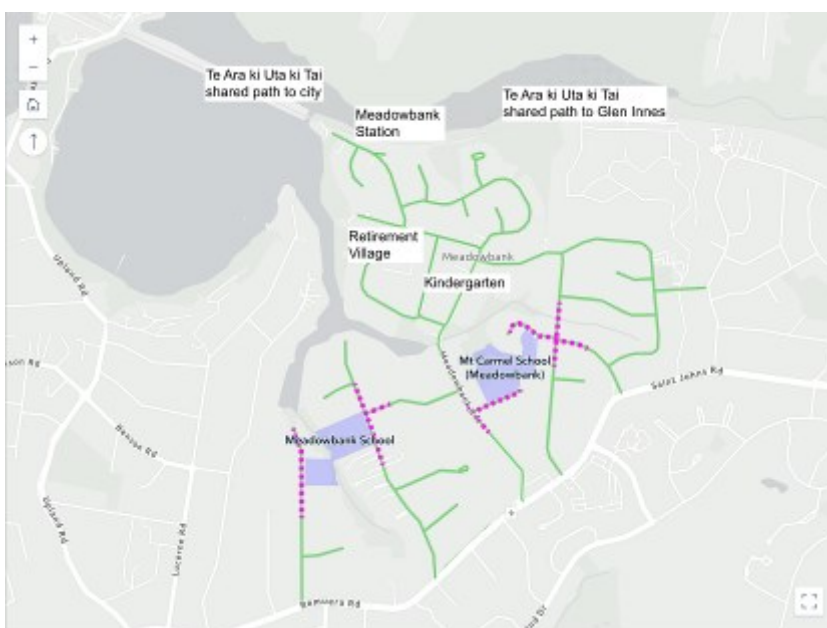
One unexpected issue was that being such a lovely leafy green suburb, a few spots that would have been otherwise perfect were obscured by trees.

It took us a bit longer than we expected to put up our first eight signs, because as well as taking some time to find the best spots, we ended up having lots of chats with locals who fully supported what we were doing.

We plan to leave the signs up for as long as needed. For now, the new Speed Rule has completely removed the option of 30 km/h in urban residential areas, which is frankly just weird considering both the science and our community stance. So our signs are a placeholder, for as long as it takes, reminding everyone of what we know to be true.

In theory, under the new Speed Rule communities like Meadowbank could push Auckland Transport for a fresh consultation on an area-wide 40 km/h.

This would be safer than 50 km/h, but not as safe as 30 km/h. It would also mean resources spent on consultation, communication, and printing and installing new signs, just to confirm what we’ve already made clear, twice.



*An annotated screenshot of AT’s speed reversal viewer map showing key locations*





Alternatively, we can hope that a future government (or a minister with a more rational, locally-led approach) will give us back the freedom to choose 30 km/h limits. That would be ideal.

After all, Auckland Transport must have a warehouse somewhere full of 30 signs that could be swapped back in.

Would a potential 40 km/h “bird in the hand” be better than waiting for a return to the evidence-based and community-preferred 30 km/h in the future?

I don’t know – but I do know that by firmly reminding everyone that we choose 30, we are doing our best to ensure some continuity of safety for our children. And that’s the most important thing.

*By Charmaine Vaughan, Secretary of the Meadowbank St Johns Residents’ Association*

*Source: Greater Auckland*



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*After all, Auckland Transport must have a warehouse somewhere full of 30 signs that could be swapped back in...*

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## Have you got the new main photo to grace our Group website?

**ADVANCING THE KNOWLEDGE, PLANNING AND MANAGEMENT OF TRANSPORT IN NEW ZEALAND**

The Transportation Group New Zealand has more than 1,100 members.

Become a member to receive our Roundabout quarterly magazine, monthly Mini-Roundabout email newsletter, event invitations plus much more. Find out more about [member benefits](#).

[JOIN NOW!](#)

[SEE MORE](#)

The National Committee is revamping the Group website. This will include replacing the main image which has graced the webpage since it was created.

We are launching a competition to find the next image—something that represents our profession.

It will ideally be a clear and striking image, perhaps with people in the act of travelling, or some other image we are proud represents our Group.

Do you have an image which you think could fit the bill? Keen to get some publicity for it? We will credit your name on the image.

Send your image to website co-ordinator (and editor) [daniel.newcombe@at.govt.nz](mailto:daniel.newcombe@at.govt.nz) by the end of October and be in to win\*!

*\*Exact prize to be determined, but includes crediting you on our webpage.*

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*We are launching a competition to find the next main image for our website — send your image to us by the end of October and be in to win*

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**TRANSPORTATION GROUP NEW ZEALAND**



## Auckland's first fully electric ferry arrives



In early June, Auckland Transport had the privilege of witnessing the first EVM200 electric fast ferry take its first dip, a major step forward in clean, efficient public transport.

### Why new ferries?

Auckland's current ferry fleet is ageing, with many vessels built in the 1990s and early 2000s. More than half will reach end-of-life within the next decade.

These older diesel-powered vessels are increasingly unreliable and contribute significantly to public transport emissions—about 20% of emissions but only 6% of journeys.

Electric ferries offer a cleaner, quieter, and more reliable alternative, aligning with our sustainability goals and improving the passenger experience.

Crafted from lightweight carbon-fibre composite, these ferries designed by EV Maritime and built locally at McMullen & Wing are made to last over 30 years. This advanced material not only extends the vessel's lifespan but also improves efficiency by reducing drag and displacement, key for electric propulsion.

The ferries are powered by high-capacity batteries with an expected lifespan of around 10 years. By the time replacements are needed, we anticipate even more advanced, lighter, and higher-capacity batteries will be available.

Charging is fast and efficient. A new high-speed charger at Half Moon Bay Ferry Terminal delivers up to 3.3 megawatts—roughly 10 times faster

than a Tesla Supercharger. The ferries themselves can charge at up to 2.2 megawatts, allowing for quick 10-minute top-ups during passenger boarding.

Each ferry can carry up to 200 passengers and is tailored for inner and mid-harbour routes, primarily operating between Half Moon Bay and Downtown. They may also occasionally serve Devonport and Hobsonville Point.

Before entering service, the ferries must undergo rigorous testing and certification. This process ensures safety, reliability, and optimal performance before passengers come aboard. This includes:

- System integration checks.
- Sea trials at various speeds and conditions.
- Crew training on new systems and emergency procedures.

EVM2 is following closely behind EVM1, with construction about three months apart. One of the two will feature a foil under the hull, expected to reduce battery use by approximately 8%.

In addition, two 300-passenger electric-hybrid ferries are being built in Whanganui for the Devonport route, with arrivals expected in late 2025 and 2026.

Auckland is on the cusp of a maritime transformation with the arrival of our first fully electric ferries, EVM1 and EVM2. These state-of-the-art vessels represent a major leap forward in sustainable transport for the city.

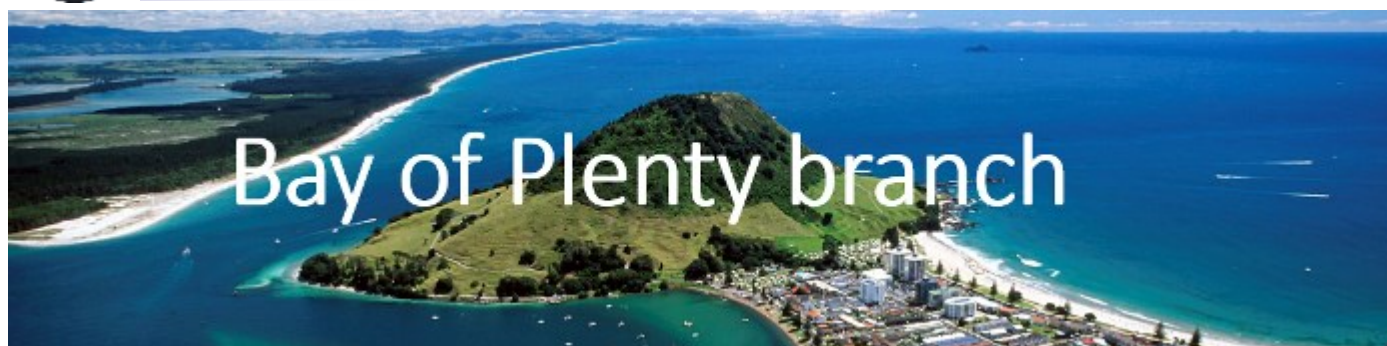
Source: AT

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*Older diesel-powered vessels contribute significantly to public transport emissions—about 20% of emissions but only 6% of journeys.*

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## Presentation on Business Land Framework and Transport Operation Centre visit in Tauranga

The BoP branch hosted an event in Tauranga recently with a combined project presentation, visit to the Transport Operations Centre and tour of the new Tauranga City Council office.

The team from TCC and Boffa Miskell shared findings from the TCC's business land framework project.

This provided insights into end of trip facilities, EV charging, road hierarchy and parking policies for business land.

We then had a chance to go inside the TOC and view the awesome set up they have to help keep our city moving and safe.

Seeing the new TCC office was great and it was a good chance to socialize with other Group members in a cool space and relaxing atmosphere.

Thanks to TCC, Boffa Miskell and TTOC.

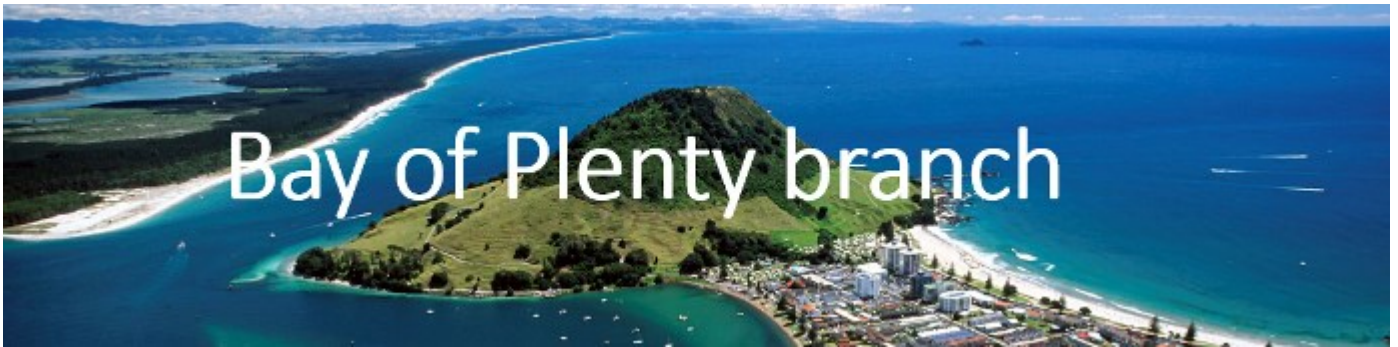


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*The visit provided insights into end of trip facilities, EV charging, road hierarchy and parking policies for business land.*

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## Winter in the BOP = quiz time!

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*We were bursting at the seams and the room was buzzing with anticipation, and curry.*

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This year we invited our friends from NZILA to join with the Transportation Group, NZPI and RMLA for our annual professional industry BOP quiz night.

Even with a venue shift to support the local bowling club, it was a sold out event.

We were bursting at the seams and the room was buzzing with anticipation and competition (and many overdue catch ups!).

The competition was strong and fraught until the end, and with a great MC and a well-run bar and ample snacks and curry.

This year's winners were:

**1st: Non-complying activities (Lysaghts)**

**2nd: Big fact hunt (HaysonKnell)**

**3rd: Highway to hell (WSP)**

**2nd to Last: Helluva Night – tin of beans for their camaraderie!**

Thank you to all the organisers. Look after that trophy Lysaghts until next year!







## Moving Tauranga Forward: Planning for a Connected Tomorrow



The **Moving Tauranga Forward: Planning for a Connected Tomorrow** event on 26 August at Tauranga City Council brought together representatives from the NZ Transport Agency (NZTA), Tauranga City Council (TCC), and Bay of Plenty Regional Council (BOPRC) to share how the three organisations are working collaboratively to address Tauranga's and wider regional transport challenges and prepare for the city's rapid growth.

Hosted in partnership with the Chartered Institute of Logistics and Transport (CILT) and Engineers New Zealand Tauranga Branch (ENZ TG), the session provided attendees with an overview of each organisation's strategic work programme, as well as the collective role they play in shaping integrated, long-term transport solutions.

Speakers included:

- **Susan Collins (NZTA)** – Regional Manager, System Design (Waikato & Bay of Plenty)
- **Cole O'Keefe (NZTA)** – Lead System Planner, Waikato & Bay of Plenty
- **Sarah Dove (TCC)** – Team Leader, Transport Strategy and Infrastructure
- **Matthew Kilpatrick (BOPRC)** – Senior Transport Planner and Programme Manager for the Transport System Plan (TSP)



The presentations explored the unique and shared challenges of urban expansion, network capacity, and funding pressures, while also highlighting opportunities for coordinated investment and integrated land use and transport planning.

Speakers emphasised the importance of partnership between local and central government, *tāngata whenua*, and the wider community in delivering future-focused outcomes.

The event concluded with questions and discussion, giving attendees the opportunity to engage directly with the presenters.

A light breakfast was provided, supporting networking and collaboration across the sector. Looking forward to the next event!

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*Speakers emphasised the importance of partnership between local and central government, tāngata whenua, and the wider community*

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## Two and a half years after Cyclone Gabrielle, slips continue to be repaired in Auckland's West

*More than 2000 slips on local roads were reported to AT after the 2023 storms.*



The view is stunning - from high up in the Waitākere ranges, you can see all the way out east to downtown Auckland, the Sky Tower and the harbour, with Rangitoto Island visible on the horizon. But until Cyclone Gabrielle and the storms of 2023 hit, this particular view did not exist at this spot on Scenic Drive.

Two and a half years ago, a wall of water, mud, trees and rocks smashed its way down onto the roadway, demolishing the road and carving a path 60 metres down the hill.

Now the road has been put back together again, but the view smashed out of the thick bush still shows off nature's power.

"Water's a strange beast. It's unbelievable what it can do," said Auckland Transport (AT) road maintenance manager Johan Swanepoel as he surveyed some of the works along Scenic Drive.

This is the main road that thousands of Aucklanders and tourists from all over the world have taken out to Piha, one of the region's most scenic beaches. For nearly three years, anyone wanting to get to Piha, Karekare and other small communities out here have had to take long detours. Thankfully this is no longer the case.

More than 2000 slips on local roads were reported to AT after the 2023 storms.

"We've only got about 70 left to fix," said AT director of infrastructure Murray Burt.

"Given the scale of the event, the complexity of some of the work, I think the team's done amazingly - and if you look across the country Auckland is well ahead of many parts of the country that were impacted by the storms at this time."

West Auckland was hit particularly hard, thanks to the wet and steep topography of the area home to the Waitākere Ranges Regional Park.

"We basically had damage on every piece of road we have in the West," Swanepoel said.



After about three years of closure, the full road between West Auckland's Titirangi and Piha finally reopened recently. It has taken millions of dollars and the labour of hundreds of workers to get here.

This is just one of hundreds of slips and road repairs needed from Hawke's Bay to Northland

following Cyclone Gabrielle and other weather events. In the complicated grunt work, analysis and problem solving, it is a good example of the mahi all around Aotearoa.

The process behind rebuilding a road is far more than just slapping some fill and asphalt down on holes.

AT flood recovery programme director Jez Pel-low said Auckland Council felt the strain of the unprecedented widespread damage.





"It pushed it to the absolute limit. I mean, I've lived in New Zealand for 18 years, I've never seen anything like this before.

"We had, in certain parts of the region, one-in-200-year rain events ... So, you know, for instance, stormwater infrastructure, public and private, completely overwhelmed, all of them. They don't have a design life to cope with those types of events."

AT said the goal now is to have the very last of the Auckland cyclone repairs done by April 2026.

"We'll still come in ahead of schedule," Pellow said. "We were anticipating this could have taken four or five years and we'll get to a point where the works on the road network will be completed by 30th of April next year."

There are several ways roads can be affected by severe weather. There is surface flooding and then there is subsidence, when a road sinks due to too much water in the ground and weak underlying soil or rock.

In the Waitākere ranges, there are a lot of overslips and underslips. Overslips are when plants, soil, rock and other debris falls onto a road from above. Underslips are when the downhill side of the road begins to give way.

Underslips are often more complicated to fix as they can require entirely rebuilding the road. Some of the biggest projects on Scenic Drive have been repairing giant underslips where nature gouged out huge chunks of infrastructure.

"We initially prioritised repairing those areas that were impairing people's access to their properties," Burt said.

The first step is clearing out the immediate debris and hazards on roads and possibly dealing with utilities like power, gas and water lines, but then the invisible work of analysing the ground begins and can take some time. No two slips are exactly alike.

"We normally look at three to four options of how we will repair and then a decision is made how the repair will happen," Swanepoel said. AT has been able to work with existing contractors from Ventia, Fulton Hogan, Liveable Streets and Downer as well as working closely with NZ Transport Agency Waka Kotahi and the government for funding.

After the 2023 storms, there were 10 large slips on Scenic Drive between Titirangi village and the turnoff to Piha. Several slips collapsed the busy stretch of roadway between the Titirangi roundabout and Woodlands Park Drive, which was reduced to stop-go travel and then closed entirely while huge new retaining walls rebuilt huge

chunks of Scenic Drive that had slid down the hillside. That section reopened in December.

"A design is then done and that takes quite a lot of time to do all of that and that's one of the reasons why it takes a year and a half to do this kind of work for this section. We try to build back better," Swanepoel said. "This needs to last 100 years."

The second part of the work has taken in several more large slips on the winding rural section of Scenic Drive that heads out towards Piha. There are still a few smaller projects on Scenic Drive that will require some temporary stop-go closures in one lane, but otherwise the road itself will be fully open for the first time since 2023.

Much of the work can be compared to an enormous sewing project, only with gigantic beams and anchors being inserted deep into bedrock and hillsides to keep fragile land together.

"This is our final site that we had to deal with," Swanepoel said. "Basically what has happened here is this side of the road collapsed into the valley. If you look down here, it's about 60 metres deep. Half of the road was gone."

Much of the repair work will be invisible to drivers soon humming along on Scenic Drive, but that's the idea. The road rests on a concrete piled, tied-back wall and under the road surface are concrete slabs to raise it back to the former level.

"This looked like a mine," Swanepoel said of one massive underslip. "We had to basically build the whole road back ... We've had to bring it up from the bottom."

Another section of road looks almost like it was never damaged, but appearances are deceiving.

"This is a deep fill," Swanepoel said, standing on the resealed road. "This is like two diggers deep, if you can say it that way."

Walls built under roads or retaining walls help shore up the stability. Enormous piles of concrete or metal - sometimes up to 20m long - are driven deep into the earth, while anchors and soil nails - which are exactly what they sound like - are also used. The anchors and nails are also several metres long depending on the site conditions. The resulting lattice-like effect reinforces the ground beneath.

"These are tried and tested engineering solutions, but it's basic grunt stuff, you know, building lots of walls," Pellow said.

"When you drive past that nobody can see it. There's a massive piece of engineering that as you say, it is literally stapled into the side of the earth, and you wouldn't even see it."

Source: RNZ

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*"When you drive past that nobody can see it. There's a massive piece of engineering that is literally stapled into the side of the earth, and you wouldn't even see it."*

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## Transport Professionals Association (TPA) Conference 2025

By Jeanette Ward,  
Technical Director,  
Abley



At the beginning of September, I was fortunate enough to attend what was previously known as the AITPM Conference, held at the Adelaide Convention Centre, 3-5 September.

This year's theme was "Movement for Thriving Communities". Just one week before the event, the organisation was rebranded to TPA - a shorter acronym and easier to remember!

A big thank you to the Transportation Group for the sponsorship towards my attendance. It was great to see other New Zealand delegates representing the Transportation Group and presenting on NZ projects.

When people realised we were from NZ, they often wanted to hug us - they genuinely empathise with what we're experiencing in NZ in terms of transport.

The first keynote was delivered by Giles Perkins, Head of Profession for Future Mobility at WSP. He spoke about the future of mobility and how we can be agile to change whilst being grounded.

A key message he reiterated many times was that we need to put people at the heart of everything.

He encouraged us to look at the Welsh [Well-being of Future Generations Act](#), passed in 2015, which focuses on acting in the interests of those not-yet-born.

Several other countries have adopted similar legislation, maybe NZ should do this too.

The conference had four parallel streams during the general sessions, which made where to go quite tough!

Highlights from day one included hearing about the great work Sydney Metro customer centered design process, where every aspect of the train design was tested with users.

I attended a workshop on **Building a Thriving Community Through Inclusive Mobility**, where teams explored travel options for different personas. It was a powerful reminder of the daily challenges many people face—this could be a great session to run with elected members.

Day two began with a fantastic presentation from Lucy Saunders on Healthy Streets, using Adelaide street examples.

She introduced us to the Healthy Streets app, a useful tool for street reviews, particularly with the community involvement.

She emphasised the need to show actual people in transport imagery, not just the infrastructure, so people can better understand what "good" looks like.

Another highlight was the **Healthy and active by design: workshop** led by the Heart Foundation (photo below).

We explored the area around the convention centre, discussing pedestrian challenges and exemplars. This walk tied back to the [Healthy Active by Design](#) checklists presented earlier in the day.

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*Lucy Saunders emphasised the need to show actual people in transport imagery, not just the infrastructure.*

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The evening of day two featured the Conference Dinner, though disappointingly, there was no dress up theme. [Ed: is it really a conference if the Abley team don't dress up in a theme?]

Day three kicked off with the amazing Skye Duncan presenting on innovative approaches to street design that prioritise safety, equity, and vibrant public life.

She shared global examples and practical tools from GDCI's award-winning Global Street Design Guide and Designing Streets for Kids.

I think a focus on designing streets for kids will make the process more fun and create playful spaces for all ages. Sport NZ are currently developing guidance on how to integrate play into street design, if you have any great examples of this in action, please send my way!

As always Skye inspired the audience with her fantastic before and after images, and also images showing children really happy with their street environment.

Other takeaways from day three were hearing about the "super schools" being developed in Australia. While they may be cost-efficient from

a facilities perspective, they often reduce accessibility compared to more local schools.

A council just south of Adelaide City is doing impressive work on rural road safety particularly at crossroad intersections, using speed activated signage warning and intersection redesigns such as compact roundabouts with raised safety platforms.

*The Kiwi wahine contingent at the conference dinner*





## Roundabout

The closing panel featured Giles, Lucy, Skye and Stephen Rutherford (Vice President and Global Director of Transport Planning, Jacobs). It was a robust discussion on how far we've come but how far we still have to go.

They discussed how we need better targets in transport and these need to link strongly to health, the limitations of traditional modelling approaches and benefit cost ratios and how our terminology needs to change so the public can relate.

*The panel stressed we need to collaborate not just consult.*

The panel stressed we need to collaborate not just consult. Giles was very passionate about us getting out of our "normal", do new things and read more books!

Overall, it was a great conference, not to dissimilar to our Transportation Group conference in terms of a good mix of practitioners from consultancies and client organisations, and across sectors. It was also essentially a therapy session, especially for us Kiwis!

## Want to attend the conference next year?

Interested in going to the AITPM conference next year?

Every year the Transportation Group sponsors \$3000 towards a member to attend the conference. All you have to do is write up an article like this and share your thoughts with your local branch,

Look out for an announcement for applications a couple of months before next year's conference.





BRIDGET DORAN CONSULTING PRESENTS...



# WALK WITH ME AUCKLAND

## ACCESSIBILITY TRAINING FOR TRANSPORT AND CONSTRUCTION PROFESSIONALS

Join us for a morning of learning from disabled people themselves about transport and disability. We will talk about the importance of disability sector engagement, we'll hear from our disability experts, and we'll go for a walk to see how they navigate Auckland streets. This course will empower you to work more effectively with disabled people in your role as a transport or construction professional.

### OUR EXPERT TRAINERS

**Paul Brown** works on transport accessibility, auditing, and advocacy. He has a Masters of Disability Policy. Paul is blind and navigates with a white cane.

**Amy Hogan** works as a researcher at the Cerebral Palsy Society. Amy is an experienced speaker and accessibility advocate. She uses a wheelchair to move around.

**Gabrielle Hogg** is a disability advocate and trainer. She is neurodivergent and uses speech and augmentative communication methods. Gabrielle works in advocacy and accessibility awareness training around Auckland.

**Dr Bridget Doran** is a transportation engineer, researcher, and inclusive access specialist with 15 years of experience promoting disabled people's participation in transport.



**NOV 20  
2025**



**9:00AM -  
1:00PM**




**CENTRAL  
AUCKLAND**

## MORE INFORMATION AND REGISTRATION

<https://events.humanitix.com/walk-with-me-auckland>

[bridget@bridgetdoran.nz](mailto:bridget@bridgetdoran.nz)

 **Bridget Doran  
Consulting**





## Pāpāmoa East Interchange off-ramp opens ahead of schedule

The eastbound off-ramp at the new Pāpāmoa East Interchange is now open to motorists.

The new off-ramp provides an exit to Pāpāmoa East from the Tauranga Eastern Link Toll Road/ State Highway 2, a Tauranga City Council statement said. Construction of the rest of the \$100 million interchange continues. It is expected to fully open in mid-2026.

Tauranga Mayor Mahé Drysdale said the off-ramp was opening nine months ahead of schedule in a collaboration between councils and central government.

“Together, we achieved a great, pragmatic outcome for the people of Tauranga, and I thank everyone for saying ‘yes’ and getting this done.”

Pāpāmoa ward councillor Steve Morris said the off-ramp would have an “immediate and positive impact” on traffic flows along the Domain Rd and Tara Rd interchange.

“This will be felt by all Pāpāmoa residents and allow everyone to get to their destination quicker.”

The off-ramp ran through an active construction site, which meant it came with speed restriction – and a duty of extra care on drivers. Signage will indicate a reduced speed of 50km/h when travelling through the construction site.

The journey continues via the western side of Te Okuroa Drive only – all other access points to and from the interchange remain closed until its completion. The other three ramps will remain closed until completion.

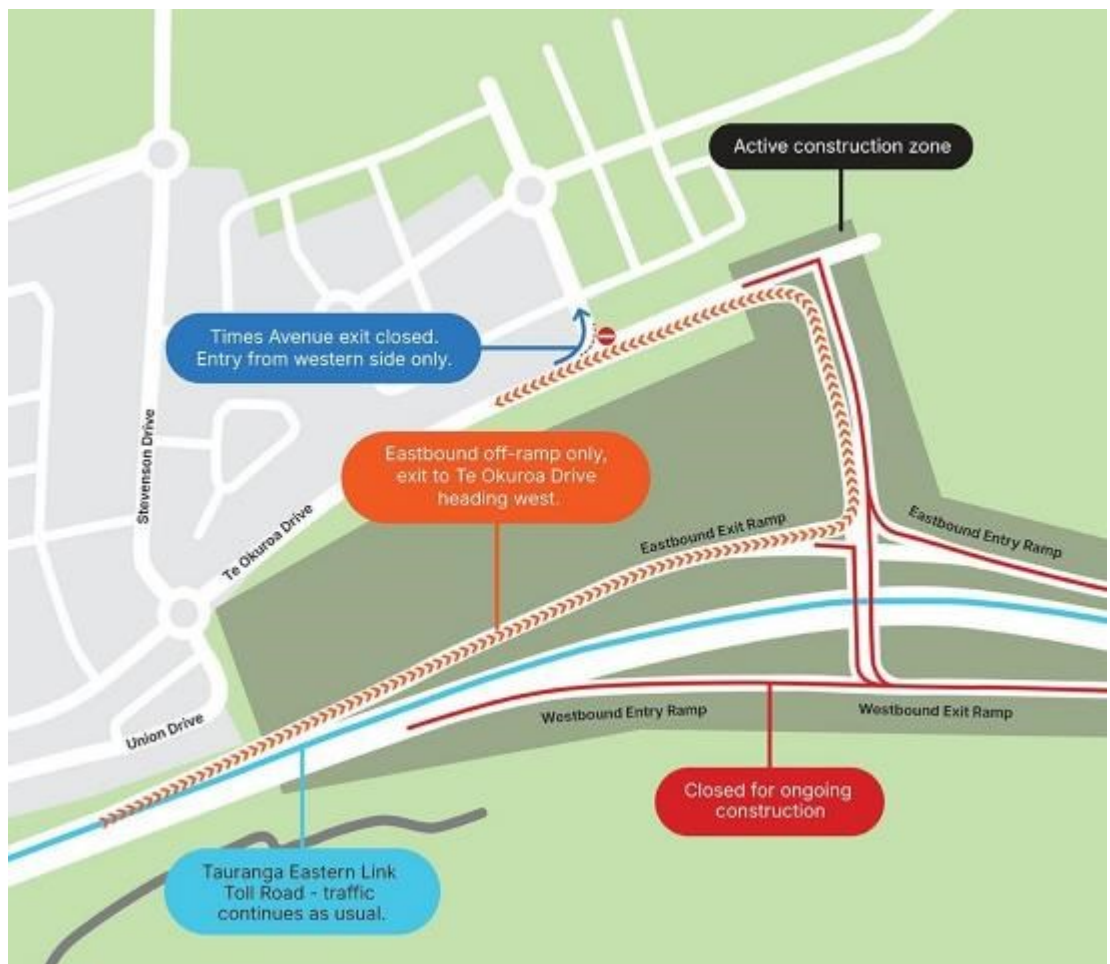
The eastbound on-ramp facilitates construction traffic and activity, and the westbound ramps are dependent on the completion of the bridge.

Consultation on proposed tolling for the use of the Pāpāmoa East Interchange by NZTA) closed recently.

As the eastbound off-ramp is opening early, NZTA has proposed a toll-free period of 12 months, for users of the toll road between the Pāpāmoa East Interchange and the Domain Rd Interchange. Normal tolls apply to drivers using the full toll road.

Source: NZ Herald

*The ramp has opened nine months early, but the other ramps will remain closed until completion.*







## Your Central Branch Needs You – Join Our Committee!

The Central Branch, covering Wellington, Manawātū, Whanganui, Hawke's Bay and surrounding regions, connects transport professionals through seminars, site visits, debates and networking events.

We're looking for new committee members to help us shape a strong programme of activities for our ~200 members in the region.

No experience needed - just energy, ideas and a willingness to get involved.

It's a great opportunity to grow your network, support the profession and help deliver events that keep our members engaged and inspired.

If you're keen to join or want an informal chat about what's involved, contact our Chair at

[erica.walker@aurecongroup.com](mailto:erica.walker@aurecongroup.com)



## Annual pub quiz coming in October

The Auckland branch is busy planning our annual Auckland pub quiz. It will be held in October at the Paddington pub, but we are yet to confirm the date. Watch this space for upcoming details!

## Branch activity

The Northland contingent of the Auckland / Northland Branch has been ramping up their activities recently. In fact, two out of three of our events so far this financial year have been in Northland:

- In July the Northland team hosted an in-person event with 20 attendees at Dicken's Inn in Whangārei to discuss the outcomes of the first T2 lane in town.
- In early September they hosted Northland Transport Bites (photo below), a hybrid event hosted by WSP in Whangārei with three short, transportation-themed presentations from our local engineers - "The Influence of Road Width on Harm"; "Mangawhai Wood Street and Surrounds Revitalisation"; "Roller-Compacted Concrete Basecourse Pavements".
- Our third event this year, in Auckland, was a popular discussion about congestion charging at the end of July, hosted by Beca.



*Some of the attendees at Northland Transport Bites, a hybrid event hosted by WSP in Whangārei*



## Study: Network disruption cost of serious crashes

### Authors:

Ping Sim, AT  
Ivy Hao, AT  
Phil Harrison, Flow  
Ian Robertson, WSP

*There can be very large delay costs attributable to crashes, which could make a substantial difference to the economic analysis of some safety and road upgrade projects.*

Have you ever read a headline that a serious crash has closed a motorway and wondered how much that costs in productivity? Exciting new research has been produced on the network disruption cost of serious crashes in Auckland.

The 2024 Government Policy Statement on Transport (GPS) emphasises that the Government's overarching priority is to support economic growth and productivity.

A critical element of the transport system's productivity is the predictability and reliability of journey times.

Safety is an inherent part of productivity, and one of the most disruptive and unpredictable events that can have a major impact on the operation of the road network is a serious crash.

This study sought to quantify the network disruption due to serious crashes in Auckland and to attribute a cost to the resulting additional delays to road users.

This small scale pilot research study examined recorded travel times on road links around 4 serious crash sites to identify where it is likely that the crash and resulting lane or road closures caused additional delays on the road network.

The estimated quantum of delays due to the four crashes and their estimated cost, including an unexpected disruption factor, are summarised below. Note that this does not account for all the costs that may be incurred, such as increased vehicle operating costs, or the cost of cancelled or deferred trips. As such, these figures are recognised to underestimate the total costs of the network disruption.

The large variation in the estimated delay cost due to the four crashes studied, between \$7,900-\$11,500 and \$1.4 to \$3.5 million, suggests that a

single value of the cost of delays due to crashes would have little meaning.

This small sample study indicates that there can be very large delay costs attributable to crashes, which could make a substantial difference to the economic analysis of some safety and road upgrade projects.

This demonstrates the need to consider economic productivity and safety holistically, as network unreliability caused by serious crashes creates significant disruption costs.

The motorway multi-vehicle crash involved serious injury. The NZTA Monetised Benefits and Costs Manual (MBCM) would value the social cost of this crash at \$999,600 (May 2025 update factor).

The estimated unexpected delay cost of the crash is (at least) \$1,420,000, demonstrating that the actual cost to society of this crash might be at least \$2.4 million. While this crash may have been especially disruptive, at this level of unexpected delay the benefit: cost ratio of safety improvement schemes could be doubled or tripled.

The analysis of delays due to crashes has shown that there is a very large variability in the delay due to crashes on the road network, which is not determined by the crash severity alone, but heavily influenced by the volume of traffic on the road, the resilience of the surrounding network (the availability of multiple diversion routes), the time of day, and the time taken to clear the crash scene and reopen the road to traffic, if it is closed at all.

A larger research project would enable a clearer and more robust conclusion, which could lead to a significant change in how crash costs are calculated across New Zealand.

Read the study here: [Flow Technical Note](#)

Crash #	Crash Type	Duration of Congestion	Estimated # of Vehicles Delayed	Estimated Average Delay per vehicle	Estimated Maximum Delay	Estimated Maximum Cost of Delay per vehicle	Total Delay (vehicle hours)	Total Unexpected Delay Cost
1	Motorway Multi Vehicle	6 hours	20,000	30 mins	3 hours	\$450-\$650	9,120-16,320*	\$1,420,000-\$3,500,000*
2	Divided Arterial 2 Car	2.5 hours	4,500*	2.5 mins	10 mins	\$24-\$35	179**	\$25,800-\$37,400**
3	4 Lane Arterial Car v M/cycle	1 hour	3,700	2.3 mins	5.5 mins	\$14-\$20	143	\$21,600-\$31,300
4	2 Lane Arterial Car v Ped	1.5 hours	2,700	1.2 mins	3.5 mins	\$8-\$12	55	\$7,900-\$11,500

\* Including estimated delays to stationary traffic on the motorway upstream of the crash site for 4 hours that are not captured in traffic counts or travel time observations

\*\* expected to be an underestimate as there are likely diversion routes outside of the study area





## New Zealand Road Safety, Emergency Response & Healthcare Awards

The [Road Traffic Accident Trauma Charitable Trust Trading as National Road Trauma Centre](#) is holding their [NZ Road Safety & Healthcare Awards](#) in November, in Christchurch. Group members may be interested in applying for the National Award for Road Safety.

### National Award for Road Safety

The National Award for Road Safety, recognises outstanding achievements by industry professionals from non-profit organisations, and private and public organisations which improve road user safety through excellent practice, design or technical application in public education and prevention initiatives.

This may include initiatives across all modes of land transport and may include engineering and technology, network safety optimisation, demand management and road crash reduction.

### Award examples

- Projects or programs that use innovative concepts at a local, regional or national level.
- Innovative management approaches to overcoming workplace road safety.
- Innovative interventions to an identified road trauma risk.
- Effective communication or marketing pro-

grammes or campaigns that promote safer roads and safer driving.

- Improved processes that significantly enhance road safety in areas such as planning, programming, project delivery, construction, and/or maintenance.
- Strengthened capacity for infrastructure, roadworks site safety, construction quality, data management, performance tracking, monitoring and evaluation.
- Improvements generating greater public awareness that produces a positive change in transportation safety culture e.g. community events, media publications.
- Addressing an identified need, enhancing an outcome, or improving a product, service, process or system that as a direct result will benefit the wider community, particularly those in their region or nationally.
- Road safety initiatives, schemes or products that are proven to contribute to improved road safety, particularly for those in their region or nationally.

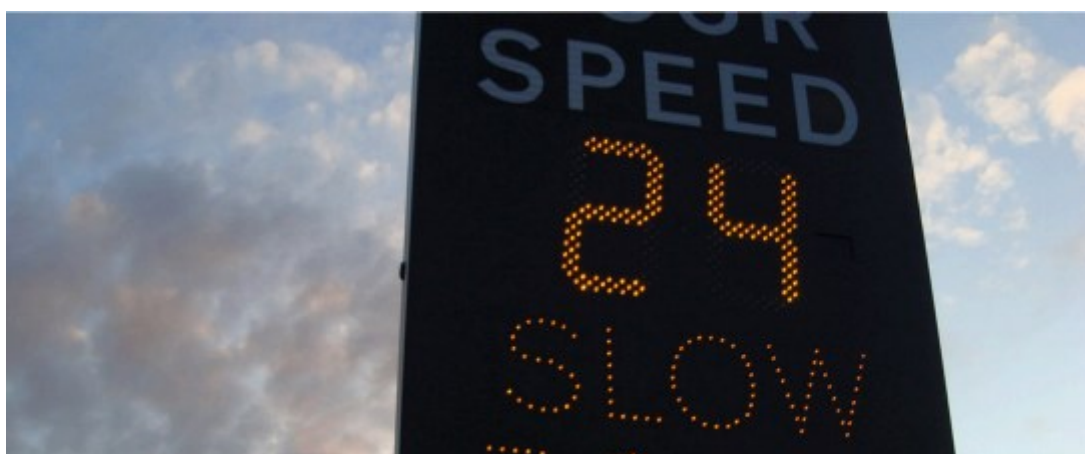
Submit your nomination online at [www.roadtrafficaccidenttrust.org.nz](http://www.roadtrafficaccidenttrust.org.nz)

Submissions close Tuesday, 30 September 2025.

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*Group members may  
be interested in  
applying for the  
National Award for  
Road Safety*

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## ‘A nuisance and an eyesore’: hire ebikes accumulate at London border between rival firms



Scattered across pavements, propped against trees and toppled over in bushes, dozens of electric Lime bikes have begun to dominate a 200-metre stretch of road just south of Chiswick Bridge.

This is the point where the motors on the hired bikes abruptly stop functioning as they cross the boundary between Richmond and Hounslow, a frontline in what residents describe as a turf war between rival companies.

While ebikes for hire have become an increasingly popular mode of transport in London, fractured regulation means customers can ride them through some boroughs with ease but find that in others they cannot ride or park them.

This has led to bikes accumulating on either side of Chiswick Bridge as customers are forced to dismount and abandon their transportation. The comedian Dara Ó Briain said in a post on X it had turned the bridge into “Checkpoint Charlie”.

He posted: “Hounslow council have banned Lime bikes, and licensed Forest and Voi; neighbouring Richmond has licensed Lime and banned the others. So every bridge is Checkpoint Charlie, with loads of Lime bikes parked on one side and loads of Forest and Voi on the other. Top work everyone!”

Thomas Letch, who works for a sports recruitment company in Richmond, said he needed two subscriptions to cycle hire companies to get to work. “It’s a sort of turf wars with ebikes,” said Letch, who had arrived on a Forest bike, crossed the bridge by foot and was unlocking a Lime bike for the final leg of his journey to work.

“The first day I didn’t know [the change] had happened, so you cycle over and the electricity just stopped, so to get home it becomes a much harder cycle back.”

The situation has arisen after Lime lost its contract to operate in Hounslow last month.

The council required the company to geofence the borough so that its bikes could not be parked there and so their electrical functions would not work for anyone cycling through, making the heavy bikes hard to pedal.



Max Spiers, 25, a student who docked a Lime bike on the side of the pavement as he headed to a gym in Hounslow, said he had noticed bikes being abandoned by the bridge immediately after the council’s decision.

“If they’re banning it in Hounslow they might as well ban it everywhere,” he said. “I think they just need to agree on the same rules for everyone or its only going to get worse.”

Hounslow’s decision disappointed Lime, which defended its record and said its service connected local residents with the rest of the city, and neighbouring Richmond council.

“Local authorities should be working to make active travel options easier, not more complicated,” said Alexander Ehmann, the chair of Richmond council’s transport and air quality committee. “Hounslow’s recent decision seems to have underestimated the impact on riders to and from neighbouring boroughs, including Richmond.”

Many local residents were concerned about the lack of parking enforcement for the bikes. While there were designated bays for bikes on the Hounslow side, Lime bikes in Richmond were left scattered around the pavement.

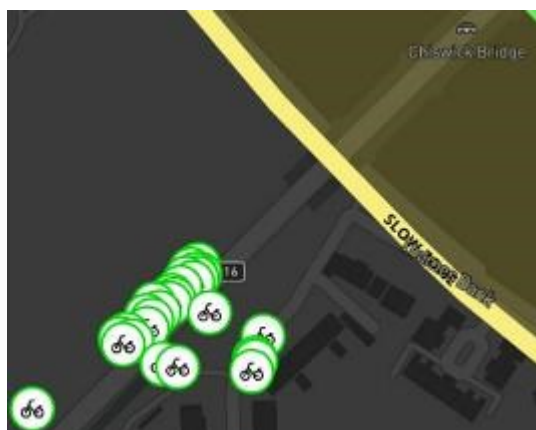
Cynthia Brace, a retiree who walks past the line of abandoned Lime bikes on her way to her twice-weekly yoga sessions, said she was frustrated by the situation.

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*This is the point where the motors on the hired bikes abruptly stop functioning as they cross the boundary between Richmond and Hounslow.*

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“It’s a nuisance and an eyesore. They’re left everywhere and get in your way. I don’t know who’s supposed to be picking them,” Brace said. “Look at the way they’re left, there should be a place to park them properly.”

When announcing its decision to issue contracts only to Lime’s rivals Forest and Voi, Hounslow council said it was looking into enforcing better parking of hired ebikes, after complaints about how they are left when users finish with them.

A council spokesperson said the issue of bikes being left also came up in other areas where bikes could not operate in another borough.

“We recognise that a borough-by-borough approach can be confusing for users and we continue to work closely with Transport for London and neighbouring boroughs to make the case to the Department for Transport for a pan-London approach,” they said.

A spokesperson for Lime said that after Hounslow’s decision it was deploying more teams to redistribute bikes left near Chiswick Bridge and that it hoped a solution could be found.

“Lime operates across London, so it’s important people are able to cycle through Hounslow on their way to other parts of London. We’ve already been contacted by many riders who are angry at the disruption this has caused to their journey,” the spokesperson said.

Alex Berwin, the head of policy at Forest, said the issue highlighted the need for pan-London regulation. “We need a single regulatory framework, one enforcement model and one operational rulebook across the capital, whilst ensuring services support the local needs of each borough,” Berwin said.

“This will get more people moving in ways that promote healthier, sustainable lifestyles and ease congestion.”

Source: *Guardian*

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*“Local authorities should be working to make active travel options easier, not more complicated”*

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## Sydney's bizarre diamond-shaped roundabout removed



Liverpool City Council, in Sydney, Australia, has come under fire after confirming it spent nearly A\$140,000 on the installation and swift removal of a controversial roundabout in Austral in western Sydney that baffled motorists and went viral worldwide.

Nicknamed the “Diamondabout”, the oddly shaped intersection at Twenty Eighth Avenue and Fifteenth Avenue opened on June 20, only to be painted over less than a week later.

Confused drivers were caught on aerial footage performing awkward manoeuvres, with one car seen in aerial footage performing a three-point turn to clear the sharp corners.

Council documents reveal the roundabout had originally been intended as an oval design, but amendments between Transport for NSW, council’s design team and its traffic committee saw a non-standard diamond layout approved in February.

Officials were warned about potential compliance issues as early as October last year, but the final plans still went ahead.

The project cost \$92,885 to build, followed by a further \$53,914 to remove and remediate the site,

bringing the total spend to \$139,937. Give-way signs have since replaced the markings.

The diamond roundabout was one of six traffic-calming devices installed in Austral after residents petitioned for safety improvements to the congested Fifteenth Avenue corridor, a key route earmarked for major upgrades ahead of the opening of Western Sydney Airport.

Councillor Peter Ristevski, a vocal critic of the project, said the fiasco had embarrassed not just Liverpool but Sydney as a whole.

“This episode went viral globally and has left the council looking like an international laughing stock,” he said. “The waste of ratepayers’ money is unforgivable.”

Council has promised lessons have been learned. A spokesperson said the matter has been fully investigated and findings will be tabled at an upcoming council meeting.

“The lessons are already shaping improvements to how we plan and deliver future traffic projects,” they said.

The embarrassment comes as Liverpool Council is already under scrutiny, with the NSW Office of Local Government conducting an inquiry into allegations of dysfunction, maladministration and mishandling of state grants.

Source: Sydney Morning Herald



Left: The location of the infamous roundabout before it was installed (via Google Maps)

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*Confused drivers were caught on aerial footage performing awkward manoeuvres, with one car seen performing a three-point turn to clear the sharp corners.*

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## Piarere roundabout accelerating towards finish line



The new roundabout at the intersection of SH1 and SH29 in Piarere is all go! Construction began in January 2024 with the project expected to be finished within two years.

Work is on track to be completed later in early September with the planting of around 200,000 plants and finishing touches to the underpasses.

The speed limit through the area is now 100 km/h, but remember the rules when driving through roundabouts: you are expected to slow down as you approach and must be prepared to give way.

This is a key step towards completion, enabling quicker travel between the regions and signalling the finish line for this significant project.

The 60-metre roundabout, which is designed to improve efficiency and safety on this heavily used route, will connect to the future SH1 Cambridge to Piarere expressway.



### Karāpiro School gets a front-row seat to expressway progress

NZTA is proud to be keeping Karāpiro School in the loop as the Cambridge to Piarere project moves forward.

Regular updates and open communication have helped ensure the school community stays informed and involved, even though no shovels are in the ground.

Recently a team of surveyors from the project team, including experts from WSP, visited the school grounds to gather important data that will help shape the parts of the expressway that directly affect the school.

But it wasn't just business as usual — students got a hands-on look at the fascinating world of surveying!

The team took time to chat with students, show off some of their high-tech tools, and explain how their work helps bring big infrastructure projects to life. It was a great opportunity for students to see real-world science and technology in action—and maybe even spark a few future careers!

Source: NZTA

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*The team took time to chat with students, show off some of their high-tech tools, and explain how their work helps bring big infrastructure projects to life.*

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Roundabout

# URBAN ECONOMICS SHORT COURSE

Monday 22 September -  
Wednesday 24 September

Auckland 22-24 September (flyer attached and [register here](#))

Christchurch 20-21 October (flyer forthcoming and [register here](#))



**REGISTER HERE**







## Call for Life Members opens October 13th

The National Committee of the Transportation Group will shortly be calling for nominations for Life membership of our Group—so talk with your colleagues about who you think may deserve this honour.

Life membership, in recognition of outstanding contribution to the Group, may be recommended by nominators (comprising four Group members, including at least two members from different geographic branches) and ratified by the National Committee.

Life memberships can also be granted posthumously to members who have made a significant contribution to the Group.

Any member granted Life membership shall not be required to pay the annual Group subscription fees.

Life members are also entitled to free registration to one of the following events each year: the Transportation Group conference, the MUGS conference or the SNUG conference.

Once the nominations open on October 15th, you need to simply forward the following to Group Chair, Mark Gregory, [mark.gregory@ecan.govt.nz](mailto:mark.gregory@ecan.govt.nz)

- Name of nominee
- Name and branch of the four nominators, all being members of the Transportation Group
- Up to 200 words describing the contribution of the nominee to the Transportation Group
- Up to 200 words describing the contribution of the nominee to the transportation profession

The National Committee notes that nominations that meet the above criteria will not necessarily be ratified by the Committee, which reserves the right to award, postpone or decline any Life Membership nominations at its discretion.

**Nominations close 26th November.**

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*The Group will shortly be calling for nominations for Life membership—so talk with your colleagues about who you think may deserve this honour.*

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**Ever wondered how we make Roundabout?  
Thought of an idea we could use?  
Good at finding funny transport photos?  
Want to contribute to the profession, but only want to do it quarterly?  
JOIN OUR EDITORIAL TEAM!**

This Roundabout magazine and the monthly Mini-Roundabout email newsletter are produced by a small—very small—cluster of Group members who want to help share information from all the cool things happening in our profession.

We are always looking for fresh ideas and support, so if you enjoy reading Roundabout and are keen to chip in, please contact the editor at the address below.

We are looking for people who could help source and edit short articles, collate interesting photos and cartoons, and basically help pull together this illustrious magazine.

Any contribution would be appreciated and it doesn't have to be time-intensive—even a few hours ahead of every quarterly publication would be great.

Heck, if you have something to say, we'd even be happy to publish opinion pieces or a regular column.

So, join us and contribute to your profession in writing! Seize the moment and contact the editor on the below email address:

[daniel.newcombe@at.govt.nz](mailto:daniel.newcombe@at.govt.nz)





## Auckland's heritage carpark access lanes under attack

By Daniel Newcombe,  
editor and old person

*Traffic queuing in carpark access lane for Victoria St carpark, circa 1963. Note the overhead wires for now-removed trolley buses.*



Auckland's heritage is under attack!

No, not the leafy suburbs filled with expensive, heavily-modified "character" houses.

Auckland's real heritage – carpark access lanes. Not familiar? Let me explain.

Back in the 1960s Auckland's city centre began to 'modernise' and build multi-storey carpark buildings, to accommodate the growing volumes of cars flooding our biggest city.

to best manage these queues and keep them clear of passing traffic, special designated carpark access lanes were created.

You knew they were special because they were YELLOW!

There weren't many of these special lanes – the Victoria St and Wyndham St examples were the most well-known, to this writer anyway. They were unique to the area and that period, i.e. they were heritage!

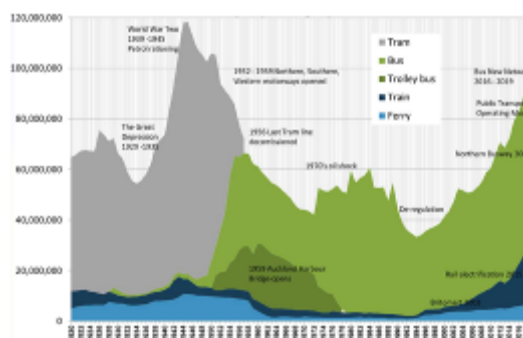
And as ticketing payments are now managed within the carpark buildings, they are no longer required – which in the Auckland context makes them even more heritage! We love preserving things that are no longer needed.

But now these lanes are under attack!



*Victoria St before*

Note that at the time it was deemed a 'good thing' to help people move away from using public transport – Auckland's per capita usage was at the time one of the highest in the Southern hemisphere (see rough chart below) – and to embrace the new 'freedom' of car ownership. Also see Auckland's eager adoption of motorways, green-field expansion and removal of trams...



In Victoria St (see before photo above), the valuable but unnecessary carpark access lane has already been maliciously removed by the Council to create space for some populist flim-flam (in this case, pedestrian areas, urban greenery and cycleways for Te Ha Noa Victoria St Linear Park—see photo below).



*Victoria St today*

Drivers accessing the carpark will have to queue in the reduced number of traffic lanes and not feel special at all!

The Downtown carpark (sadly due for removal and replacement with an entirely unnecessary 56-storey tower and hotel) has historically had a 'stealth' carpark access lane (see photo over-page), with two lanes marked on a very low-volume slip-lane, to make sure our valuable car-

These concrete monstrosities (or car temples, depending on your point of view) were operated a bit differently to modern parking complexes – which resulted in specific requirements for the road outside the building.

There were real live humans in booths at the entrance to the carpark buildings who would deal with payments and ticketing as drivers arrived.

This meant that queues of arriving drivers would extend away from the carpark entrances. In order

*As ticketing payments are now managed differently, the lanes are no longer required – which in the Auckland context makes them even more heritage! We love preserving things that are no longer needed.*





*Wyndham St before*

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*It surely won't be long before some do-gooder tries to repurpose this underused space for some 'higher and better use' and thereby threaten Auckland's heritage.*

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*Downtown carpark stealth lane*

now just a forlorn (albeit still special yellow) lane (see photo below).

It surely won't be long before some do-gooder tries to repurpose this underused space for some 'higher and better use' and thereby threaten Auckland's heritage.

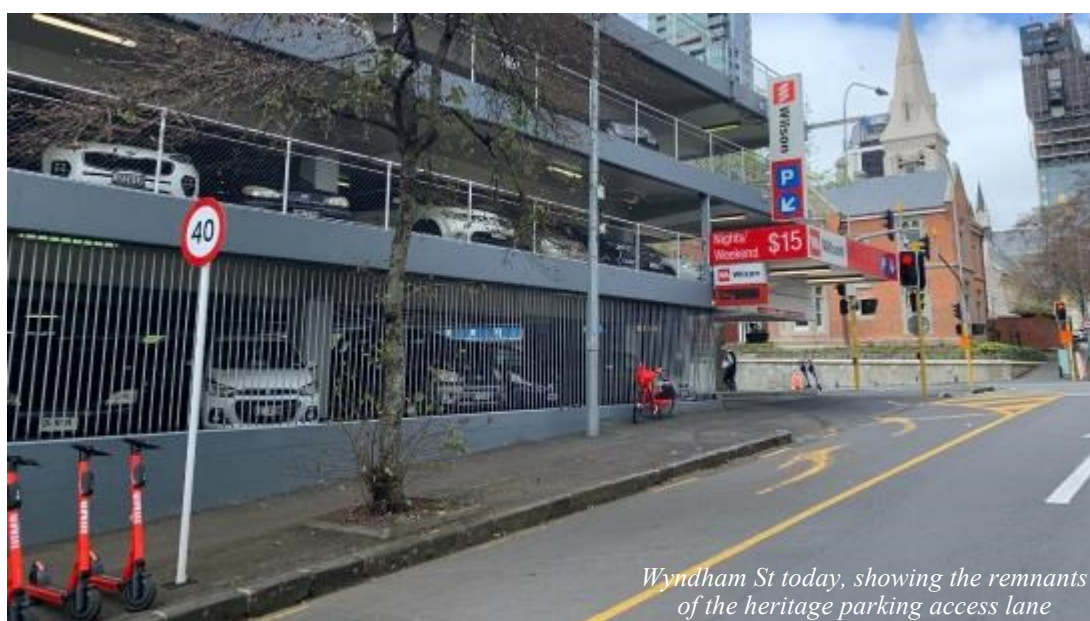
If you are concerned, or even mildly bothered, by this desecration of Auckland's heritage, contact your local official and demand that nothing change\*.

RIP our heritage carpark access lanes.

*\*Obviously we can do things like remove an entire tram system, but parking is different!*

park queuers were able to wait without blocking passing traffic.

The Wyndham St carpark access lane (shown in all its glory in the top photo) is still there but – humiliatingly – has had the text removed and is



*Wyndham St today, showing the remnants of the heritage parking access lane*



## Robo-ccino anyone? Robot serves up a latte automation to Auckland commuters



Auckland commuters are being served up a latte automation, one cup of coffee at a time.

A new robot coffee machine has landed at the Constellation Bus Station on the North Shore which can make barista-style brews in under a minute while people wait for their bus.

It's believed to be the first in New Zealand and is part of a three-year trial by Auckland Transport.

The machine, nick-named Ellie, was tested recently and is now fully operational. Its owner, Andrew Joo, says once kinks have been ironed out, Ellie will run without any staffed on hand when the station is open.

Ellie was quite busy on Monday morning with curious commuters buying robot-made beverages, including this writer who bought a very tasty vanilla latte on her way to work. The latte was a good temperature and had a good flavour which wasn't too sweet.

Cow's milk was the only choice but oat milk will be added soon, said Joo.

He imported the parts from a South Korean robotics company and it was assembled in New Zealand and they worked with a barista to balance the flavours.

"It's kind of a collaboration between a human barista and a robot barista."

After placing an order on an iPad and paying, Ellie is a robotic arm that collects a cup, adds a flavoured syrup (if desired) then moves the cup to a coffee machine which makes the beverage.

Ellie then picks up the cup and moves it to one of three automatic doors for collection.

The machine serves up to 21 drink options - including hot lattes, iced mochas and fruit "aides" like peach or grapefruit - and takes about 55 seconds per drink. Costs range between \$4 to \$6 per cup.



Ellie still requires a human to top her ingredients up as required. Joo says having a robot worker instead of a human isn't any cheaper.

"Many people think that way but from what I can see is the robotics requires significant investment upfront. So I have to say, it's more expensive than the labour cost. So it's not just to replace the human labour."

An Auckland Transport spokesperson said they'd committed to a three-year trial period at Constellation. If uptake is strong, further locations may be considered across the network.

"We see this as a great addition to commuter amenities."

Source: The Post

*A new robot coffee machine has landed at the Constellation Bus Station which can make barista-style brews in under a minute while people wait for their bus*





## 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 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.

The Annual General Meeting (AGM) will be held on the second day of the workshop.

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.

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.

If you haven't purchased your tickets yet, please get them [here](#).

And if you have done something interesting, challenging, or even controversial, which you would like to share or discuss at the workshop, please contact [Alex Lumsdon](#)

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





## Canterbury/West Coast Branch

### Canterbury branch event: Steps to a walkable Ōtautahi

The Canterbury West Coast Branch recently sponsored a Christchurch Conversations Event.

These free public events invite local and international thought-leaders to inspire and challenge people on the city's future.

The event was Steps to a walkable Ōtautahi. The Branch Chair Jeanette Ward was one of the speakers, along with Carina Duke from Living Streets and Dr Anna Stevenson a public health physician from National Public Health Te Whatu Ora.

Approximately 200 people attended the event in person with some more online. The Branch were proud to sponsor this event so the public can join these conversations.

Jeanette had 8 calls to action for the audience.

- Let's get outside and walk, and look at the environment from someone else's perspective
- Report any issues you see, the send snap solve app is good for that
- Lobby your elected members for improvements
- Trim your vegetation next to footpaths
- Bike and scooter slowly around pedestrians on shared paths
- When driving take note of the lower speed limits, it's like that for a reason
- Designers – remember SOS (safe, obvious and set free)
- And finally, please don't park on the footpath!

The full event can be found on [YouTube](#)

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*Jeanette challenged attendees to get outside and walk around, looking at the environment from someone else's perspective*

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## Auckland trials bikes in buses



Auckland Transport (AT) is undertaking a trial making it easier for Aucklanders to combine a bicycle ride and a public transport trip.

There are bike racks installed in 15 buses on the Northern Express 1 (NX1) route. This is about one third of the NX1 fleet. Each bike rack can hold two bikes.

Wheelchair accessible space is unaffected. In fact, bike rack availability helps reduce instances of people parking bikes and scooters in the wheelchair space.

At this stage AT expect to be able to offer a level of service where, at peak times, about every third bus should have a bike rack on it. These bike buses are available all hours that the NX1 service operates. Integration with the AT Mobile App allows users to check in the 'live departures' section of the app to see if the bus headed their way has a bike rack on it or not.

All cyclists are welcome to use the bike racks, and AT encourages users to provide feedback on the experience using the rack.

Allowing bicycles inside buses will mean that AT provides a consistent service across its Rapid Transit Network, because commuters can already take bikes on trains.

Allowing bikes on the NX1 service provides cyclists with a way to cross the harbour bridge, enabling a more connected and accessible network.



An initial two-week trial was undertaken in November 2024 using two different types of bike racks. The trial was successful and proved the viability of commuters carrying their bikes into, and securing them inside buses.

Out of the two bike racks trialled, one emerged as the preferred option due to lower impact on bus capacity (it comes with flip down seats and hand holds to create standing area if needed).

Useful feedback was received from bus drivers and cyclists. Bus customers provided mixed reactions – support and excitement from most respondents but opposition from some, mainly concerned with space taken up by bikes and time taken to manoeuvre bikes into the bus.

From July, 15 double-decker buses on the NX1 route were fitted with internal bike racks. These racks will be available for all cyclists to use.

Users can check the AT app in real time, via the 'live departures' section, whether an approaching bus has a bike rack onboard. Buses with racks will display a circular green cyclist icon on the front and side, making them easy to identify at NX1 stops and stations.



This second trial will run for one year, allowing AT to monitor operations across all seasons.

The team progressing the bikes in buses trial is being led by Fraser Barrons in AT's Infrastructure and fleet specification team. Fraser has ensured momentum by drawing on expertise from numerous people within AT, and important partners and stakeholders outside of the organisation.

"This has been fun project to lead. I have met and worked with new teams, which has been a positive experience. It's great to see a project flow nicely when all stakeholders are keen and on the same page," says Fraser.

Source: AT

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*Users will be able to check the AT Mobile App in the 'live departures' section to see if the bus headed their way has a bike rack on it or not.*

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## Canterbury/West Coast Branch

### Branch's big nights out!

The Canterbury branch has had a busy winter of events including city walkabouts, project visits and the annual quiz night, which is always great fun.



In June the branch hosted a great event experiencing and hearing technical details of the SH75 Halswell Road bus route improvements.

The event included a bus trip out to Halswell on #7 bus with newer higher frequency services. On the route we travelled through the SH75 section of this corridor where new bus lanes are under construction as part of the government Roads of Regional Significance (RORS) programme (former NZ Upgrade Programme project).



Meeting at the CCC Halswell Service Centre it was great to hear from four insightful speakers to cover off the strategic context to services planning, from design to construction.

We are grateful to our speakers: Deon Swiggs, Environment Canterbury Councillor; Mark Gregory, ECan Principal Transport Planner; Jodi Enright, Senior Safety Engineer Waka Kotahi; and Ryan McMahon, Project Manager Fulton Hogan.



These improvements are the only funded PT service uplift in 2025-28 across the motu – and address the critical areas of frequency, reliability and directness.

The supporting infrastructure to improve bus reliability and access will make a significant difference in connecting the city's highest growth areas.

Access improvements on SH75 include better walking and cycling facilities, three signalised intersections, a signalised mid-block pedestrian crossing, right turn restrictions including a raised median. Better bus facilities are also being implemented.

The high-quality traffic management on site got a special mention. The construction site has mostly remained open in both directions with travel times affected by only a few minutes (at the most) during peak times.

The presentations concluded with networking at an adjacent bar where great conversations around transport continued.



*The Canterbury branch has had a busy winter of events including city walkabouts, project visits and the annual quiz night.*





The Canterbury branch hosted its Annual Quiz Night in July, themed *No Frills, Four lanes*, with a full house at Dux Central.

We have a lot of fun with varied round topics, including Roads of Interval Significance and a Toll Box for answers.



We enjoyed the creative team names, including zingers like: “Road skullers”, “Pothole Prevention Executives (PPE)”, “Speed humpers”, “Roads rats rubbish & rates”, “The fast & the curious”, “14 seconds faster” and “These cycleways are ruining my business”.

We had a tight competition at the end, with the trophy going to QTP who did spectacularly as a team of three!

Prizes included some prized grocery items and vouchers for local businesses.



Again – we were grateful to our glorious MC Scott Koorey who obliged again wearing a ‘four lanes’ outfit with cars – ably demonstrating how to ‘KEEP LEFT UNLESS PASSING’.

Thanks to all for the fun and banter – and confirming we are on the hunt for a larger venue next year so we can host more teams!

The committee may also aim to mix up the quiz format next year with Grace bowing out to go on parental leave.

Thanks to the committee and organising team for the fun and supporting this event!

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*The Canterbury branch hosted its Annual Quiz Night, themed “No Frills, Four Lanes”*

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## Seminar to provide insights on safety, technology and the environment for fleets

The Australasian Fleet Management Association (AfMA) and Brake, the road safety charity are encouraging organisations with at-work drivers to attend a forthcoming seminar on fleet management.

The event, sponsored by Teletrac Navman, will cover some of the key topics affecting fleet operators today, including driver safety, sustainability in fleets, and evolving technology.

The seminar takes place on **Tuesday 11 November in Auckland.**

In an ever-changing world it can be challenging for fleets to keep up with the latest developments in fleet management, but having effective policies and procedures in place is important to meet safety and environmental, as well as business, goals.

The seminar will look at some of the current challenges facing fleets, as well as opportunities in relation to safety, technology, the environment, and fleet management.

The event is open to anyone involved in, or with an interest in, fleet management, such as health & safety staff, fleet managers, senior management staff, fleet suppliers, insurers, and driver training providers. Speakers will discuss topics including:

- Driving policies and creating a safety culture
- Sustainability in fleets and product stewardship
- Humanising data
- The challenges and opportunities for today's fleet managers

Following the seminar, in the evening, Brake is hosting the Australasian Fleet Champions Awards at the same venue, recognising organisations that have implemented measures to reduce their road risk.

Tickets to the seminar cost just \$105+GST per person. Combined tickets to attend both the seminar and Fleet Champions Awards cost \$199+GST each.

To register, [book online](#), or email [info@brake.org.nz](mailto:info@brake.org.nz). Find out more about the event [here](#).

**Caroline Perry, Brake's NZ director, said:** "If you have employees who drive on work purposes, fleet management, including managing your road risk, is a vital part of your workplace health and safety programme. We're delighted to be working with AfMA and Teletrac Navman to

bring fleet professionals a series of events covering some important current fleet management topics. These seminars are designed for organisations operating fleets of any size and type, and with any size of budget, and I encourage anyone with staff who drive on work purposes to attend."

**Mace Hartley, Executive Director AfMA said:** "Industry-led seminars are the foundation stones for your continuing education and career advancement in fleet management. AfMA organises regular seminars but we especially enjoy heading over to New Zealand to connect with our NZ-based members and supporters. Whether you're new to the fleet industry or have been in the game for many years – starting the conversation about vehicle safety is always an eye-opening experience and one we simply can't take for granted."

**Megan Duncan, Director of Global Marketing Operations, Teletrac Navman said:** "We're excited to be working with AfMA and Brake to have these seminars running in both the North and South Islands in 2025. Teletrac Navman are really pleased to support New Zealand's fleet professionals in furthering their knowledge and sharing expertise. Keeping across a changing landscape of safety and technology advancements isn't easy, so it's fantastic we are able to provide this great learning opportunity."

Organisations can also access more events and fleet safety resources by joining Global Fleet Champions, Brake's not-for-profit membership service, sharing good practice in addressing road risk.

Free to join, members receive access to resources such as guidance reports and tools for using with drivers, access to Brake's webinars, information about other Brake events, and the latest road safety research. Find out more and join at [www.globalfleetchampions.org](http://www.globalfleetchampions.org).

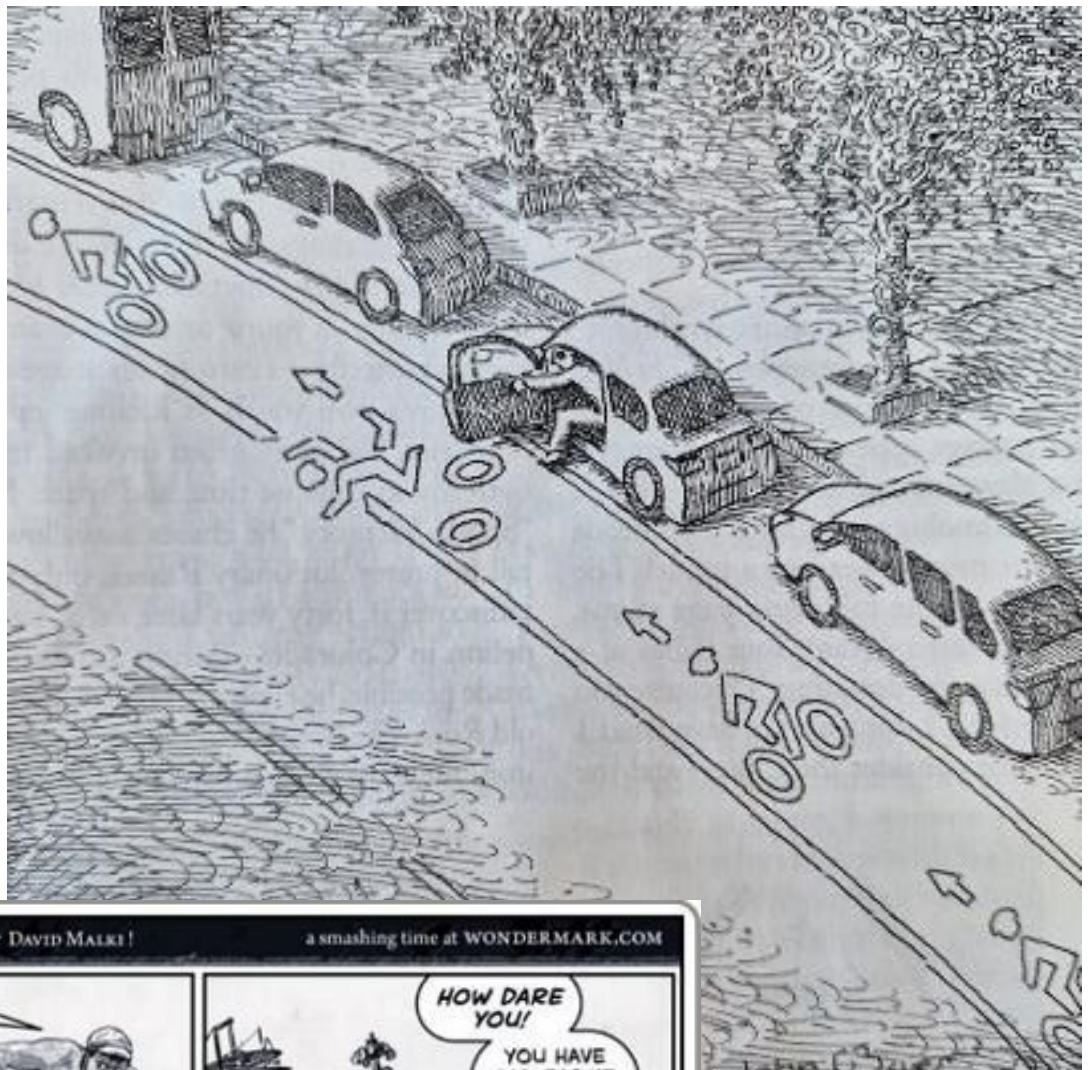
The Australasian Fleet Management Association (AfMA) is a member based, not-for-profit peak industry body. AfMA promotes Fleet Management as a profession and provides knowledge, information, events and resources to Members and the wider fleet community.

To find out more and join, visit [www.afma.org.au](http://www.afma.org.au).



*If you have employees who drive on work purposes, fleet management, including managing your road risk, is a vital part of your workplace health and safety programme.*







## Punctuality-prizing Germans are deeply frustrated over a train system that is falling apart



Germany: the land of beer, sausage, and trains that run on time. Actually, make that the land where 56% of trains run on time.

More precisely (or imprecisely, depending on how much of a rush you are in), the land where 56% of trains arrive within six minutes of the scheduled time - which is the cushion Deutsche Bahn, the national railroad company, allows itself for an "on-time" arrival.

In Germany, punctuality is part of the national ethos.

So to hear Germans talk about it, the recent problems afflicting the country's train network are nothing short of a national crisis.

Here's how bad it's become: Since late April, Switzerland has banned some German trains from travelling beyond the Swiss border city of Basel because delays on the Deutsche Bahn network have been wreaking havoc.

Passengers travelling onward must change at Basel to more trustworthy Swiss trains.

"It is very embarrassing for Germany that this once reliable railway system has now become so run down," said Detlef Neuss, federal chairman of Pro Bahn, an association that advocates for German rail passengers.

Thirty years of underinvestment have finally caught up with the country's vaunted train network, Neuss said.

"You get to a certain point where it doesn't work anymore and we're at that point now."

On July 26, a German high-speed train bound for Hamburg malfunctioned outside Vienna, stranding about 400 passengers in a tunnel without power, light, or air conditioning for more than six hours. Rescue workers eventually evacuated the passengers via emergency exits.

The situation has become so dire that Deutsche Bahn is resorting to extreme measures to bring the rail system back up to par.

Since the weekend, the line connecting Germany's two largest cities, Berlin and Hamburg - which typically runs 470 trains carrying 30,000 passengers daily - has been shut entirely for nine months for repairs.

Trains are being rerouted on an alternate path that lacks the same high-speed tracks, turning a two-hour trip into three hours and stranding some passengers along the original route who suddenly lack rail access altogether for three-quarters of a year.

The rail company, in a statement, acknowledged the extent of the problems.

"We at DB are anything but satisfied with these punctuality numbers," a Deutsche Bahn spokesperson said in an emailed statement.

"Eighty per cent of all delays in long-distance transport are due to old, failure-prone and congested infrastructure. This also includes many malfunctions of our rail facilities. That's why we are renovating the infrastructure at full speed."

Early on Monday morning local time, tired and frustrated passengers at the Bonn station in west-

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*Thirty years of underinvestment have finally caught up with the country's vaunted train network.*

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ern Germany waited for the 6.23am train to Berlin, which was 14 minutes late because of an earlier delay.

An hour into the journey, an unexpected 100 passengers boarded the train in Wuppertal, after their previous Berlin-bound train malfunctioned and went out of service there.

For commuters like Michael Prieggen, a bank worker from Dusseldorf, the delays have become a regular professional burden. On Monday morning, he planned to travel 45 minutes to Hamm from Wuppertal. But his train never left the station.

After waiting for a replacement, he arrived two hours later than planned. A colleague had to take over the 8am meeting for him.

The situation on Germany's railways is "difficult", Prieggen said - then added, less diplomatically, "or disastrous".

"Punctual trains are the exception now," he said.

Gerald Vogel, a 72-year-old retiree, was also forced to abandon his train at Wuppertal, where he joined Prieggen on the platform and waited for the next train to Berlin. Vogel, who was travelling to visit his daughter, blamed three decades of underinvestment.

"We all know that when you don't do anything for the infrastructure, then you just worsen the problems that we effectively have now," he said. Then, he was interrupted by an announcement on the train's loudspeaker.

"Due to the extra stop in Hamm ... we will arrive in Hanover even later than planned," the conductor said. "Unfortunately, I can't tell you right now exactly how long this will be."

In the early 1990s, about 85% of long-distance trains in Germany arrived on time.

For most of the past year, that figure hovered in the low to mid-60s. In July, just 56% of long-distance trains kept within six minutes of the schedule, according to Deutsche Bahn.

The rail operator is aiming for at least 65% punctuality for long-distance transportation this year, according to the spokesperson, and an on-time rate of 75% to 80% by 2027.

"The reliability of the railway must be significantly improved," Patrick Schnieder, Germany's new Transportation Minister, said yesterday on the German news station ZDF, calling the punctuality numbers "unsatisfactory".

Passengers often make the same point - but using expletives.

Germany's Finance Ministry allocated a record

US\$25 billion (\$42b) for rail infrastructure in 2025, with about US\$10b coming from a special US\$577b investment fund for infrastructure and climate projects created this year as part of a historic shift to allow more borrowing by the Government.

The package paves the way for more than US\$116b in rail investment through into 2029, and it's part of a huge boost in infrastructure spending as part of Germany's commitment as a Nato member to spend 5% of its gross domestic product on defence-related projects.

Neuss said that those funds will help, but that "significantly more investment" in German rail is still needed.

On Monday, cousins Dorethee Lohsa, 21, and Barbara Wilhelm, 23, were travelling from Cologne in the west to Rostock on the Baltic coast to visit Lohsa's brother.

Also forced to change trains at Wuppertal, they were going to miss their connection in Berlin and faced a potential two-hour addition to their journey.

"The funny thing is, we phoned my cousin, her brother, last night to tell him what time we'd arrive, and he said, 'Okay, so about two hours after that, then,'" Wilhelm said.

"I've had four-hour delays," Lohsa added. "Or arrived in places at 3 in the morning. You just start to adjust and try not to plan anything for the day you arrive."

Source: NZ Herald

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*"The reliability of the railway must be significantly improved," says Germany's Transportation Minister. Passengers often make the same point - but using expletives.*

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### The Entire Railway Network of the World





*Opinion piece by  
Group member Dean  
Scanlen BE(Hons)  
(Civil), CPEng, IntPE  
(NZ), CMEngNZ*

## Our speed limits are determined using rigorous analysis backed by comprehensive and accurate data. Or not....

The Coalition Government is reversing recent speed limit reductions on a large number of our roads. It says this will improve the productivity of our economy but has met with plenty of vocal opposition. I say that neither the Government nor the people opposing its speed limit policy have strong evidence to support their positions.

Why? No comprehensive investigation that that I know of has been carried out into the relationship between productivity and speed limits. In other words, with its proposed speed limit increases, the Government is pretty much clueless about whether the benefits of reduced travel time outweigh any increase in harm.

One likely reason for this is the state of the available data. Commendably, Waka Kotahi/NZ Transport Agency recently publicly released data on speed limits on all of our roads, in the form of a spatial dataset known as the National Speed Limit Register. This dataset should be at the core of any study into the benefits of speed limit changes, but it has frustrating gaps and usability issues.

For example, for at least half of our roads, the register includes dates at which the speed limits came into effect but not the speed limit prior to that date.

“Before” speed limits are a vital input for studies into the impact of speed limit changes. Also, the “when effective” date is missing on a good number of roads, are often not accurate and the data is in a form that most mapping software struggles with.

A likely consequence of both the relative newness and current poor shape of the speed limit data is that relevant studies have only used small datasets – only on a few roads and/or short timeframes.

Road crashes, especially the all-important serious crashes, are very rare events for which only very big datasets provide the necessary statistical confidence. The national speed limit register presents a great opportunity to study much bigger, in fact huge, datasets if only the data gaps were filled.

Despite these frustrating gaps in data, both the available literature and my own work leans strongly towards the desirability of lower speed limits. Recent studies for Auckland Transport, by Abley, come out strongly in favour of speed limit reductions.

A peer-reviewed study I recently carried out, while not specifically about speed limits, still informs the relationship between speed and harm

due to road crashes and trauma (and included almost all roads in the North Island). It found that the rate of harm, on rural roads (80 and 100 km/hr speed limits) when standardised by kilometres travelled, is several times higher than that on urban roads with 50 km/hr speed limits.

I also wager the Government is over-estimating the productivity improvements even when harm from road trauma is ignored.

A 2010 US study found that “...[a] 10 mph increase in rural interstate speed limits increased nationwide mean speed ... by < 4 mph...”. No similar studies seem to have been carried out on urban roads or in this country, but I suspect the outcomes would be similar.

Harm from road crashes and trauma also impacts productivity, often in major ways. The Transport Agency estimates the “social cost” of fatal crashes at \$13 to 26 million and that of serious injury-causing crashes at \$650,000 to \$1.4 million each.

The placing of dollar values on major, life-altering injury and death is understandably controversial and the subject of numerous other articles, but suffice it to say that productivity losses are still a significant component of those costs.

A final plea to roading authorities: please bring on the extra data, and carry out the refinements, necessary to enable rigorous and reliable evaluations of the costs and benefits of changes in speed limits.

Contact: [dean@e-outcomes.co.nz](mailto:dean@e-outcomes.co.nz)

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*I also wager the  
Government is over-  
estimating the  
productivity  
improvements even  
when harm from road  
trauma is ignored.*

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## New trains for lower North Island to be built by Alstom



The first fleet of battery-electric trains in the Southern Hemisphere, co-funded by Greater Wellington and Horizons regional councils and the Government, will be constructed by Alstom, a global leader in sustainable rail transportation.

After a worldwide procurement process, Greater Wellington today entered into a Design, Build and Maintenance agreement with Alstom for the Lower North Island Rail Integrated Mobility (LNIRIM) programme.

Greater Wellington chair Daran Ponter says Wairarapa and Manawatū line passengers can look forward to quicker journeys and more frequent trains from 2030.

“From Palmerston North and Masterton to Wellington, the Tūhono fleet will double peak time trains, increase off-peak services and support regional growth,” Cr Ponter says.

“Designed for New Zealand conditions, the new trains switch to batteries on track without overhead power, using technology proven in countries like Japan and Germany.”

Approved by Mana Whenua, the name Tūhono symbolises how the trains will better connect urban centres and regional communities.

“Like a living thread weaving our regions together, the Tūhono fleet will help the heartlands thrive,” says Horizons chair Rachel Keedwell.

“Through better access to work, education and recreation, Tūhono trains will increase provincial productivity, while reducing road congestion.”

The Tūhono fleet will be manufactured in India by Alstom and decorated with train livery featuring symbols by Māori owned company Indigenous Design and Innovation.

“Tūhono trains will provide climate friendly, comfortable and inclusive journeys, with wheelchair, bike, and pram facilities, as well as accessible toilets, vending machines and water dispensers,” says Pascal Dupond, Managing Director Alstom Australia and New Zealand.

“We’re grateful for the opportunity to partner with the Government, Greater Wellington and Horizons to bring Alstom’s trains and maintenance expertise to New Zealand for the first time.”

Rail infrastructure improvements, including platform upgrades at Solway, Woodside and Shannon stations, will be constructed by programme delivery partner KiwiRail, along with new and upgraded passing loops on the Manawatū and Wairarapa lines.

“The new trains are a great thing for the region,” says KiwiRail Chief Metro and Capital Programme Officer David Gordon.

“Our team has already made good progress preparing the Wairarapa Line for the Tūhono fleet with more than 40 kilometres of track renewed, including nine kilometres inside the Remutaka Tunnel,” Mr Gordon says.

“We’ve completed safety upgrades for 21 of 30 level crossings, and next year is a big one for installing signalling, which will be ready to go live in early 2027.”

Greater Wellington will build a new maintenance depot for the Tūhono fleet in Masterton and upgrade stations on the Manawatū line, including strengthening and refurbishing the historic station building at Ōtaki.

For more information, including Tūhono pictures and animation, [visit the North Island Rail Connection page on Metlink](#)

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*“Designed for NZ conditions, the new trains switch to batteries on track without overhead power, using technology proven in countries like Japan and Germany.”*

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## English councils urged to install pavement gullies for home charging of electric cars



Local councils in England will be encouraged to install pavement gullies that link houses to the kerbside so that electric cars owners can charge their cars from home if they do not have a driveway.

The new government scheme hopes to stop cables trailing across pavements, as EV owners in built up areas where off-street parking is scarce, try to charge their cars. The Department for Transport has said it will put £25m towards “cross-pavement” charging – essentially a narrow cable channel with a cover on top.

The government will also allow signs to advertise public chargers on motorways and A-roads, and fund 1,200 charge points for the NHS, including ambulances, as part of a package of measures to encourage the adoption of electric vehicles.

Providing access to chargers is a key factor in encouraging drivers to switch to electric cars, which are far cleaner than petrol and diesel engines. However, charging can be tricky for 9.3m households without an off-street parking space, making them reliant on public chargers.

The government levies VAT on the electricity from public chargers, making it much more attractive to charge using home electricity with VAT at 5%. That has led to many drivers trailing cables from their homes over the pavement to their cars.

The fund for charger gullies, at only £25m, does not represent a large investment for the government. However, if more councils rolled out gullies it could provide tens of thousands of drivers with the ability to charge at home.

Heidi Alexander, the transport secretary, said: “We know access to charging is a barrier for people thinking of making the switch, and we are tackling that head-on so that everyone – whether or not they have a driveway – can access the benefits of going electric.”

Many councils have already rolled out cross-pavement charging. For instance, covered gully manufacturer Kerbo Charge counts 30 councils where its products can be installed, from Stirling in Scotland to Cornwall.

However, other local authorities have been more cautious because of concerns over trip hazards on pavements and ongoing maintenance costs – as well as arguments over who has the right to park outside each house.

Charger gullies tend to cost a few hundred pounds, with the total cost coming to about £1,000 when including labour. Other sellers include Pavecross and Gul-e.

Michael Goulden, the co-founder of Kerbo Charge, said it was “excellent news that the government recognises the importance of cross-pavement charging to encourage the adoption of charging for people without driveways”.



Having to rely on public charging is a “clear barrier to adoption of EVs” by people in urban areas, with energy from some rapid chargers costing more per mile than petrol, Goulden said.

The change to signage rules has also been welcomed by charging companies, who are keen to increase usage of chargers for topping-up on longer journeys along motorways and A-roads.

Delvin Lane, the chief executive of InstaVolt, a provider of rapid chargers, said it was a “crucial step” to “improve consumer confidence and bolster EV adoption”.

He said: “The UK’s public EV infrastructure, so critical to mass adoption, is already largely in place, and now this signage will finally showcase it to drivers in a visible, accessible way.”

Source: *The Guardian*

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*The government recognises the importance of cross-pavement charging to encourage the adoption of charging for people without driveways*

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## Mike Goodge 1942 - 2025

In February this year we got the sad news that Mike Goodge had died at his home in Vientiane (Laos). He was 83 years old. He is survived by his wife Anousone, daughters Emily and Ellen in Laos and by sons Peter and Michael in the USA.

Mike was well known internationally for his road safety work. He made a significant contribution to road safety in New Zealand.



This started in 1984 when the late Barbara Sabey (then Head of the Road Safety Division at TRRL) spent a sabbatical year in New Zealand developing the business case for what became known as the Accident Blackspot programme. She recommended setting up teams like Devon County Council. Mike was then the Council's Principal road safety engineer.

In 1985 John Toomath (Ministry of Transport (MOT)) visited Devon to see the work of their accident unit. Mike Jackett (MOT Wellington) followed, working with Mike Goodge in Devon. An invitation to Mike Goodge followed, and in 1986 he spent a month in New Zealand, assisting with the implementation of the Blackspot programme.



Part of that implementation was an exchange of staff between the MOT and Devon County Council. Mike facilitated the exchange of Tim Hipwell from Devon and John Garvitch from MOT in Wellington.

John writes "Mike was a highly respected leader at Devon County, providing clear vision, expertise, wide-ranging connections and compassionate support for his staff which included John during his time there."



That exchange led to lifelong friendships. Earlier this year, while on holiday in the UK, Alan Dixon (ex MOT Wellington) met up with Tim Hipwell.

Mike's next contribution to road safety in NZ came in the early 1990s when Transit New Zealand was developing its Road Safety Audit programme.

By this time Mike had moved to ACER consulting. He came to New Zealand to make presentations to introduce and promote the safety audit concepts. These presentations led to the first road safety audit in New Zealand. It was the extension of SH20 motorway to Auckland Airport and Mike led the audit team.

The next stages of the introduction of safety audits were demonstration audits, one in each of the Transit NZ regions. Mike again led some of these audit teams. His good friend Phil Jordan then of VicRoads led the others.



*By Ian Appleton, with input from Mike Jackett, John Garvitch and Alan Dixon.*

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*Mike led to the first road safety audit in New Zealand, for the extension of the SH20 motorway to Auckland Airport*

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Mike moved to Laos in 1996 where he married Anousone and made Vientiane his home. Such were the friendships created by Mike's road safety work in New Zealand, that Mike and Anousone visited New Zealand several times, and New Zealanders were always welcome at their home in Vientiane. We have lost a good friend.

*This article is written entirely from memory, It may contain errors and there may be omissions.*



# Living Streets Aotearoa



## Pavement Parking Pain

You're driving along on your way to work or an appointment and all of a sudden there's a truck blocking the road. It's not clear what's happening. Nobody's there to explain what's going on or to direct you safely around the truck or asking you to turn around and go another way. You were already pushed for time and now you're going to be late. What a pain!

This is the sort of thing pedestrians face every day with cars, and the occasional truck, being parked over footpaths. In recent years, both our members and associates as well as councils have noticed a steady increase in it.

We have received over a thousand photos of it from all over the country from people out and about walking to school or work, the shops or the park, to meet friends, for exercise or social contact or even just to clear the cobwebs from their minds on a rainy day.

It's bad enough having signs and scooters and rubbish bins and other things on the footpath but vehicles are an even greater obstacle, usually blocking the entire footpath or making it impassable for people in wheelchairs or on mobility scooters.

For able-bodied people it is often inconvenient having to go around a parked vehicle. It can also

make pedestrians feel like they are not being respected which isn't a positive feeling to create.

For less able-bodied people it can be more than an inconvenience, even preventing them from making their own way to where they wanted to go, taking away their independence. It's really inconsiderate of drivers to park their vehicles over footpaths.

In some cases the vehicle is parked in a way that means that the only way to get around it is to go onto the roadway. This is dangerous especially for children, vision-impaired people, those who have difficulty crossing gutters and those who would be unstable on the rougher surface of the roadway. It certainly isn't safe and people walking along the roadway is not something other drivers want to encounter.

In other cases, drivers seem to be trying to be considerate of pedestrians by parking with just two wheels on the footpath rather than completely blocking it. But even that can be sufficient to block people pushing prams and people in wheelchairs or on mobility scooters, many of which are heavy or have wheels unsuited to going on the adjacent grass, if there is any.

This is especially the case when the ground is wet and soft, which can be at any time of year.

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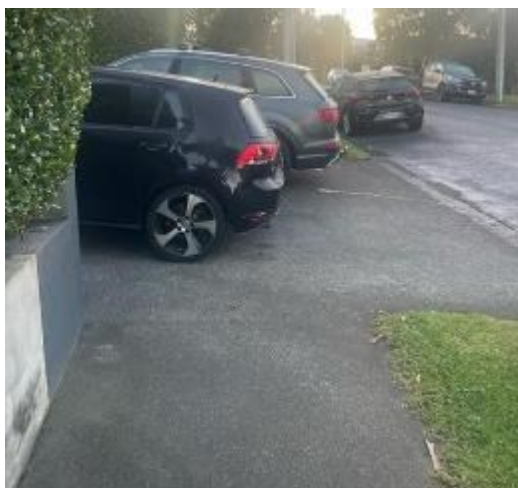
*For less able-bodied people it can be more than an inconvenience, preventing them from making their own way to where they wanted to go, taking away their independence*

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Parking like this also makes it more difficult for blind people as it's an obstacle that may be there one day but not the next so they can't predict, or rely on remembering, the timing or location of it.



Some people park over the footpath when they are picking up somebody or something. They think they'll 'just be a minute' but they may have to wait for the person to come out of the building or it might take longer than expected to pick something up. And yet a pedestrian may come around the corner and walk or wheel along the footpath and be blocked by the vehicle being there. If the driver isn't in the car the pedestrian will be inconvenienced or endangered or prevented from proceeding. That's pretty inconsiderate. So even if you think you're just going to be a minute, you shouldn't park on the footpath. Park on the roadway (out of the traffic lane) and let the person in or out there or go right onto the private property instead.

Some people seem to think that their driveway goes all the way to the kerb but that isn't the case. Driveways stop at the boundary of the private property adjacent to the road. The space between there and the kerb or edge of the roadway is public property intended for the placement of water, energy and communications infrastructure and street trees and for pedestrians to use – not for parking vehicles.

Other drivers sometimes park on the berm, the area of grass between the kerb or road edge and the footpath or between the footpath and the adjacent private property. If that enables the vehicle to be completely off the footpath that is a better thing to do. However, some councils don't allow it because of damage it could cause to underground infrastructure, some of which may be quite shallowly buried such as pipes which take rainwater from adjacent properties to the road-side gutters.

Besides being inconsiderate, for the reasons explained above, parking on footpaths is actually illegal. [The Land Transport \(Road User\) Rule 2004](#) clause 6.14 says:

*(1) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on a footpath or on a cycle path.*

This Rule applies even to parking 'just a little bit' or for 'just a minute' on the footpath just as much as it does to parking right across it. It also applies even when there is no parking available on the adjacent roadway because it is already occupied or is prohibited with yellow 'no parking' lines along it. It applies all the time. There's no excuse. As of October 2024 the fine for breaking this rule is \$70.

Mostly, local councils are responsible for enforcing this rule and their parking wardens are authorised to issue fines for parking over footpaths. In Auckland, if you encounter vehicles parked on the footpath you should phone Auckland Transport (09-355-3553) immediately and report the property number and street name, the colour of the car and its registration number. The sooner the illegal parking is reported the sooner AT can send a warden out to deal with it.

Phoning Auckland Transport is the quickest way to get action but you could also take photos showing the vehicle parked over the footpath and its number plate and send those to AT afterwards via its online-form (reachable through the Parking tile at [contact.at.govt.nz](https://contact.at.govt.nz)), via private social media message or via one of the phone apps available such as SnapSendSolve or Antenno. Parking on footpaths is inconsiderate and illegal – you don't have to put up with it. Report it.

But, if you'd rather take a purely persuasive approach in the first instance, Living Streets has some yellow feet which people can put on windshields of vehicles parked on footpaths. They are gentle reminders to the drivers that parking there inconveniences and endangers others. People can request small numbers of these yellow feet by emailing [accounts@livingstreets.org.nz](mailto:accounts@livingstreets.org.nz)



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*The Land Transport Road User Rule applies even to parking on the footpath even 'just a little bit' or for 'just a minute'*

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*In Auckland, if you encounter vehicles parked on the footpath you should phone Auckland Transport (09-355-3553) immediately*

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You can request these yellow feet by emailing [accounts@livingstreets.org.nz](mailto:accounts@livingstreets.org.nz)



## Report of Parliament's Transport and Infrastructure Committee on Time of use charging (congestion charging.)

### Extract

**Recommendation:** The Transport and Infrastructure Committee has examined the Land Transport Management (Time of Use Charging) Amendment Bill and recommends that it be passed. We recommend all amendments unanimously.

### Introduction

The bill would amend the Land Transport Management Act 2003 to establish an enabling framework for time of use charging schemes.

A time of use charging scheme is a method of managing traffic flow in certain high-traffic areas by charging motor vehicles when travelling through those areas at certain times. The charges will vary by vehicle type and location, and may vary depending on the day and the time of day. The purpose of such schemes would be to improve traffic flow, and thereby improve the productivity of the road network.

The bill's framework would set out:

- processes for local authorities to initiate and propose time of use charging schemes, for public consultation and assessment before submission for approval by the Minister of Transport and establishment by Order in Council
- the creation of scheme boards, which would be made up of representatives of local authorities and the New Zealand Transport Agency (NZTA), to develop and implement the scheme
- mechanisms for a scheme board to adjust charges, manage scheme operations, and reinvest revenue into local transport improvements
- provisions for NZTA to collect and bill charges
- oversight arrangements for schemes once implemented.

### Legislative scrutiny

As part of our consideration of the bill, we have examined its consistency with principles of legislative quality. We have no issues regarding the legislation's design to bring to the attention of the House.

### Proposed amendments

This commentary covers the main amendments we recommend to the bill as introduced. We do not discuss minor or technical amendments.

Most of the amendments discussed below would amend clause 4. Clause 4 would insert new sub-part 3 (sections 65A to 65ZH) into Part 2 of the principal Act, setting up the provisions for time of use charging schemes.

### Scheme boards

Scheme boards would be established under section 65U(2), with responsibility for a time of use charging scheme. We recommend several amendments relating to the bill's scheme board provisions, as discussed below.

### Membership of scheme board

In the bill as introduced, proposed new section 65V(1) specifies that scheme boards must have no more than six board members. Of these, up to five must be representatives of the local authorities that have joined the scheme, including:

- up to three representatives of the local authority or authorities that initiated the scheme
- one additional representative for each other local authority that joins the scheme.

If more than three local authorities have joined the scheme, the five representatives must be appointed by agreement of all the local authority members of the scheme. The board must also include at least one representative of NZTA.

We consider that by capping the total board membership at six, local authorities in regions with many authorities might not have direct representation on the board. We recommend amending proposed section 65V(1) to remove the cap on board membership, which would allow each local authority scheme member to appoint their own representative to the board.

We also consider that initiating local authorities' right to have up to three representatives on the board should be reduced to a minimum of one representative when there are more than six board members. This would mean that all local authority scheme members would have a direct representative, without the board's membership growing to an unwieldy number. To achieve this, we recommend amending section 65V(1) so that the scheme board must consist of:

- one representative of each local authority that is a member of the scheme
- one additional representative of each local authority that initiated the scheme, if less than three local authorities are members of the scheme
- up to two representatives of NZTA.

### Local authorities to approve certain decisions

Proposed section 65V(4) states that the chairperson of the scheme board must be a representative of NZTA. Subsection (5) states that the chairperson holds the casting vote.

We heard concerns from local authorities that they would have no control over schemes once a scheme board is established, as NZTA would hold the casting vote. This could mean that local authority scheme board representatives could be

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*The bill would amend the Land Transport Management Act 2003 to establish an enabling framework for time of use charging schemes*

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overruled if they disapproved of the proposed terms of the scheme.

We consider that a better balance could be achieved, to allow local authorities more influence over schemes that will be used to manage local congestion. We are concerned that some local authorities might decide not to initiate schemes if they considered they would not have enough influence over them.

We therefore recommend inserting new section 65ZAC, which would require some decisions of the board to be ratified by a majority of local authority members of the scheme. For the purposes of this section, each local authority would be entitled to one vote, despite the balance of voting rights set out in section 65V. The decisions subject to this would be:

- submitting a scheme proposal to the Minister
- submitting a proposal to the Minister to vary a scheme
- submitting a request to the Minister to terminate a scheme
- disestablishing a scheme board before a proposal is submitted to the Minister.

We also recommend consequential amendments elsewhere in the bill to achieve these purposes (sections 65V(6) and 65ZAB).

We also consider that an independent chairperson would mitigate these concerns. We discuss this further below.

### Independent chairperson

Many submissions from local authorities raised issues with the balance of the governance model set out in the bill, where an NZTA representative would be the chairperson of the scheme board and have the casting vote. While we have responded to this in our recommendation above, we also considered alternative ways to address these concerns. As part of our consideration, we discussed the benefits of an independent board chair with a casting vote.

We therefore recommend replacing proposed section 65V(4), which sets out that the chairperson must be a representative from NZTA. Our recommended replacement would include replacing subsection (4) with new subsections (4) to (4C). These would state that the chairperson of the scheme board must be independent and appointed unanimously by NZTA and the local authorities that initiated the scheme. Subsection (4B) would require that a representative from NZTA would remain the chairperson if the scheme was initiated by NZTA, and local authorities had chosen not to be involved.

If there were one or more local authorities who chose to be involved, they would have the right to an independent chair. Subsection (4C) would require that remuneration for an independent

chairperson must be determined by the responsible Minister in accordance with the fees framework defined in section 10 of the Crown Entities Act 2004.

If NZTA was not in the majority, we consider that scheme boards might be able to impose large and unjustified costs or commitments on NZTA's billing and collection functions (provided through section 65ZG). We therefore consider that any amendments to the bill to provide for an independent chair would need to mitigate this risk. We recommend that this be done by inserting paragraph (cb) into new section 65W, which would require that any decisions relating to NZTA's responsibilities for collecting charges and conducting billing could only be made with NZTA's agreement.

### Legal status of scheme boards

The Law Society raised issues around the legal status of scheme boards. We agree that the bill could be amended to make the legal status of these boards clearer.

First, we recommend inserting subsection (1A) into proposed section 65U, to clarify that scheme boards would not be separate legal entities (such as a Crown entity or body corporate). This would state that a scheme board "is a body that directs members of a time of use charging scheme on matters relating to the proposal for, and development, operation, and enforcement of, that scheme."

We also recommend inserting new section 65WA to make it clear that, while a scheme board is not a legal entity, information held by the board would be subject to the requirements under the Local Government Official Information and Meetings Act 1987. These provisions would apply as far as they are applicable, and "with the necessary modifications".

We also recommend a number of minor amendments to strengthen provisions around the legal status of scheme boards. They would:

- clarify, in section 65W(c) that the board would direct the operation of the scheme, rather than operating it itself
- amend section 65O to reflect that NZTA—not the scheme board—would be responsible for billing and collection, and therefore responsible for issuing notices that a charge is unpaid
- insert new subsection (aa) into section 65ZG (1), stating that NZTA would be the default secretariat support for a scheme board, and responsible for providing secretariat services, unless the scheme board determined otherwise
- insert new subsection (ab) into section 65W to provide that a scheme board has the ability to determine that a member of the scheme must provide secretariat services for the scheme board, despite section 65ZG.

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*We heard concerns from local authorities that they would have no control over schemes once a scheme board is established, as NZTA would hold the casting vote.*

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### Privacy provisions

The bill as introduced would allow NZTA and the enforcement authorities (as defined in section 65A) to collect personal information for the purposes of collecting time of use charges, such as information linked to registration plates. Several submitters expressed concern about the use of camera technology, and how long enforcement authorities could keep personal data.

We consider that privacy of personal information is a very serious subject, and recommend several amendments to enhance the privacy provisions in the bill. These are:

- inserting new paragraph (fa) into section 65Z(2) to require that the scheme's impact assessment must set out the potential impacts on privacy brought about by the scheme, and any measures likely to be needed to address those impacts
- clarifying, in section 65ZF(4), that NZTA and the enforcement authority must each have a privacy policy that sets out its approach to collecting personal information
- inserting new subsection (4A) into section 65ZF to require that the enforcement authority and NZTA must consult with the Privacy Commissioner in developing their privacy policies.

### Investment approach

We understand that the aim of this bill is to reduce congestion and improve network productivity. The bill as introduced would require that any revenue gained from potential schemes first be put towards operating costs, and any remaining revenue would then be reinvested into local transport improvements. The bill would require that net revenue is invested in accordance with an investment agreement between the Minister and the local authority members of the scheme. This would be agreed to before a scheme was operational. All provisions related to scheme revenue are set out in section 65S.

We consider that the provisions in new section 65S could be made stronger, to better reflect how revenue is intended to be used. We therefore recommend removing subsection (2), and amending subsection (1) to state that revenue from a scheme must be used to meet reasonable establishment and operational costs of a scheme, and that any net revenue may be disbursed by NZTA to land transport activities in the scheme region in a way that “contributes to an effective, efficient, and safe land transport system in the public interest.”

While we consider that this amendment makes clearer the obligations for how revenue should be spent, we are still concerned that the flexibility in the bill to use scheme revenue on a range of land transport activities might be too broad. We consider that any net revenue should be spent on activities that improve the ability of people to move around the area affected by the scheme.

We accept that some flexibility would be needed to ensure that revenue can be spent on useful activities not directly tied to the scheme.

Proposed section 65X sets out the terms of investment agreements that local authority members of the scheme must reach with the responsible Minister before a scheme begins operations. To achieve the purposes outlined above, we recommend that section 65X(3) be amended to state that an investment agreement must prioritise land transport activities that “improve the ability of people to move into, out of, within, and around the scheme area.”

### Exemptions within schemes

Clause 65P of the bill as introduced specifies that emergency vehicles would not be subject to time of use charges. It does not provide exemptions for any other vehicle types or categories of road user.

We consider that the definition of an emergency vehicle could be narrowed, to better align with the definition under section 52(6) of the principal Act. We therefore recommend amending section 65P(2) to remove civil defence and defence force emergency vehicles from the definition of emergency vehicle. This is consistent with the definition of emergency vehicles for tolling purposes. Possible exemptions for public transport

During our consideration of this bill, we discussed whether further exemptions should be made, particularly for public transport. Many submitters raised concerns over exemptions. Some considered that exemptions should remain tightly limited, while others argued that some exemptions would not undermine a scheme's overall effectiveness.

We note that time of use charging schemes are intended to improve traffic flow by changing when and how people travel. We consider that some road users who need to travel at peak times may switch to public transport as a rational response to time of use charges, and that exempting public transport from schemes could further incentivise people to use this instead of their own vehicles.

Rather than providing a blanket exemption for public transport vehicles in the bill, we suggest that this could be something for each individual scheme board to consider.

We therefore recommend amending section 65H to insert new subsection (2A). This would allow the Governor-General, on the recommendation of the Minister, to include exemptions for large passenger service vehicles:

- used primarily to provide public transport services in the time of use scheme area and identified as integral under a regional public transport plan

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*Revenue from a scheme must be used to meet reasonable establishment and operational costs of a scheme, and that any net revenue may be disbursed by NZTA to land transport activities in the scheme region in a way that “contributes to an effective, efficient, and safe land transport system in the public interest.”*

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- contracted or funded by the Ministry of Education for the sole or primary purpose of transporting school children to and from school.

We understand from our advisers that the vehicles provided by the Ministry of Education are primarily rural buses, and that there are not many of these. Nevertheless, we consider it important that these are able to be exempted.

We recommend consequential amendments to section 65D to require any exemptions for public transport to be included in a scheme proposal. We also recommend amending section 65P(1) to state that large passenger service vehicles exempted by Order in Council would also not be liable to pay a time of use charge.

We note that our amendments would not require these large passenger vehicles to be exempt under all schemes, but would allow the scheme board the mechanisms to do so. If a board did want to exempt these vehicles, it would have to be included in its scheme proposal and receive consultation from the public and the Minister.

Overall, we consider that exemptions should be limited strictly to those explicitly stated in legislation, and not be able to be made more broadly than the specific provisions Parliament chooses to enact. This reflects our view that exemptions must remain narrowly defined to protect the integrity and effectiveness of the charging framework.

### **Scheme impact assessment consideration of Māori views**

Section 65Z(2) states that the scheme impact assessment must set out and explain specified information. Subsection (2)(f) states that the impact assessment must include “the view of Māori in the scheme region on the impacts of the scheme on their interests.”

Some of us struggle to understand the relevance and practicality of this particular subsection. We have been advised that this is consistent with wording in the principal Act. We are aware that the Act will be subject to upcoming wider reviews of treaty clauses in legislation. Some of us consider that this matter could be dealt with at that stage. We note that we did not receive any submissions on this particular issue.

### **Green Party of Aotearoa New Zealand differing view**

The Green Party of Aotearoa New Zealand has long had policy to investigate congestion pricing, and is supportive of giving road controlling authorities (RCAs) and territorial authorities (TAs) the ability to better manage existing infrastructure. While we are supportive of the overall goal of this legislation, we have some concerns and see some lost opportunities.

### **Low emission zones**

When the Transport and Infrastructure Committee in the 53rd Parliament was conducting an inquiry into congestion pricing, it heard from many expert submitters that it should design legislation to allow for low emissions zones, which have worked very well overseas.

Congestion is just one negative impact of our car-dependent transport system, and the cost of congestion is not as high as the negative cost of health impacts from air pollution, for example, or carbon emissions. Air pollution from motor vehicles was found to have directly caused approximately \$10 billion in social costs each year, including 13,000 cases of childhood asthma prevalence (HAPINZ, 2016). Low emission zones have had a measurable impact on health outcomes where used in other jurisdictions (Luk Bruyneel et al, 2025). Low emissions zones are an additional tool TAs and RCAs should have available to them to get better outcomes in our urban areas.

### **Local representation and decision making**

While the committee did move to introduce an independent chair, we still see some issues with the scheme boards giving disproportionate weight to Waka Kotahi New Zealand Transport Agency (Waka Kotahi) representing central government. This becomes particularly problematic if multiple TAs choose to join a scheme board, reducing representation for the TA(s) initiating the scheme.

In regions like Wellington where there are many very small TAs, this could have a perverse effect of giving significantly more power on whether a scheme is adopted, how it is designed, and what any revenue is used for, to a small percentage of the population that resides far from where the scheme is physically located. We would prefer to see more representation on the scheme board from the TAs that directly contain the charging area, and the public transport authority. It is likely the majority of trips affected by a congestion pricing scheme will be local trips, and we believe the TA and public transport authority are the best placed to make effective decisions about when and where to put a scheme in, and what to best use the revenue on.

### **Use of revenue**

When congestion pricing schemes have been put in place overseas, most of the surplus revenue has gone into additional public transport services, reducing fares, or improving active transport. A particularly notable case of this is in Stockholm. Congestion pricing revenue was initially used to pay for road improvements in and around the city, but are now used to fund new public transport infrastructure—and the same requirements apply now in Gothenburg (James, 2022).

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*We consider that some road users who need to travel at peak times may switch to public transport as a rational response to time of use charges.*

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*Further investment in infrastructure projects that increase or maintain car-dependency by induced demand will mean the time of use scheme will not be as effective in actually reducing congestion*

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The vast majority of revenue in London has been used for public transport improvements (Greater London Authority, 2018), and New York City has exclusively funded public transport projects (Zanger, 2025). Requiring revenue to be spent on public and active transport infrastructure and services should be an explicit requirement of scheme revenue, once the costs of operation are covered.

Further investment in infrastructure projects that increase or maintain car-dependency by induced demand will mean the time of use scheme will not be as effective in actually reducing congestion; public and active transport infrastructure projects routinely reduce congestion in the immediate and long-term.

#### **Appendix**

##### **Committee process**

The Land Transport Management (Time of Use Charging) Amendment Bill was referred to this committee on 4 March 2025.

We called for submissions on the bill with a closing date of 27 April 2025. We received and considered submissions from 218 interested groups and individuals. We heard oral evidence from 30 submitters at hearings in Wellington and via videoconference.

Advice on the bill was provided by the Ministry of Transport and the New Zealand Transport Agency. The Office of the Clerk provided advice on the bill's legislative quality. The Parliamentary Counsel Office assisted with legal drafting. The Regulations Review Committee reported to us on the powers contained in new sections 65A, 65E, 65I, and 65J (proposed through clause 4), and clause 7.

##### **Committee membership**

Andy Foster (Chairperson)  
Dan Bidois  
Dr Carlos Cheung  
Hon Julie Anne Genter  
Mariameno Kapa-Kingi  
Cameron Luxton  
Dr Tracey McLellan  
Tangi Utikere  
Simon Court participated in our consideration of this bill.

##### **Related resources**

The documents we received as advice and evidence are available on the Parliament website.

[Read more](#)



Living Streets Aotearoa

### **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. Please save the date of the Summit in your calendar and watch out for the next round of announcements!





Living Streets Aotearoa

# Walking Summit

2025

➤ walkable communities for wellbeing ➤

## Register Now for the Virtual Event of the Year!

We're thrilled to announce that early bird registration is now OPEN for our highly anticipated Walking Summit 2025, a one-day virtual conference taking place on **Thursday, 6 November 2025!**

At the 2025 Walking Summit, walkability for wellbeing takes centre stage.

This event will share best practice for working with communities and prioritising pedestrians, describe guidance and policy for making our streets safer for walking, and showcase innovations and explore the health benefits of creating walkable streets.

Our Summit will highlight changemakers for walking, featuring impactful campaigns and the tireless work of community advocates striving for healthier, walkable spaces.

Whether you're a planner, engineer, designer, researcher, advocate, or enthusiast, this event promises to inspire and connect. Join us for a day of inspiring keynotes, interactive sessions, and valuable networking opportunities—all from the comfort of your own space.

[Check out the draft programme on our website.](#)

## Keynote Speaker Announcement

We're excited to announce our first keynote speaker for the Walking Summit, Dr Alice Miller! Alice is a medical doctor and PhD student in public health at the University of Otago. She will be presenting about [her research on the "Road Lobby"](#), a group of trade associations across the road transport sector that work to influence transport policy to lobby for road transport and make the case against PT and active transport. [Read this interview with Alice on LSA's website to learn more about her research.](#)

## Why register early?

- Exclusive early bird pricing – Get the best rate!
  - You'll get a first look at the full programme and speaker lineup
- Don't miss your chance to be part of this transformative experience.

[Register Now](#) to lock in the early bird rate! [Or visit our website for more information.](#)

We can't wait to welcome you to this year's virtual Walking Summit.

Warm regards

**The organising committee**

[Register Here](#)





## UK roundabout on the rocks after Stonehenge mockery



A UK roundabout redesign that cost taxpayers £8,000 has been dubbed an "ill-conceived monstrosity" and compared to a budget Stonehenge by residents.

Another Swadlincote resident said: "I am absolutely all for biodiversity and protecting our wildlife but the placement and aesthetics are way off the mark."

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*Residents have told the BBC that the renovation is a "carbuncle" that "looks a mess"*

---

At the end of August, South Derbyshire District Council carried out a redesign to the roundabout in Swadlincote, Derbyshire, which links Church Street, Vicarage Road and Civic Way.

Meanwhile, another resident said: "Why attract wildlife to an island on a busy road right into the path of oncoming traffic? No common sense, honestly."

The previously grassy roundabout, with hanging baskets, has been replaced with large white stones, brown pebbles and rock-filled wire cages called gabions.

A council spokesperson said: "There were a number of operational challenges maintaining a roundabout at such a busy road junction.

A council spokesperson said the roundabout was "dangerous" to maintain due to no parking spot for staff, adding the renovated spot would attract wildlife and prevent weeds.

"We took the opportunity to landscape the island and have installed new gabions for wildlife, ornamental stones to prevent weed growth and new structural planting will be installed in the winter."

*Source: BBC News*

The work was carried out by the district council under a cultivation licence with Derbyshire County Council, and the project will eventually include some planting in the autumn.

Residents have told the BBC that the renovation is a "carbuncle" that "looks a mess" and is "another waste of council tax money".

They have compared it to an "awful" version of Stonehenge, or "Swadhenge", in reference to the ancient standing rock formation in Wiltshire.

One resident told the BBC: "I don't think there will be any wildlife on that - not unless they are lorry spotters."







## Active Modes Infrastructure Group (AMIG) Update

The latest AMIG meeting was held on Aug 21<sup>st</sup>. Things were complicated by me juggling travel and other commitments at the same time, but here are some of what was discussed:

Following on from discussions at the last AMIG meeting, the TCD Steering Committee has now ratified several pedestrian/cycle signs and markings, including dimensions and spacings for **shared pathway centrelines**, and the size and position of **shared path user symbols**. Some work is also likely to get underway next year to scope other potential **changes to existing pedestrian and cycle rules**, including a minimum overtaking gap for vehicles passing cycles, e-scooter symbols for use in cycle lanes, and allowing children to cycle on footpaths.

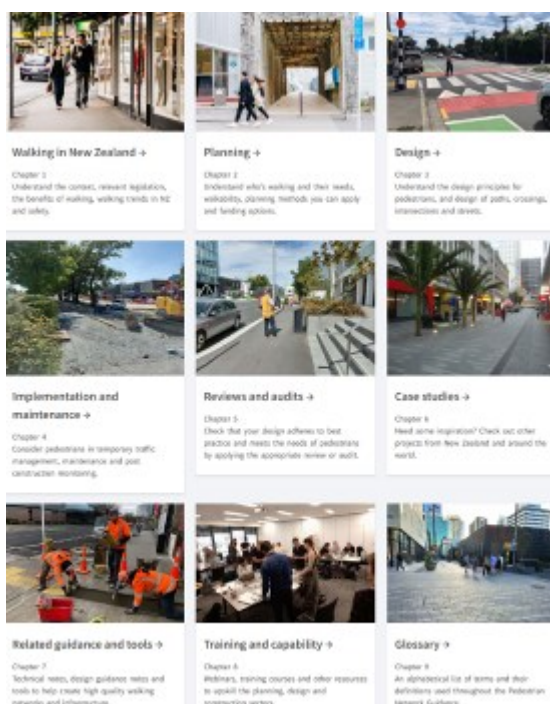


Other updates are also underway to Part 5 of the *TCD Manual (between Intersections)*, including **cycle crossings, delineation & RRPMs, and signs & markings guidance**. Related to this, work has begun to phase out the longstanding **Traffic Notes series**; some of the information in these has already made it into the TCD Manuals and other guidelines, so this would just identify other details to add in.

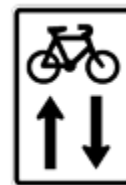
**Green tactile pavers** are commonly used to delineate cycleway crossings from pedestrian crossings, but their implementation can be a bit inconsistent. Auckland Transport surveyed their usage and found considerable variation in practice; other RCAs at AMIG also discussed their typical approaches. AT also wondered whether green tactiles should be used at cycle transition ramps; again, usage varied. Ultimately the key should be to minimise confusion and uncertainty for vision-impaired pedestrians. *It would be interesting to know what different RCAs around the country do...*



The NZTA **Pedestrian Network Guidance (PNG)** has now been updated and structured so that each chapter and section is numbered for easy reference by RCAs. In most cases you can download the relevant information via PDF guidelines now.



An interesting presentation was given on **contra-flow cycle lanes** by a French graduate engineer currently interning with Wellington City Council. Since 2015, it has been mandatory for *any* one-way street in France with a posted speed of  $\leq 30\text{km/h}$  to allow cycling both ways. Using French contra-flow guidelines (which the NZTA CNG has also adopted), a potential example of applying similar contra-flow cycling in Wellington was shown for Cuba St.



Other topics discussed at the Aug AMIG meeting included further development of Pedestrian Facility Maintenance Specifications, thoughts on allowing horses on shared paths, and finalising the style of shared path marking symbols. There was also advice about appropriate cycle lane design at intersections, particularly to allow cyclists to be visible to left-turning motorists. 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/>

There's only one more AMIG meeting left for 2025, to be held in late November. As always, if you have any issues to raise or present at AMIG, then either contact me directly or get in touch with AMIG convenors Wayne Newman ([wayne@cresmere.co.nz](mailto:wayne@cresmere.co.nz)) or Gerry Dance ([Gerry.Dance@nzta.govt.nz](mailto:Gerry.Dance@nzta.govt.nz)).

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

# 46<sup>th</sup> Australasian Transport Research Forum & 11<sup>th</sup> Transport Knowledge Conference

18-21 November 2025 | Faculty of Engineering, University of Auckland, New Zealand

## The Future of Transport: Balancing Affordability and Innovation for All

We're thrilled to unveil the exceptional lineup of [Keynotes](#) for the **46th Australasian Transport Research Forum (ATRF)** and **11th Transport Knowledge Conference**, taking place from 18–20 November 2025 at the University of Auckland, New Zealand. There will be 3 full days of conference presentations (both plenary and up to 6 parallel sessions), with >100 full technical paper presentations, and >45 additional Govt and Industry sector presentations. We have:

- **Dr Young Tae Kim**, Secretary-General, International Transport Forum (ITF) at OECD on *The role of international collaboration in fostering best-practice transport policy*
- **Prof Konstantina (Nadia) Gkritza**, Purdue University, USA on *Powering the Future: Driving Sustainable Transportation Through Infrastructure Innovation and Public Adoption*
- **Prof Rico Merkert** of University of Sydney Business School on *Air Travel and Supply Chains in Transition: Will Innovation Deliver Sustainability and Keep Aviation Affordable?*
- **Prof Shimul (Md. Mazharul) Haque** of Queensland University of Technology (QUT) Brisbane on *Next-generation Transport Safety Using AI-based Video Analytics and Econometric Models*
- **Dr Richard Meade**, Principal Economist at Cognitus Economic Insight, Adjunct Associate Professor at Griffith University on *Strategic Project Regulation: A 10-Year Retrospective*
- **Prof Kim Dirks** of University of Auckland on *Beyond the road: effects of road infrastructure on individuals and communities*

The ATRF is Australasia's leading forum for the exchange of ideas and research in transport planning, policy, and practice. This year, the combined conference with TKC from Ministry of Transport will bring together academics, practitioners, and policymakers to engage in discussion and share insights on the future of transport across Australasia. Join us to see work, insights, and innovations in transport research and practice with peers from across the sector.

**Early registration bird rate until the 6th of October 2025.**

**REGISTER HERE**





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**TRANSPORTATION  
GROUP** NEW ZEALAND





## Roundabout of the Month



Group member Adam Sampara from Stantec sent through this creative design for what is both a roundabout and an underground parking entrance/exit, from Valencia, Spain. Called Plaza de la Peina, this curious figure eight is the latest incarnation of this historic plaza. Seen something better? Send it to [Daniel.newcombe@at.govt.nz](mailto:Daniel.newcombe@at.govt.nz)

Meanwhile, prodigal son Lennart Nout from MobyCon (recently returned to NZ) draws our attention to his favourite roundabout in Amersfoort, Netherlands. This must be the world's only five car-legged, seven bike-legged, underpassed roundabout with an AT-GRADE-TRAIN-CROSSING through the almost middle. The before and after photos are shown below. Seen another one? Send it to [Daniel.newcombe@at.govt.nz](mailto:Daniel.newcombe@at.govt.nz)







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david

@elvishpresley\_

[first day as a pilot]

control tower: what are your  
coordinates

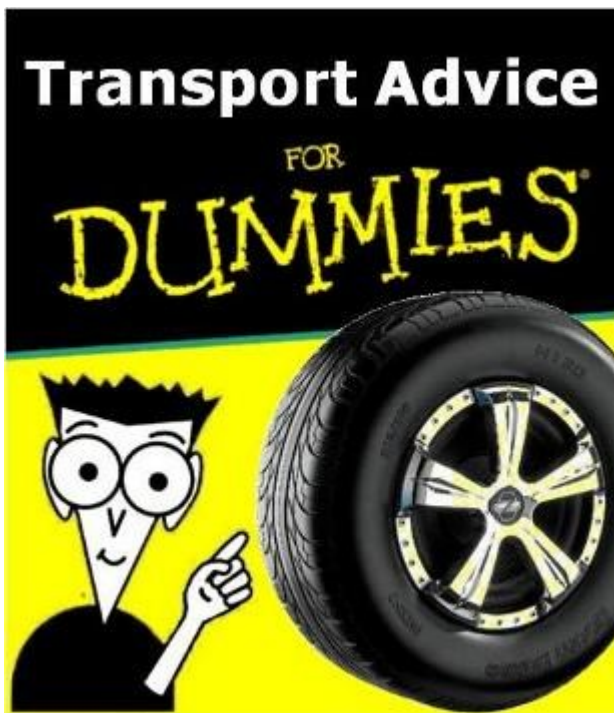
me: I'm by a cloud that looks like a  
lion

control tower: can you be more  
specific

me: simba

Fingers crossed it's hummus





*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](mailto:transportfordummies@gmail.com) and he'll do his best to answer.*

**Dear Transport Guy**

The Roads of National Significance (RONS) were all the rage not long ago. Its all gone quiet. What's going on?

**Dave, Freemans Bay****Dear Dive**

What's happened is someone has had to work out the costs and tell the government. Awkward. Promises are easy, starting the investigations are easy too. But finding out the actual

cost—let alone the underwhelming benefits—is the kind of thing that wilts the bravest flower.

Cue the next phase of RONSing, which is announcing the next stage of investigation (but not the funding to actually deliver the things).

That way the can gets kicked down the road (clank, clank, clank!). So its not so quiet after all, if you listen carefully enough,

**The Transport Guy**

**Dear Transport Guy**

I heard some law student in Auckland won a case against speed bumps, arguing that AT didn't take into account the impact they would have on impeding motorists. What does this mean for us?

**Barry, Bucklands Beach****Dear Barmy**

Well I'm afraid it's not good. Traffic lights impede traffic—gone. Speed advisory sign slow traffic—gone. Rail level crossing barrier arms impede traffic—gone.

These things all slow drivers. For good reason, but good reasons aren't enough anymore, you also need to convince a self-entitled legal undergrad

The only thing we can do is rebuild our entire road network to grade-separate every interaction between road users. Unfortunately the cost of this is eye-wateringly unaffordable and will require us to raise taxes to close to 100%. Something makes me think this law student will also challenge this ridiculous approach in court.

**Transport Guy**

**Dear Transport Guy**

It's local body elections soon. There are lots of ill-informed promised being made—surprise, surprise.

Are there any questions we can ask our local candidates that will help us understand their position on transport issues?

**Julie, Sandringham****Dear Jollies**

It's important you flush out the candidates who haven't only got their information from the 'internet'.

There are definitely are a couple of useful questions you could try, to test their robustness.

- 1) "More than 90% of rates is already committed to boring stuff like running and maintain our transport and water network, along with our parks and libraries, with less than 10% left for discretionary spending. When you go on about the council 'blowing its funding on frivolous projects'—do you know what you are talking about?"
- 2) "Surveys show that the majority of the community consistently support investment in safe cycle infrastructure and public transport, so when you oppose a local cycle lane, is that because you don't understand it's value or are you just against the wishes of your community?"

**The Transport Guy**

*These things all slow drivers. For good reason, but good reasons aren't enough anymore, you also need to convince a self-entitled legal undergrad*



# **Kids explain traffic engineering**

**“When you are driving and the sun is in your eyes, you shouldn’t close your eyes. Just put some sunglasses on.”**

