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Cover image: New Te Waihorotiu station in						

Cover image: New Te Waihorotiu station in central Auckland, part of the City Rail Link

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: tgroundabout.editor@gmail.com

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 up-date 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 ioin.

Just fill in an application form, available from the Group website:

www.transportationgroup.nz

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Editorial



Daniel NewcombeRoundabout Editor
tgroundabout.editor@gmail.com

Welcome to the new-look Roundabout.

I've been wanting to update the look for some time, as it's been the same for many years and the content has often been a grab-bag of interesting but mainly international articles. Increasingly I found it hard to relate it to what our Group is all about.

The change was triggered by a National Committee Strategy Day in August, where we debated the core needs of our Group members and how best to meet them.

Doing what we've always been doing will not take the Group forward.

So I took it upon myself to pitch a Roundabout reset, focused on what we wanted to offer our members – a fresher, cleaner, clearer look and a much more considered approach to the content we offer.

You will see that the bulk of Roundabout is now local content from our branches, subgroups and friendly associated organisations or major projects.

We still have interesting articles from around the world, but we really want to offer our members a strong local focus on transport matters that affect them.

We have assembled material from some important transport projects and agencies – but if you have ideas for additional ones we've missed, please get in touch with me at the email address above. And if you would like to pitch your own content – be it a project update, opinion piece, or even just raising an issue – feel free to get in touch.

I'm hoping we can build Roundabout into a place that naturally becomes the place where members can find the information they need about important transport matters.

Don't worry, we still have a few old favourites – Roundabout of the Month, photo compilations, Transport Advice for Dummies – as well as our new features.

The bulk of Roundabout is now local content from our branches, sub-groups and friendly associated organisations.

I should point out that I didn't do it alone. The new-look Roundabout has a new-look production team. A big thank you to Renata Gomez (WSP, Waikato branch chair) and Matthew Kilpatrick (BoP Regional Council) for their ideas and assistance. If you would also like to help the preparation of Roundabout, please get in touch. Many hands make light work.

Please enjoy this edition, which hopefully will continue to improve over time and better serve the needs of our members. If you have any thoughts about further improvements, just get in touch.

And if you mainly read Roundabout for the amusing photos and cartoons, fear not, we'll still try to sneak a few in (see below).

I removed the shell from my racing snail.

I thought it would make it faster, but if anything it's more sluggish.



Chair's Chat



Mark Gregory
National Committee Chair
Mark.Gregory@ecan.govt.nz

This is a strange year to summarise. It's been the 'doing' year of the political triennium – focused on designing for speed and mobility, as many of us are 'sprinting' towards getting RONS projects shovel ready.

Others are hoping for a more favourable 2026.

It's been a year of change and losses - with some of our Group leaving either the profession, country or both.

It's also been a period of significant, permanent change especially in the area of addressing the financial viability of maintaining our near 100,000km of road network, and rising costs of operating public transport.

The Group has been part of the conversation, supporting progress and development, but also pointing out where processes have been in want of more evidence – such as the speed limit review back in July.



Transport is a dynamic and complex space with lots of actors and objectives,

sometimes in tension. As a Group, we are maintaining healthy relationships across the sector, including as technical guardians influencing practice outcomes.

A key moment this year has been the release of the Draft National Infrastructure Plan - which lays bare the varying challenges that our sector needs to find solutions for.

We are now having honest conversations, which is in itself something to celebrate.

The challenges will come in different forms the forecast transport pipeline, being the largest infrastructure sector, presents a future resourcing challenge.

The natural consequence should be opportunity. But in order to balance opportunity with financial headwinds, (thus, for New Zealand to have the proverbial cake and eat it too) – opportunities must be innovative and include upskilling.

That means it's time for your ideas to shine.

One of my favourite pieces of infrastructure is the Hataitai bus tunnel – a really solid example of being smart with what we have.



For me personally, this year in transport has been interesting. I recently visited Auckland Transport, including taking a WXI tour with our good editor (see photo next page), and witnessed the completion of the Auckland city centre street works for CRL (see articles later in this edition).

Having had a lot of bad press, Auckland city centre is looking fantastic, and the cool CRL stations really exude a confidence and sense of optimism.



The multiple accesses really do integrate well with the city. The line itself is up to 42m below the surface, deeper than much of the London Underground. Touring on theWXI on the interim Northwest busway (while NZTA/AT work on the final project) was an excellent experience, both from a design perspective and seeing in motion the smart approach to incremental planning.

On a separate note, it looks like I've found an appropriate image to go this Chairs' Chat, thank you Omid Mousavizadeh PhD.



Closer to home - I live close to the Halswell road in Christchurch – which provides access to the southwest, including 40% of all Christchurch growth, and the road has been reconstructed to accommodate that.

The construction has been staged well, supported by a Temporary Traffic Management system which has been safely accommodating of all modes.

In June this year the Canterbury branch hosted an event including presentation on how construction and delivery was planned, allowing for positive feedback to be given, and well deserved.

There have been high profile fatalities involving TTM in recent years, but the Halswell Road project shows the progress that has been made. The final outcome will deliver a much higher capacity multi modal corridor which makes much better use of space and complimented by a 10-minute core bus frequency.

This will come in handy when the 30,000m2 KAC – practically a new town centre - is finished! I have shared this because it is a pleasure to see lessons learned in action and joined up planning that will really impact on quality of life.

Hot off the press – we are looking forward to welcoming the Honourable Chris Bishop, coming to open our March conference in Wellington.



The Minister brings a suitable mix of a genuine interest in our sector, and a desire to make it work better.



As we are seeing reforms – including the RMA replacements announced recently - we are engaging with ENZ on a political strategy for next year and further developing our voice within the wider sector.

Speaking of voices in the sector, please be aware of the upcoming ENZ <u>Board</u> <u>elections</u> – and if you are someone with energy and with the future of the sector close to your heart, then I would encourage you to have a look.

On a slightly different note, I've also been invited to sit on the Professional Standards Council for the Transport Planning Professional (TPP) qualification, based in the UK and chaired by Tom Van Vuren MBE.

This is a key step in further developing the transport sector in New Zealand, including the possibility of establishing formal qualifications and really improving on outcomes.

This will be my modest contribution to helping the sector upskill and meeting some of the challenges laid down by the draft National Infrastructure Plan.

I am optimistic for the year ahead for both the Group and the sector. I'll acknowledge the excellent work of our committees.

Dan has developed this new look Roundabout – I'm sure you'll agree it looks fantastic! The conference committee ably led by Tobie Pretorius and Erica Walker is working with interest bursting at the seams – even expanding the venue!

If you haven't registered yet, <u>then here's the link</u>, and looking forward to seeing you there.

Thanks you also to Mel Muirson our Treasurer, for a great year and to all the Committee and all who are active members of the Group. Finally, please find a <u>useful link</u> to a quick questionnaire (2 minutes tops), where you can tell us when and how you'd like us to run events at your local branch. Please do help us out with your feedback.

Plus, check out our <u>Awards page</u> or the various promotions within this edition.

If you have a research or study idea that we're all going to find interesting, including from overseas, please don't keep it to yourself - we can back you!

Looking ahead next quarter, we'll be communicating on opportunities to use extra reserves that we have accumulated.

So thank you for the year - and sorry if yours has been more bad than good. Though our membership still continues to grow!

I hope that you can be inspired by the highprofile transport investments coming online, all those indicators of opportunities to come, and the world class knowledge that lives in our community and in its leadership.

May you have a well-deserved Christmas break and a very happy New Year.

Ngā mihi nui

Mark





Engineering New Zealand – Reflecting on the year and looking ahead



Richard TemplerEngineering New Zealand
Chief Executive

It's been a tough year for engineering in New Zealand with the economic downturn hitting engineers hard. Yet it's also been a year of collaboration, problem solving and innovation.

Engineers remain central to how our country moves – not just in roads, rail or ports, but in adapting to climate impacts, decarbonising transport, and shaping connected infrastructure. This year reinforced how vital it is that engineers' voices are heard in decisions on transport and infrastructure investment.

For Engineering New Zealand, it's been a big year of supporting members and the wider profession—advocating when it matters most and kickstarting improvements to our member experience.

This year, we've seen the power of collaboration through our technical and special interest groups. Our nine-month Groups Project has brought together chairs, members, and staff to better connect expertise and share knowledge across disciplines.

Working in partnership, we've developed a clearer picture of how groups can deliver better outcomes for Aotearoa and created a plan for how we can improve how groups are supported by us.

The Transportation Group has been at the forefront of this mahi – and we were fortunate to have Mark Gregory (Chair of the Transportation Group) as a co-sponsor of the Groups Project. Their technical leadership and insights have directly shaped this project.

Engineering New Zealand have also worked with members to advocate for the profession - ensuring engineers influence policy and planning where it counts most.

One of the key things we have been advocating for this year is unblocking the infrastructure pipeline to get projects moving – particularly in the transport space, pushing government to think about how they can bring work to market faster.



As we look to the year ahead, we're focused on helping our groups connect even more effectively, supporting new leaders within the engineering sector, and ensuring the profession is equipped to respond to the complex challenges of the next decade from resilient infrastructure design to emerging technologies and workforce capability.

Some core focuses for the next year include:

- Contribute to government reforms and keeping up pressure on the timing of work to market and improvements to the NZ standards system.
- Enhancing our learning platform, rolling out a graduate training programme and launching a new leadership programme.
- Improving our membership experience, including more personalised and targeted communications and reviewing our events.





New Engineering NZ Fellows

Fellowship is an honoured class of membership recognising highly experienced professionals who've made a huge impact on engineering in Aotearoa. Engineering New Zealand recently welcomed a chort of new Fellows – some of whom are well-known within the Transportation Group.

Fellow - Jeanette Ward



Our very own National Committee member Jeanette Ward is a transport engineer dedicated to delivering better outcomes for communities and

future generations.

Recognised as a technical leader, Jeanette has contributed her expertise to a wide range of projects and inspires others through her enthusiasm and leadership.

Jeanette has held numerous leadership roles within the Engineering New Zealand Transportation Group, championing collaboration across professions and with the community. Her ability to connect people and ideas has made her a respected voice in the industry and a role model for emerging engineers.

Fellow - Doug Wilson

Dr Doug Wilson is an Associate Professor in Civil and Environmental Engineering at Waipapa Taumata Rau – University of Auckland, directing the BE(Hons) Civil Engineering programme and the Transportation Research Centre. He leads research and teaching in transport infrastructure, safety, sustainability, and emerging transport technologies, with over 200 publications and more than \$40M in research funding.

Fellow - Ida Dowling

Ida Dowling is a nationally recognised transport planning and infrastructure leader

with a proven record of delivering complex, multi-billion-dollar programmes across New Zealand. She combines deep technical expertise in business case development, statutory approvals, and investment planning with exceptional leadership of high-performing teams.

Fellow - Colin MacArthur

Colin MacArthur is an experienced civil engineer with extensive expertise across the transportation sector. He has led the technical direction, business growth, and delivery of complex infrastructure projects, including the Carrington Road Improvement, public transport asset management, and large-scale panel engagements, achieving significant benefits for Auckland communities.

Fellow - Gang Yu

Gang Yu is a Chartered Professional Engineer with over 20 years' experience in bridge design, structural resilience, and asset management. At Auckland Transport, he leads the stewardship of more than 1,200 bridges, ensuring safety, performance, and long-term value. His career reflects technical excellence, innovation, and contributions to engineering practice through research, standards development, and mentoring.

Fellow - Seósamh Costello

Seósamh Costello has over 30 years of experience as a practising civil engineer and academic. His international career has spanned the design of automotive test tracks and major highway projects to consulting on Public Private Partnerships. Since moving to New Zealand in 2002 to join the University of Auckland, he has dedicated his career to educating the next generation of engineers and advancing impactful research.

Congratulations to these and all the new other Fellows!





Bridget's Rant: We wish you a mild Christmas, and a survivable New Year





Bridget Doran
Former National
Committee Chair
bridget@bridgetdoran.nz

At least seven years ago, I recall sitting at my desk at Traffic Design Group (I know it was at least that long because TDG ceased to be around then, may it rest in peace), thinking, "It is 26 degrees on the 26th of March. Where is Autumn?"

And now I find myself saying to colleagues and neighbours, "It is 30 degrees in December. This is March weather! In December!"

Summer has stretched, and gotten hotter at both ends, and we all just shrug and plan another trip to a beach, and the news shows us kids doing bombs off wharves and they roll out a Rachel Hunter retro ice-cream ad, and then we get back to the serious stuff like resource management law being replaced with the same but different, with somehow less resource, and less pesky management, and less ...law.

We are slowly-boiling frogs.



Long-time readers of this rant will be aware that I am at the stage of climate grief well beyond just worry about a warming planet and associated sunscreen-related expense claims: the crisis we find ourselves in, as a species, is fuelled by excessive consumption.

That crisis is exacerbated by governments losing the power of information sharing to corporates who govern social media and

the broader internet: actual book libraries and truth-seeking journalists of my youth have been swamped by a for-profit digital fiction-scape where there is little way of verifying anything as sound.

So it was heartening to escape these tributaries to my stream of consciousness recently. I hosted a walk in the relative November pleasantness with fifteen transport professionals, led by two friends of mine: Amy Hogan, and Paul Brown.

Both incredibly articulate and experienced accessibility experts, and both disabled. Amy has cerebral palsy and uses a wheelchair. Paul is blind. And so we walked, and Amy and Paul talked, and the crowd baulked at the sheer abundance of hazards in their way.

In a relatively very fancy part of our country-central Auckland, including new streets near Waitematā Station - we had missing kerb ramps, incorrect or missing tactile paving, narrow paths, slippery surfaces, wide open spaces with no cues for a white cane, inaudible "audible" signals... it was little wonder to any of us that Amy reiterated her goal for transport is the same as for many of her disabled compatriots:

"I want my journeys to be unremarkable."

I think, on these two topics: consumptionfuelled climate crisis, and inaccessible everything, that we do ourselves no favours through overthinking.

First principles is key.

- We need to consume only what the planet can afford to yield.
- We need to enable unremarkable journeys for everyone.
- May we meet everyone's needs for access, within the boundaries of the natural world.

What an unremarkable, outlandish goal to end the year on. Seven years from now perhaps we can reflect on some progress, back to an unremarkably wet and mild December, during which we value, measure, and demonstrate inclusive transport for everyone.



Transport photos of the month

A mainstay of the transport profession is the thoughtful use of signs to tell people important information that they need to know during their travels. Below we have a collection of sign-related photos. Sometimes the situation involves an interesting juxtaposition, sometimes the sign itself is interesting.

Seen better ones? Send images to: tgroundabout.editor@gmail.com























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

Transportation Conference 2026 – Working with What We Have: Resilience for the Future

A message from your co-conveners, Erica Walker and Tobie Pretorius

We are pleased to share that planning for the 2026 Transportation Conference is well underway, and it is shaping up to be something very special.

This year we received a record number of abstracts, showing the passion, commitment and creativity across New Zealand's transport sector. There is a fantastic mix of topics, ranging from the big strategic questions about resilience and long-term investment to practical lessons from projects in towns, cities and rural communities. People are keen to share what is working, challenge what is not, and keep pushing for better outcomes with the resources we have.

The theme "Working with What We Have: Resilience for the Future" feels very timely. It gives us a chance to talk openly about the challenges we are all facing, such as tighter budgets, ageing assets and climate impacts, while celebrating the innovation, care and commitment that continue to drive our industry forward.

We are developing a programme that are full of ideas, discussion and connection. Expect a balance of technical papers, rapid-fire sessions, learning cafés and interactive panels designed to spark conversation and collaboration.

We are also thrilled about the keynote and plenary line-up for 2026. A few highlights:

 Kevin Doherty, Group General Manager for Transport Services at NZTA Waka Kotahi, will open the conference with reflections on how we can build resilience into the system we already have.

- Lauren Streifer, Chief Executive of the Public Transport Association Australia New Zealand (PTAANZ), brings her passion for public transport and sustainable mobility to our region
- George Weeks, an experienced urban designer and transport planner from Auckland Council, will share his perspectives on how cities can evolve to support both movement and place.
- Our panel sessions are shaping up beautifully, and includes "Rethinking Parking for Resilient Cities" and "Greening Our Transport Networks" – both panel themes will be sure to stimulate conversation.

Beyond the formal sessions, we are planning social events and surprises that will make the most of being in the heart of Wellington. Expect a warm welcome, great food, and plenty of chances to reconnect with colleagues and friends from across the motu.

We will share more about the programme and registration soon, but for now we want to thank everyone who has already contributed abstracts, ideas and offers of help.

We're especially grateful to be part of an amazing conference committee composed of members from both the Transportation Group and Trafinz. This conference only works because of the enthusiasm, great ideas and generosity of people across our sector.

We cannot wait to welcome everyone to Wellington next March for what promises to be an inspiring and memorable few days together.

8 - 11 March 2026 | Tākina Wellington Convention & Exhibition Centre

Register now







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

MEET OUR KEYNOTE SPEAKERS

We've got an exciting line-up of keynote presenters ready to share their insights. Take a look at who's joining us below, or explore their full bios on the conference website!



HON CHRIS BISHOP

Chris Bishop is the Minister of Housing, Minister for Infrastructure, Minister Responsible for RMA Reform, Minister of Transport, Associate Minister for Sport and Recreation, Associate Minister of Finance, Leader of the House and he is the MP for Hutt South.

Chris was born and raised in Lower Hutt where he lives with his wife and two children. He has a first-class Honours degree in Law and a Bachelor of Arts from Victoria University of Wellington, and was the 2006 Young Wellingtonian of the Year.

LAUREN STREIFER

Lauren Streifer is the Chief Executive Officer of the Public Transport Association Australia New Zealand (PTAANZ), the peak body representing the region's major transport agencies, operators, and suppliers.

Since her appointment in 2023, she has positioned PTAANZ at the forefront of policy, collaboration, and international exchange to shape the future of sustainable transport.





GROUP NEW ZEALAND

KEVIN DOHERTY SPONSORED BY:



Kevin Doherty is the Group General Manager Transport Services at NZ Transport Agency Waka Kotahi (NZTA), with over 30 years' experience delivering major infrastructure projects across New Zealand and Australia.

A civil engineer by background, he has held senior roles including Chief Infrastructure Officer at Auckland Transport and CEO of the Office of Projects Victoria.



VIDA CHRISTELLER SPONSORED BY:

Absolutely Positively Wellington City Council

Vida has almost 20 years of experience designing cities for people. The first part of her career was spent in Copenhagen where she worked on planning, designing and delivering urban regeneration and affordable housing projects.

In 2019, Vida returned home to Wellington and now leads the City Design Team at Wellington City Council, who are implementing the Council's strategy for a sustainable, well-designed Wellington.



PIPPA MITCHELL SPONSORED BY:

Absolutely Positively Wellington City Council

Pippa is a public transport operations specialist and has over 20 years' experience in public transport planning and delivery. This has included being the technical lead for the PT disruptions responses to Auckland's rapid transit City Rail Link (CRL) works between 2015 and 2021.

Pippa is Managing Director of MRCagney, Aotearoa New Zealand's leading sustainable transport consultancy where she leads a team of multi-disciplinary transport specialists across transport planning, urban design, economics, walking & cycling.

SEE ALL THE KEYNOTES

TECHNICAL TOURS

Technical tour details are coming soon!
Choose from two cycling tours, two
walking tours, or a bus tour. Keep an
eye on your inbox for the full release delegates who register early will have first
choice. Spaces are limited, so be ready to
secure your spot!



CONFERENCE WORKSHOPS

Workshops run on Tuesday 10 March from 3:00pm - 5:00pm.

WORKSHOP 1:

Quantifying transport investment outcomes: insights from the MOAT Tool

Discover how cutting-edge modelling tools are shaping the future of transport investment at our panel session. This engaging workshop, aligned with the conference theme brings together expert voices from NZTA Waka Kotahi, QTP, Aurecon, Abley, and Infometrics.

WORKSHOP 2:

The case for prefabricated and protected roundabouts

Join Lennart Nout from Mobycon Pacific to learn how to design a Dutch style protected roundabout in two hours.

This interactive workshop will have you using laser printed prefabricated elements to puzzle together your own roundabouts and then present on the trade-offs that are being made in the design process.

THANK YOU TO ALL OF OUR SPONSORS AND EXHIBITORS

Absolutely Positively **Wellington** City Council

Me Heke Ki Pôneke









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WE'RE TURNING 70!

In 2026, The Transportation Group proudly celebrates 70 years! We look forward to marking this milestone at the conference.

DON'T MISS OUT ON CONFERENCE UPDATES!

Subscribe to the newsletter by visiting the conference website or by clicking below.

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



Matrix Innovation Award (\$5,000)

Key dates

OPEN	Fri 20 Nov 2025	CLOSE	Fri 23 Jan 2026	AWARD	Wed 28 Jan 2026
TPA call for	Thu 29 Jan 2026	TG Conference	9-11 Mar	TPA Conference	8 – 11 Sep 2026
abstracts closes			2026		Brisbane
			Wellington		

Description

The Matrix Innovation Award is the Transportation Group's premier award to recognise innovation in any sector (safety, environment, community, construction, technology, data, etc.) of the industry. The winner of the award will be announced at the Transportation Group conference dinner, at which finalists will present their project to attendees.

A representative (e.g. team leader) for the winning project will receive \$5,000 for trip expenses to the next Transport Professionals Association Conference https://aitpm.eventsair.com/2026-national-transport-conference in Australia (may cover flights, accommodation, registration, activities) and will be invited to present on their project to a conference stream. The winner must attend all social events including Welcome Drinks and Conference Dinner in addition to attending the conference in full. Matrix will be developing a reciprocal award for an Australian winner to attend and present at the Transportation Group conference.

If you have any further questions regarding this award or the application process, please feel free to contact the Transportation Group's Awards and Grants Coordinator John Lieswyn at: john@viastrada.nz







Tertiary Study Grant (\$10,000)

Key dates

OPEN	Fri 20 Nov 2025	CLOSE	Fri 13 Feb 2026	AWARD	Fri 20 Feb 2026
LAST DATE TO START STUDY		20 Aug 2026	OUTPUTS DUE	20 F	eb 2027

Purpose and use of funds

The Tertiary Study Grant provides financial support for a student member of the Transportation Group to undertake study in transportation at a tertiary institution aligning with the Group's mission of *Advancing* the knowledge, planning and management of transport in New Zealand. The funding is intended to be allocated to course fees or associated costs, such as travel and equipment costs associated with the study. The study programme should include preparation of a research report or thesis.

Key dates

- Applications open 20 November 2025
- Applications close 13 February 2026
- Notification of award 20 February 2026 (confidential as the "reveal" is at the TG Conference in March)
- Attend (at student rates) the TG Conference 8-11 March 2026 in Wellington
- Last date to start study (on or before) 20 August 2026
- Outputs due on or before 20 February 2027

The application form is here

Enquiries should be sent electronically to:

Awards Co-ordinator – John Lieswyn at: john@viastrada.nz





Transport Research Grant (\$8,000)

Key dates

OPEN		Fri 20 Nov 2025	CLOSE	Fri 19 Dec 2025	AWARD	Fri 16 Jan 2026
ABSTRACT, INTERIM PAPER DUE		Aug 2026	FULL OUTPUTS DUE	TG Conference Mar 2027		

Purpose

The Transportation Group's mission is *Advancing the knowledge, planning and management of transport in New Zealand*. Each year the Group provides a Research Grant worth up to \$8,000 for a Group member (or members) to undertake research to learn about issues that are important and topical in the transportation area, and then to spread that useful and usable knowledge to peers.

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

The application form is here

Enquiries or applications should be sent electronically to Transportation Group Awards and Grants Coordinator – John Lieswyn john@viastrada.nz





Our financial year began in October, and since then we have delivered two events for members.

Nadine Dodge (Te Waihanga) presented a webinar on the *Infrastructure Priorities Programme (IPP)* and the *Transport Sector*. The event, attended by 20 members in person and over 100 online, explained how Te Waihanga's IPP assesses proposals for strategic fit, value for money, and deliverability.

Findings from the first two rounds—over 100 applications, mostly transport—show most proposals identify real problems but need more work before funding. The session highlighted opportunities to improve business case practices and share lessons across sectors to strengthen investment planning and outcomes.



The most important branch event of the year – the annual *AGM* and *Pub Quiz*, at the Paddington bar! – was once again won by the Auckland Transport team.

In other Auckland news, Albert Street (below), a major bus corridor, reopened in November after almost ten years of construction for the City Rail Link tunnel and new Te Waihorotiu station.



This marks a significant operational improvement for over 900 buses per day, including the pre-busway Northwest WXI express services, with faster, more reliable trips on dedicated bus lanes through the City Centre.

Calling all Auckland cyclists!

We want Auckland represented when the *Aotearoa Bike Challenge* is back this February!

Join thousands of workplaces across Aotearoa for a fun, free challenge to get more people riding. All it takes is a 10minute bike ride—anywhere, anytime during February.

Register your workplace <u>here</u> and share the challenge with your team. Last year, over 2,700 workplaces joined in. Make sure yours is part of the movement!





Christmas Function

Bay of Plenty branch members got together for a social lunch to reflect on the year and discuss hot topics in the local transport sector. It was a great occasion to catch up and start making plans for events we will organise in 2026.



Thanks to the BoP branch committee for all your effort this year, looking forward to more in '26. Wishing everyone a safe and happy holiday season.

Orange Day Parade: A Sea of Safety at Mount Maunganui

On Thursday 27th November, Mount Maunganui's main street was awash with orange as more than 1,000 students from 30 Tauranga and Western Bay schools marched proudly in the TravelSafe Road Patrol Orange Day Parade. This is the largest event of its kind in New Zealand, turning the beachside town into a vibrant celebration of road safety and community spirit.



The annual TMNZ Orange Walk is now in its 19th year and honours the local heroes of school travel: road patrollers, bus monitors, and TravelSafe students who volunteer their time to keep their peers safe on the journey to and from school. These young leaders actively participate in school safety crossings all year, rain or shine.

Collectively, their efforts amount to thousands of hours of service each year. Creativity was on full display as schools competed for top honours in the banner competition, judged by NZ Police. Winners included Mount Maunganui Intermediate for their sustainability-themed message and Rangiuru School for their active travel advocacy. But Orange Day isn't just about fun, it's about impact. With traffic volumes rising and school commutes becoming more complex, these students play a critical role in promoting safe, active travel.

After the parade, the celebrations continued with a sausage sizzle (cooked by the Police) and swim at Baywave, giving these dedicated volunteers a well-earned break. Behind the bright colours and catchy slogans lies a serious message: road safety is everyone's responsibility, and when communities come together; councils, police, schools, and sponsors; the results are powerful.



So next time you see a student in an orange vest, give them a wave. They're not just stopping traffic, they're shaping a safer future for all of us.





After a bit of hiatus, the Waikato branch kicked off a new era with a new Committee and new Chair at the Group's first event in quite some time!

On November 25, incoming chair, Renata Gomez, welcomed members at a breakfast meeting where attendees were invited to discuss their aspirations for the local group and what would meet their needs.

The key themes coming through were:

Membership & Event Diversity:

- Balance consultants, contractors and clients; rotate venues and vary timing.
- Be frequent, have some sort of event on a quarterly basis. Elevate the group presence.

Event Types & Formats

 A mix of events is welcomed. Site visits are a must. Include lessons from past projects and provide a mix of in-person and online sessions.

Networking & Collaboration

 Create opportunities to connect and share expertise.

Topics & Trends

 Focus on regulatory updates, project management, design, and emerging standards.

Engagement Enhancements

 Add short presentations, panels, themed sessions, guest speakers, provide opportunity for discussions and record events.

In the near future, members will be receiving a survey which will help the Committee plan for and meet the needs of the group. Watch this space.

Attendees were then treated to a presentation (see photo) by Phil Haizelden (Transport Planning & Strategy Principal at Hamilton City Council), who took us on a journey of moving from programmes to projects under the umbrella of the



Hamilton-Waikato Metro Spatial Plan Transport Recommended Programme.

Phil walked attendees through the timeline from when the Programme Business Case was completed, and endorsed by the NZTA Board, in May 2022, to investigations currently underway in the form of city-wide multimodal corridor studies and an Infrastructure Acceleration Fund-funded Indicative Business Case (and route protection) for long-term Bus Rapid Transit on Anglesea Street.

The key message from Phil was the importance of staging and sequencing, especially to help elected members and the wider community get on board with the programme. If this piques your interest, make sure you register for the Transportation Group Conference as Phil will be presenting there!

Until then, the new Waikato branch committee (consisting of Renata Gomez, Kaiwen Meng, Tobie Ueckermann, Phil Haizelden and Anuradha Fitzwalter) will be waiting to see the results of the survey and continue planning for future events.

If you'd like to touch base with the committee, or join us, email Renata.gomez@wsp.com (a committee email is also being created to provide proximity between members and the committee).

Have a Merry Christmas, a lovely break and we will see you in 2026 with an exciting programme tailored to our diverse membership.





There has been a steady flow of transport news across the region as we close out 2025, particularly on the two Wellington RoNS and the direction set by the newly elected members of Wellington City Council.

Petone to Grenada and SH1 Wellington Improvements

Both RoNS programmes have been active over the past few months. Work to refine the scope and next steps for Petone to Grenada is progressing, with work focussing on route protection for the next stages with the FTAA lodgement due by the end of next year.

The SH1 Wellington Improvements package is also moving, with work underway to progress the Mount Victoria Tunnel duplication and the Terrace Tunnel upgrade, with **community engagement** now underway.

These programmes are significant for the region and will shape how the network functions for decades, so many of you will be watching them closely as more detail emerges. The Investment Case summary for P2G can be viewed here and for the SH1 Wellington Improvements here.

Below: Proposal for the Basin Reserve

New Council and the Golden Mile

Wellington's new Council has confirmed that the Golden Mile will be reviewed. This has the potential to impact the shape of bus priority, walking connections and city centre access. The review sits alongside a broader reset underway across Council as it works to balance city-shaping projects with funding and delivery pressures. We expect more clarity in the new year.

Around the Region

Metlink has released its summer timetable, with major rail closures in place to support ongoing upgrade works. Progress continues on the new battery electric trains for the region, the Melling Station closure ahead of the Melling Interchange, and broader Lower North Island rail improvements. KiwiRail has also confirmed plans for rail enabled ferries and has launched a new public carbon calculator to support better emissions understanding across freight and passenger modes.

Keep an eye out for the short survey in this edition and let us know your thoughts to help shape our 2026 Central Branch programme. Thanks to all our members for your support this year. Enjoy the break and we look forward to catching up in 2026.







This branch covers the Upper South -Nelson Tasman and Marlborough. For more information about joining the branch committee or suggesting future events, please get in touch with Local Branch Chair Peter Kortegast (WSP)

peter.kortegast@wsp.com

In December a group meeting was held in Nelson, which was well attended by 30 group members.

We celebrated the end of the year and enjoyed some festive food.

We had a presentation by Rebecca Dawkins of Nelson City Council on the *Bridge to Better Inner City revitalisation Project*.

We also had a presentation by Dan Raggett of WSP on the *Millers Acre bus exchange* project.

Members of the National Association of Woman In Construction (NAWIC) joined us as a combined event and added a great perspective.

The NAWIC members enjoyed meeting local engineers and added great life and colour to the evening.

Thanks to all branch members who joined us for events this year, and we hope to see more of you next year with another range of interesting topics and discussions.





Above left: Nelson branch meeting Above right: Miller Acre Bus Exchange under construction Below: Bridge Street Upgrade visualisation







Events

As spring arrived, we hit the streets for the first of our 'Walk & Talk' series. We had a great turnout to hear from Gemma Dioni about the temporary Rolleston Ave and Park Terrace cycleway. Gemma is a Principal Transport Advisor from Christchurch City Council and led the design and Council approval process for this five-year trial.



The trial includes a cycleway which aims to make it safer and easier for people walking (by removing cycling from a shared path) and cycling around the Canterbury Museum during its major redevelopment.



Gemma shared how the design came together, why certain materials were chosen, and how the layout has evolved. We then headed to the Abley office to wind down with food and drinks.



Walking gets some love

The Christchurch City Council have been busy rolling pedestrian improvements around the city; small local centres in particular are getting crossings to better connect communities. Also, in preparation for the opening of the One NZ Stadium at Te Kaha where large volumes of people will be walking to and from the stadium, two Moorhouse Avenue intersections (Barbadoes Street and Madras Street) have been improved for pedestrians.



Moorhouse Avenue is one of Christchurch's busiest corridors, with approximately 24,000 vehicles passing through each day. It's also a key route for pedestrians and cyclists travelling to and from the central city, and students attending Ara Institute of Canterbury. The improvements include zebra crossings, either on raised platforms or with approach speed humps, staggered signalised crossings and new crosswalks.

Upcoming projects

One of the largest scale transport projects in our branch area is SH1 Belfast to Pegasus Motorway and Woodend Bypass. This project includes a 10km extension on SH1 north of Christchurch from the SH1/SH71 Lineside Road interchange to north of the Pegasus roundabout, and a 6km bypass of Woodend. A <u>flyover</u> has just been released so the public can see how it will look.

There are proposals for the route to include two tolling points (or gantries) each charging \$1.25 per passing light vehicle, and \$2.50 for heavy vehicles. Consultation on the tolling proposal has now closed. We are planning an event for early next year to hear all about the project, so look out for that.





Albany St Cycleway Project Delays and Debate

The Albany Street Connection cycleway project, part of Dunedin's Shaping Future Dunedin Transport programme, has been anything but straightforward.

Originally planned to start earlier this year, the \$3 million project has faced multiple delays, design changes, and strong public debate.

The project aims to create a two-way separated cycleway along Albany Street, linking the Harbour Shared Path with the tertiary precinct and central city. It also includes safer pedestrian crossings, upgraded bus stops, and parking adjustments.

Waka Kotahi NZ Transport Agency is set to co-fund 51% of the cost.

Why the Delays?

Council reports cite a range of reasons for the hold-ups, including:

- Extended public consultation and design revisions following feedback.
- Budget challenges, with recent tenders coming in above the \$3 million allocation.
- Political uncertainty, with the project being scrapped, revived, and debated multiple times in recent months.

Public Concerns

Business owners have voiced strong opposition, citing:

- Economic strain after years of disruption from other projects.
- Loss of carparks and fears of reduced access for customers.
- Calls for a two-year delay to allow recovery from tough trading conditions.

Some councillors have also questioned whether the cycleway is overengineered,

suggesting simpler traffic calming measures or an alternative route along the Water of Leith, which could save \$1 million.

Legal Threats

Opponents have signalled a potential legal challenge, questioning the consultation process and council decision-making. Despite this, tenders were released in November, with a contract decision expected soon.



Latest move

Dunedin City Council has confirmed the Albany Street Connection cycleway project will proceed, despite budget pressures and debate over alternative routes.

In November, the Council voted 8–7 in favour after tenders exceeded the budget.

While some councillors pushed for a cheaper alternative along the Water of Leith, supporters stressed the importance of the Albany Street route for student safety and hospital access.

Public feedback showed strong support for pedestrian safety upgrades, though views on the cycleway were mixed.

Construction is scheduled to take about six months.



Road Safety Forum - Reflections & Takeaways



Justine Wilton
National Committee Vice Chair
justine.wilton@wsp.com

On Friday 5 December, I attended the annual Road Safety Forum in Auckland, organised by Brake in partnership with the ACRS NZ Chapter, with support from Auckland Transport (AT). The day brought together a diverse mix of practitioners—engineers, public health specialists, youth workers, researchers and advocates—all united by an interest in achieving a safer transport system.

Why this Forum matters

A central theme was recognising the true scale and lived impact of transport injuries. New research presented by Dr Kirsty Wild highlighted that road crashes account for 63% of serious injuries in New Zealand, and that one in six New Zealanders will experience a moderate or severe transport injury in their lifetime.

Beyond the immediate clinical journey, the ripple effects extend to families' ability to care for children, employment prospects, mental and physical health, and access to community services. This reinforces that transport injury is too often treated as short-term, when for many it is a life-long process involving disability.

Evidence we can use: delay arguments vs speed tables

One presentation that stood out was AT's early work using a travel-time delay survey. Of course, the point of speed tables is to slow people down, but the research quantifies the delay created and shows that it is minimal. While the research is small-scale at this stage, it's promising as a practical tool to quantify real delays.



Above: Panel discussion - Caroline Perry (NZ Director, Brake), Dr Michael Hale (Public Health Medicine Specialist, National Public Health Service), Dr Kirsty Wild (Public Health Researcher), Cr Shane Henderson (Waitakere Ward), Stacey Mowbray (CEO Headway).

Evidence we can use: network disruption cost of serious crashes

A promising piece of work that looked at putting a dollar figure on network disruption was presented by Ping Sim from AT. I am keen to see how these sometimes massive delay costs can be used to help us get network safety improvements across the line.

Engaging young people where they are

A youth worker challenged us to rethink how we reach high school students. The blunt takeaway: many young people have very short attention spans, and we won't reach them by pretending Facebook or LinkedIn are their platforms. If we want road-safety messages to land, we need to meet youth where they already are (e.g., short, visual formats and the social channels they actually use), and design content that is immediate, relatable and snackable.

Head injuries and TBI: seeing what is often unseen

We also heard about head injury and traumatic brain injury (TBI)—often unseen, misdiagnosed or recognised days later. Several speakers stressed that concussion may only become apparent a week to ten days after a crash so may well be under reported in the crash statistics. The short and long term effects of TBI can be significant and the little things can add up to significant effects for the individual and their families and social networks.

A bit about Brake

Brake is a national road safety charity working to prevent road deaths and injuries, make communities safer, and provide free support to people affected by crashes.

I was impressed by Brake's practical resources—especially their picture books for young children—which help families talk openly and honestly about grief after a road crash and support children to navigate their feelings and realities.



For materials, support or to get involved, contact Caroline Perry (NZ Director) at info@brake.org.nz or head along to their website





City Rail Link: The Final Year of Transformation

New Zealand's largest transport infrastructure project, City Rail Link (CRL), is entering its final year. The gradual retreat of cones and construction hoardings around stations feels like an outgoing tide, revealing vibrant new urban spaces in its wake. Deep below ground, testing and commissioning of railway and station systems continues, matching the momentum above - signaling a transformative year ahead for Auckland's rail network. The opening of CRL remains firmly on track for the second half of 2026.



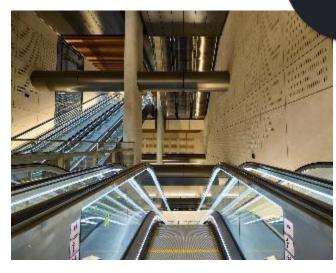
Urban Spaces Reconnected

Beresford Square at Karanga-a-Hape Station and Albert Street near Te Waihorotiu Station have reopened, showcasing wider footpaths and resurfaced roads, new seats and planting, and reinstated bus routes.



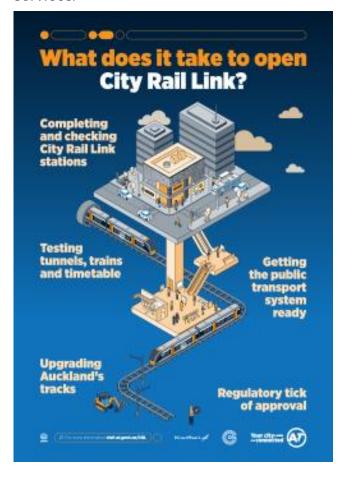
Meanwhile, Waitematā Station Plaza - behind the main station building in the Britomart precinct - now features a striking skylid installation and will be hoarding free early in the new year. These milestones mark a significant step toward reconnecting communities and making Auckland a better connected more people-friendly place to get around.





Behind the Scenes: Systems and Safety

While progress is more easily visible above ground, the complexity below is immense. With the build largely complete, City Rail Link Ltd, Auckland Transport and KiwiRail are working closely together to fine-tune and integrate thousands of micro-processes with everyday systems - air conditioning, fire alarms, CCTV, station gates, lighting, and even toilets - alongside real-time train tracking, human responses and emergency protocols. Every system must work seamlessly by itself and together, so we can ensure passengers are safe and reliable services.





CRL update continued

Trains and Timetable Testing

Auckland Transport is about 90 per cent through its programme to add 23 new trains and retrofit 75 existing units. Recent timetable trials have simulated high-frequency services through CRL tunnels and the inner-city loop, with up to 18 trains per hour running in both directions.



This is more than we will need on day one, but it's important that the CRL is tested at its maximum limits.

These tests ensure the modelled timetable works in real life, trains can recover from delays, and crews are trained for the new network. Full-network trials -will be taking place next year.

Summer Rail Upgrades

This summer marks the final big push for the Rail Network Rebuild and CRL preparations. KiwiRail will have more than 1,300 people delivering track renewals, platform works, and pedestrian bridges.



All of this work is critical to enabling the benefits that City Rail Link brings such as more reliable and higher frequency services.





To complete this work safely, Auckland's rail network will close from 27 December to 28 January 2026, with limited Southern/ Eastern and Onehunga services returning 19–26 January 2026.



With testing, upgrades, and urban improvements converging, CRL is poised to deliver a world-class rail system that will reshape how Auckland moves. The future of rail is closer than ever.

For more information, please visit What it takes to open the City Rail Link







Active Modes Infrastructure Group ♂ ★





Glen Koorey AMIG rep glen@viastrada.nz

The final AMIG meeting for 2025 was held on Nov 27th. It was a pretty full session this time; here are some items discussed:



Following recent consultation, the Traffic Control Devices Rule now incorporates the use of **directional cycle signals**, without requiring trials. The updated Rule also includes clearer guidance regarding the use of **red and green surfacing on cycle facilities**,

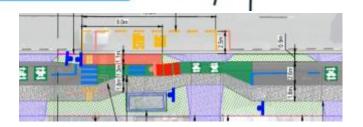
and introduces new **PASS SAFELY** signs for pedestrians, **shared path behaviour marking** symbols, and **cycle detector loop** diamond markings.

The TCD Steering Committee will continue to be busy with the next round of **Regulatory Systems Rule Amendment consultation**. This will ratify several other TCDs that are currently only notified via NZ Gazette notices, including shared two-aspect pedestrian/cycle signals, "No exit except ped'ns/cycles" signs, cycle CROSSING/ MERGING warning signs, and shared path pavement symbols. It will also introduce the ability to create **traffic filtering signs** using four components (symbol, times, vehicles, exceptions) similar to typical parking signs.



NO EXIT

A question was raised by Auckland Transport regarding the use of **single lane sections through constrained bus stops** along two-way cycle paths. There is some concern about the potential for conflicts either with other cyclists or from bus passengers not aware which way riders are going. The answer may depend on the volumes of cyclists and frequency of passengers. Some use of red stripes and SLOW markings may also help reduce the potential risk (see next image).



Sticking with the theme of separated cycleways, two other interesting questions are currently being pondered by NZTA: (1) For lowprofile concrete separators, what are the best options for **highlighting the first separator** to reduce strike damage? Options being considered are brighter colours, vertical posts, and reflective pavement markers. (2) Also, at what point does a "cycle lane" become a "cycle path"? Potential criteria for separation could include minimum height separators, maximum spacing of delineator posts, maximum gaps between separators, minimum width of area between a roadway and a path, and inclusion of TCDs or green surfacing to make the cycling space obvious. Your thoughts?



On the pedestrian front, an update has been done on the **Pedestrian Crossing Selection Note**; hopefully a new version of this will be out in the next month. Also, there is a plan in the new year to **update the RTS-14 Guidelines** (facilities for blind and vision impaired pedestrians). The update will take an inclusive approach with input from key stakeholders and sectors; if you are interested in helping out, contact <u>Patricia Vasconcelos</u>.

Detailed meeting minutes will eventually be found on the AMIG <u>website</u>. That's all from AMIG for 2025, the first one for 2026 will be held in mid-February.

As always, to raise or present issues at AMIG, either contact me or get in touch with Wayne Newman (wayne@cresmere.co.nz) or Gerry Dance (Gerry.Dance@nzta.govt.nz).





STATS NZ CONSULTATION

ANNOUNCEMENT

The NZ Transport Modelling User Group is preparing a response to the <u>StatsNZ public consultation on proposed changes to the Census</u>. As a high-level overview, our response will cover;

- Transport is a significant component of Aotearoa New Zealand's future infrastructure programme and provision of daily services. The draft Infrastructure Commission pipeline estimates from 2025–2035 the total projected transport spend is \$85 billion or 54% of spend across all sectors.
- Transport planning and modelling provides critical information to decision makers; economic analyses, travel choice planning, selecting preferred options, refining and developing designs, land use development assessment, and demographic and urban planning.
- Census data is the building blocks behind transport modelling of any significance carried out in NZ.
- Transport planners and modellers require specific Census data variables at certain geographic levels traditionally supplied at 5-year intervals to robustly and comprehensively inform these critical decisions. We are working to identify and agree these variables in our response.
- The consultation offers the opportunity to provide feedback on Census information used in transport planning. In particular; opportunity to request certain data (e.g. journey to work) is available at detailed geographic level on request (SA1 or Meshblock), opportunity to request additional data / information in the 'main means of travel' questions, specific feedback and opportunity to provide input relating to the 'working from home' information. We are working on identifying and prioritising these opportunities.

NZMUGs would encourage you to submit a consultation response on the Census changes.

https://www.stats.govt.nz/consultations/publicconsultation-proposed-data-collection-approach-andcontent-for-the-census/







PhD Scholarship Opportunity – Applied Doctorates Scheme

Co-supervised with <u>ViaStrada Ltd</u> and <u>University of Otago</u>

We're excited to invite applications for a fully funded PhD scholarship exploring a vital question for Aotearoa's future:

How do New Zealand's land use and transport patterns shape transport energy demand?

This project offers the chance to work at the intersection of transport planning, energy systems, public health and sustainable urban development.

You'll be co-supervised by academic experts and industry leaders at ViaStrada Ltd, giving you a unique pathway into impactful, applied research with real-world influence.

VIASTRADA



The project will include:

-analysing land-use and transport system interactions through accessibility modelling -modelling and evaluating energy demand -generating evidence to support equitable low-carbon transport transitions in New Zoaland

-collaborating with practitioners, planners, and policymakers

Full project outline and application guidance:

https://lnkd.in/guepDKct https://lnkd.in/gds5btaE

Applications close: 19 January





Book Review: The Shoup Doctrine



George Weeks
Principal Transport Advisor
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The Shoup Doctrine: Essays celebrating Donald Shoup and Parking Reforms (Routeledge, 2025)

Urbanists have many heroes and heroines. Typically the person on the pedestal is articulate, observant and imaginative, telling stories that give us the sense of a better city.

Jan Gehl, Jane Jacobs and Janette Sadik-Khan, to start with the J's, are all sought out. They tell stories and we think: "Wow, we could do this too." <u>The Shoup Doctrine</u> tells 33 such stories.

Professor Donald Shoup was a Titan of transport. His fame came from <u>academic</u> <u>expertise</u> in that seemingly-humdrum topic: Car parking.

His enormous tome <u>The High Cost of Free Parking</u> unpicked <u>the well-meaning-but-disastrous nature</u> of cities that seek to provide <u>an endless supply of free parking spots</u>. Packed with 750 pages of empirical analysis, examples and lessons, there were three main principles:

Cities should:

- Remove <u>minimum parking</u> <u>requirements</u>.
- Charge for kerbside car parking where demand exceeds supply
- 3. <u>Invest parking revenues</u> to improve public realm on metered streets

The High Cost of Free Parking resonated around the world, spawning legions of fans ("Shoupistas") and a suitably punny website: ShoupDogg. It also led to the Parking Reform Network and the removal of car parking minima in New Zealand in 2022.

Shoup's death in February 2025 coincided with the completion of a <u>festschrift</u> in his honour. This book, <u>The Shoup Doctrine</u> contains 33 essays from colleagues, pupils, protégés and fans, plus tributes from experts like <u>Ed Glaeser</u>. All were reviewed by the man himself.

The Shoup Doctrine is in six unequal-sized parts. After an introduction (by Shoup himself), we learn in Part II about his academic life.

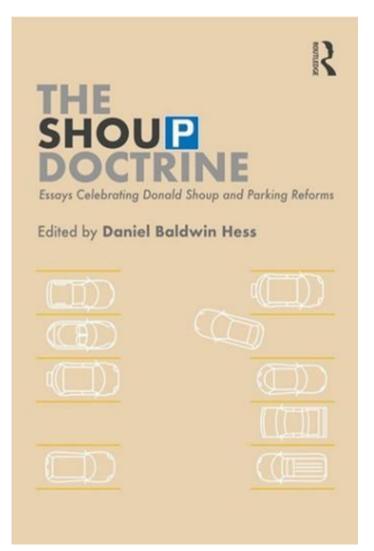
What prompted this electrical engineer to investigate car parking policies?

Part III covers the theories of parking reform, covering variously urban design, economics, transport planning and kerbside management.

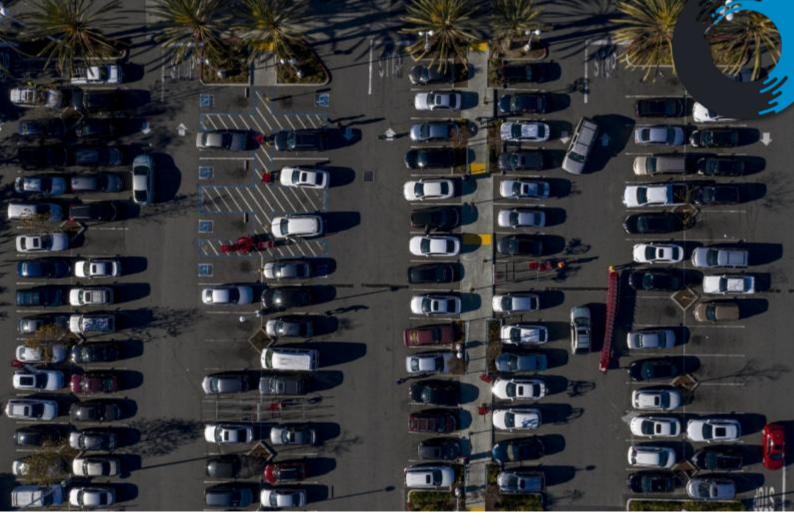
Jeff Speck's In Praise of On-Street Parking explains how parked cars can provide a buffer between moving traffic and people walking or cycling. Road diets should remove traffic lanes over parking spaces.

Part IV, covering challenges and successes is (perhaps understandably) the longest – 11 essays putting the previous part's theories into practice.

These all come from the USA, the <u>original</u> home of car culture and parking minima.







Part V takes us to Switzerland, China, Australia and – yes – New Zealand!

Scott Ebbett and Malcolm McCracken tell the story of <u>Shoup's 2010 visit</u>, where international evidence and local experience combined to build cross-party support for removing parking minima in Aotearoa.

Part VI concludes with a future: A Golden Age of Parking Management. Fundamentally, car parking isn't simple.

It is neither a "human right", nor reductible to "storage of personal possessions in public places." It's more complex and more important than this, and it deserves empirical scrutiny.

Each of these 33 essays provides a complementary perspective on Shoup's basic premise: Minimum car parking requirements make most urban developments illegal and/or financially unfeasible, while entrenching car dependency.

This is not a matter of opinion; Shoup was an academic. He taught us to look for the empirical evidence and understand the data.

More than this, Donald Shoup taught us to manage car parking in the context of the cities that we want. His receipt of the <u>2023 Seaside Prize™</u> for "…individuals who have made significant contributions to the fields of architecture, urban planning, and community development" shows the importance of car parking reform for liveable cities.

New Zealand's high rates of car ownership, driving and urbanisation make Shoup's principles more relevant than ever.

We may have abolished car parking minima, but kerbside parking management is still in its infancy. We're keen on parkand-ride, but hesitant to charge for it. And so on.

<u>The Shoup Doctrine</u> provides 33 perspectives on car parking, relevant to all people.

This erudite relevance is the key to its success as a tribute and a textbook; it deserves to be widely read. If you're reading this review, it's relevant to you. Get hold of a copy.

There is a Native American saying that a person dies twice. Once when they stop breathing, and again when their name is spoken for the last time.

Donald Shoup deserves to be remembered for ever and his *mana* will endure through this excellent book.



Safety Practitioners and ACRS WiRSN Award

Irene Tse from Auckland Transport (AT) was awarded the Group's Safety Practitioners scholarship to attend the recent Australasian Road Safety Conference, in Perth.

This was a joint award by the Australasian College of Road Safety (ACRS) Women in Road Safety Network (WiRSN) and the Safety Practitioners sub-group.

At the conference, Irene presented AT's research on travel time delays at raised crossings in Auckland. Raised crossings have improved pedestrian safety, but they may cause congestion on arterial roads. Her research uses data to assess increases in travel times and inform future decisions, aiming to dispel some common myths.

This research builds on Irene's earlier published work, "Auckland Transport's Mass Action Pedestrian Improvement Programme," which was the most-read paper in the recent Journal of Road Safety.

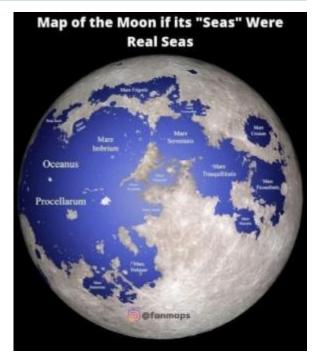
She also presented to the Brake Road Safety workshop held in Auckland on 5 December. Irene will also present to the local Auckland branch and prepare a paper for Roundabout as a condition of her award. Keep an eye out for that in a future edition!



Irene Tse (right) pictured here with Ping Sim (also of AT), who both received awards at the recent ACRS conference.

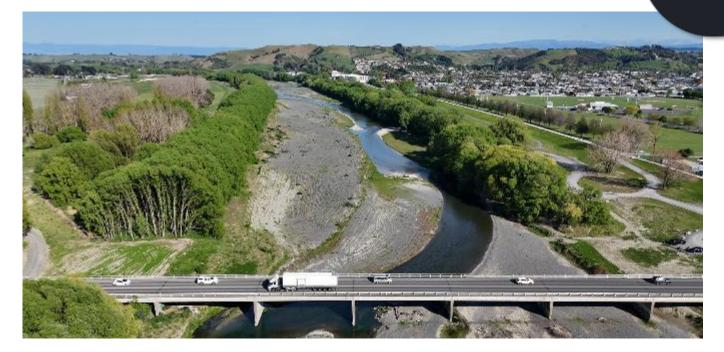








RONS update: Hawke's Bay Expressway



Construction has begun on one of the country's first new Roads of National Significance (RONS)– the 4-laning of State Highway 2 Hawke's Bay Expressway.

The Roads of National Significance programme is about improving connections, improving productivity, and making daily life easier and more efficient.

The Hawke's Bay Expressway is a perfect example – it's a lifeline route linking people to the regional hospital and airport, and a key part of the national freight corridor connecting central North Island with Napier Port.

The Hawke's Bay Expressway corridor includes:

- 7km of four-laning between Links Road/Pākōwhai Road and Taradale Road
- a duplicate two-lane overpass at Meeanee Road
- a duplicate two-lane overpass at Kennedy Road
- a duplicate two-lane bridge over Tutaekuri River
- a four-lane overpass at Links Road/Pākōwhai Road

NZ Transport Agency Waka Kotahi Regional Manager of Infrastructure Delivery Rob Partridge says SH2 Hawke's Bay Expressway is an important piece of Hawke's Bay's state highway network.

"The Hawke's Bay Expressway is critical for the region's roading network. We saw, in the aftermath of Cyclone Gabrielle, how important that Expressway connection is and how crucial it is to have a resilient road to provide that link.

"The 4-laning project is really exciting and will serve the growth of the region for decades to come."

"We know the Expressway is currently congested and won't be able to cope with the future predicted growth of the region. Hawke's Bay is expected to be home to more than 200,000 people by the year 2048. We anticipate 4-laning this stretch of road will relieve this congestion and cater to the region's future growth.

"It's exciting to get this project underway and we're now in a position of being able to hit the ground running, thanks largely to last year's early ground improvement works, which involved repurposing free silt from Cyclone Gabrielle and letting it settle for 12 months.

All three main contractors for the project have committed to sourcing at least 30% of their workforce and subcontractors locally.

Initial construction on this Road of National Significance project will focus on the section of road between Taradale Road and Tutaekuri River bridge, with this 4-laning expected to be completed in 2028.

We are currently in detailed planning for the Links Road/Pākōwhai Road interchange..

See the latest fly through here.





Better public transport choices for Auckland's Northwest



NZ Transport Agency Waka Kotahi (NZTA) is making progress on plans to deliver a busway alongside the Northwestern Motorway, State Highway 16, from Brigham Creek to Auckland City Centre as part of the Te Ara Hauāuru – Northwest Busway project.

The project also includes a park and ride and station at Brigham Creek, and stations at Westgate, Royal Road, Lincoln Road, Te Atatū, Point Chevalier and Western Springs.

Like the Northern Busway, the Northwest Busway and stations are expected to be built and opened in stages to start delivering benefits as early as possible, making best use of existing infrastructure and providing value for money.

The staged construction programme prioritises benefits to West Aucklanders and focuses on getting more people on the bus, as quickly as possible, building on Auckland Transport's hugely popular Western Express (WXI) service that currently uses bus shoulder lanes and interim bus stops.

Work is already underway on a new station at Westgate, funded separately by the Government's Infrastructure Reference Group, with the first stage to serve local bus services expected to open in mid-2026.

An artist's impression of stage one of Westgate Station.

The station will support the WXI service and will be at the heart of a connected public transport network for Northwest Auckland. Depending on the availability of further funding, the next stages of construction of the Northwest Busway could begin from 2027.

Like the Northern Busway, the Northwest Busway is expected to be built and opened in stages, to start delivering benefits as early as possible

NZTA intends to lodge the Notices of Requirement and other statutory approvals for this project, likely via the Fast-track Approvals Act, by the end of this year.

Obtaining the statutory approvals for the project means that NZTA can construct the project in stages as funding is available. It also provides property owners, businesses and the community with certainty on where transport routes will be in the future.

<u>Visit the project website</u> for more information or to sign up for updates.



Selwyn Council allows light-up billboard by 'dangerous' crossing, orders crash reports



A new light-up billboard in Prebbleton could distract drivers and cause crashes at a nearby pedestrian crossing, according to a neighbour.

But Selwyn District Council is combating the risk by getting the sign's owner to let them know if more people than usual are injured in crashes.

The nine-metre tall, three-metre wide electric sign is being installed at the intersection of Springs Rd and Williams St, about 50 metres from a pedestrian crossing.

Selwyn District Council approved the consent for the sign, lodged by landowner, in August.

The initial application was for a static sign, but updates were made for the installation to rotate through advertisements every eight to 20 seconds, depending on the time of day. Advertisements will be turned on from 5am and turned off at 10pm, and its light pollution was reduced from 10m² to 2m² to reduce the impact on neighbours.

A council spokesperson said the sign's specifications did not meet the legal requirement for being publicly notified, but neighbour Nicola Willett wishes it had.

Willett, who says her bedroom will have light pollution from the sign across the road, found out about the sign from her niece on Sunday. While the light would impact her, she said, it was the road safety that was her biggest worry.

"The billboard is very close to the crossing. I am very concerned from a traffic safety perspective. That very dangerous crossing has already taken a life."

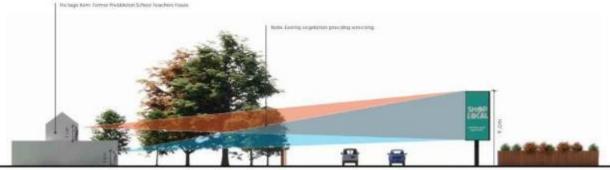
That was the life of Ruth Mason, who died in 1990 after being struck by a car at the crossing. She was the previous owner of Willett's home.

"And what is the purpose of an electronic billboard? It's for someone to look at the billboard. That's what its there for - to get eyes on it - and what does that do to [an] already acknowledged dangerous crossing?"

According to a transport assessment done for the council by planning specialists Novo Group the billboard's impact on distracting drivers and traffic safety was "less than minor," but observations found drivers had little respect for the pedestrian crossing.

This article originally appeared in **The Press**.

The Group, through the Safety Practitioners Subgroup, has put together a <u>submission</u> on NZTA's digital billboard policy <u>proposal</u>.





Business Case Approach Community of Practice

If you work on or around business cases or investment cases, you should consider joining NZTA's Business Case Approach (BCA) Community of Practice (CoP).

It's an industry group that enables BCA best practice to be shared and industry discussions/liaison point. It's particularly interesting in the current environment of transition to the Decision Led Approach (DLA) to business cases for example.

Through the CoP we've been piloting the Community Hubs and have held two



successful learning events in the Waikato/BOP and one in Auckland.

They are a way to connect with BCA industry peers and work through case studies and share learnings, usually two or three times a year.

NZTA are looking to roll these out to other regions shortly. Check out the <u>NZTA</u> webpage for more info.

If you're keen to join (it's free!) just email: bcacommunity@nzta.govt.nz

Level crossing removal programme underway

Auckland Transport (AT), KiwiRail and the NZ Transport Agency are working together to remove all remaining level crossings in Auckland during the next 10 to 30 years.

Replacing level crossings with safer connections are part of AT and KiwiRail's plan to be able to carry increasing numbers of people on quicker, even more frequent train services over time after City Rail Link(CRL) opens, while improving safety, reducing congestion and enhancing urban areas.

Our communities are growing with increasing population and densification across Auckland, especially around train stations. Removing level crossings will ensure these communities can continue to travel safely and efficiently without congestion.

A number of level crossings have been, or will be, removed to be ready for more frequent trains when CRL opens. Eight new bridges have already or will be built, allowing level crossings to be closed. To support more frequent trains, the new bridges will replace existing level crossings at the stations where pedestrian crossings intersect with rail lines. By replacing level crossings with bridges, we reduce congestion and remove the risk of people behaving unsafely at level crossings.

The phasing of continuing level crossing replacements is driven by a range of factors including the frequency of trains, traffic delays, safety, available funding and future passenger growth in the years after CRL opens.

In addition to work starting on station bridges, essential work on the road bridges is underway. This includes property acquisition, geotechnical investigations, further developing designs of the new bridges, tendering for a construction contractor and further community engagement in the coming months.

Below: Render of Te Mahia station after pedestrian level crossings removed









The Transportation Group has a close professional connection with the Australian Institute of Transportation Planning and Management (AITPM), sharing knowledge and transport insights on both sides of the Tasman.

For more than 60 years, AITPM proudly connected and represented transport professionals across Australia – at every step of their journey.

Over this time, the sector has evolved extensively and so has the profession. This means AITPM, the national peak industry body, needs to continue to evolve to become more inclusive of the breadth of transport professionals that shape people's journeys.

You may have already noticed that AITPM has now become Transport Professionals Association (TPA).

Along with the new name, is a refreshed look and a call to action to shape your own journey with TPA.

While the brand and name have been given a modern facelift, TPA's focus remains the same.

TPA is 100% committed to providing guidance and support for transport professionals across Australia, so they are best placed to design and develop safe, sustainable and thriving communities.

The new brand provides TPA with the right platform to meet key priorities as outlined in it's <u>Strategic Plan</u>, while expanding and strengthening partnerships and relationships within our extended community (including the Transportation Group.

If you are interested in transport profession developments within the Australian context, now is the best time to shape your journey with TPA —connecting, learning, and growing alongside a community that is leading the future of transport.

As a member of the Transport Professionals Association, you can:

- Find and join your community —
 Connect with networks, shape national
 priorities, and contribute to initiatives
 that matter.
- Build your knowledge Access webinars, events, resources, and industry insights to keep you ahead.
- Support your career Grow through mentoring, networking, and opportunities to showcase your work.

Together, we can create safe, sustainable, and thriving communities across Australia.

Join us today and be part of the movement shaping every journey.



Take the Next Step: Share Your Ideas at the 2026 National Transport Conference

The 2026 National Transport Conference is your chance to showcase ideas, share achievements, and lead the conversation on shaping tomorrow's transport systems.

If you haven't started your abstract, why not take a moment over the Christmas break to get it together?

Our online portal makes it easy—save your progress and submit before abstracts close **Sunday, 8 February 2026.**



Transport Planning Society Aotearoa



Transport Planning Day, Monday 10 November 2025

For the second year, Transport Planning Society (TPS) Aotearoa have celebrated international Transport Planning Day with transport planning awards. Follow TPS Aotearoa if you are interested in entering next year.

This year an awards ceremony was held and attended in three physical locations as well as online. As well as awards, a presentation was given on last year's winning project, the Supporting Growth Alliance.

This year's winners in a strong field were:

- Transport Planner of the Year: Debajeet Baruah
- Transport Planning Project of the Year: Auckland Rapid Transit Pathway
- Student of the Year: Joseph Young
- Emerging Transport Planner
 Professional of the Year: Flynn Roser & Zoe Chen (photos below)





Summer Course in Urban Mobility

A summer course was organised by Claire Pascoe for Planners and Urban Designers studying at Victoria University. The TPS supported the event, and committee member Roger Burra spoke on the topic of 'what is Transport Planning'. More information here

Professional Development Scheme Pilot

The Professional Development Scheme (PDS) provides a pathway towards professional accreditation for those at the beginning of their career in transport planning.

TPS Aotearoa are running a pilot scheme for the PDS and will be supporting a cohort of young professionals through the PDS as they acquire skills and experience along the way to achieving the Transport Planning Professional (TPP) Qualification.

Mentors have undergone training to support young professionals, and a schedule of support sessions and meet ups is being set up and run for the pilot group. There is still time to get involved. If you are interested, email newzealand@tps.org.uk

TPS Professional Standards Committee

Transportation Group Chair Mark Gregory (CTPP, MIHT) has been appointed to the Professional Standards Committee (PSC), following two years' training as an assessor and mentor / sponsor. The PSC is comprised jointly of Transport Planning Society (UK) and the Chartered Institute of Highways and Transportation (CIHT) members, and oversees the TPP qualification, including setting and maintaining standards.

Mark's appointment ensures NZ representation on the Committee and opportunity to improve the experience and outcomes for NZ candidates, and support increasing access to pathways and NZ based TPP affiliated qualifications.

TPS AGM

2026 marks four years of the TPS in Aotearoa. Our annual general meeting (AGM) will be held in the first few months of 2026. There will be opportunities to become involved in the committee. Follow TPS on LinkedIn for more information about this event as it comes up.



ENTR603: Advanced Pavement Design - 2026

Course Outline

Aims and Objectives:

This course covers important aspects of pavement design and rehabilitations. The first part of the course is mainly concerned with main factors affecting pavement performance; different types of distresses; pavement evaluations, drainage, rehabilitation strategies and material characterisations. The **pavement materials characterisation and mix design**, with emphasis on Superpave technology for bitumen characterisation, and hot mix asphalt design.

The second part covers in detail **Mechanistic-Empirical (M-E) design** for both flexible and rigid pavements. The Austroads M.E. pavement design is fully covered. Deflection analysis utilising FWD and deflectograph, deflection bowl parameters and backcalculations are thoroughly covered. Circly software and backcalculation software are fully covered.

At the end of the course, students should:

- Be able to carry out advanced material characterisation using both conventional and Superpave specifications.
- Be able to carry out Mechanistic-Empirical pavement design for both new flexible and rigid pavements.
- · Be able to undertake overlay design of existing flexible and rigid pavements.
- · Demonstrate their research and presentation skills through their research work.

Indicative Course Content

The course will comprise teaching material covering the following topics:

- 1. Introduction to pavement design
- Distresses in both Flexible and Rigid Pavements
- 3. Fatigue Model lings and Endurance Limit
- 4. Permanent Deformation Behaviour
- Material Characterisations for fine grained, coarse grained unbound materials and asphalt concrete mixes Bending Beam, Dynamic/Resilient Modulus Tests, CBR Tests
- Stresses, Strains, and Deflection analysis of Multilayer system using Circly
- 7. Traffic Loading and Volume analysis
- 8. Austroads Mechanistic-Empirical Pavement Design Procedure
- 9. Structural Responses in Rigid Pavements
- 10. Rigid Pavement Design Procedure (Austroads)
- Deflection Analysis and backcalculations
- 12. Overlay Design

Teaching Blocks:

The course is delivered over four teaching blocks. Each block consists of 6 hours of teaching delivered over at least two days, with regular breaks for lunch and tea. Each block will include lectures, tutorials, student presentations on assigned topics, and demonstrations conducted in the pavement laboratory.

All teaching blocks will be held at the University of Canterbury. Students are responsible for arranging their own travel and accommodation.

Teaching over 4 weeks each week 6 hrs over Feb, March and April

Indicative Course Assessment: (subject to confirmation)

Research Paper (due date TBC)	10%
 Two Assignments (due a week before final exam) 	20%
Lab report (details TBC)	5%
Mid term test	20%
Final Exam	45%
Challenge Exercise (Optional)	5%

Students will choose a research topic to investigate from a range of suggested topics (based on the course notes provided) or in any other related subject if the student desires (discuss with the course coordinator beforehand). Students have to carry out literature review on this subject and make a class presentation for 10-15 minutes on this topic during the teaching block and submit a research report. The research project report will be in the form of conference or journal paper format.

The final exam will be a closed-book exam designed to test students' understanding and application of the material covered in the course notes and teaching block. Students from outside of Christchurch will be able to arrange to sit the final exam in their home town with a suitable local supervisor.

While a **minimum 50% overall grade** of the total course mark is the usual benchmark for passing, to guarantee a pass in the course you must also achieve **at least 40%** in both coursework and examination total marks.

Teaching Staff:

This course will be taught by: Prof. A.T. Papagiannakis PhD PE F.ASCE Course Coordinator: Prof. Mofreh Saleh, University of Canterbury

Target Audience:

This course is available to full-time and part-time students enrolled in Canterbury's postgraduate transport programme (i.e. ME, MCE, PGCertEng or CoP see the website www.met.canterbury.ac.nz for more information).

Other undergraduate or postgraduate students at Canterbury (e.g. in engineering, geology, etc) may also apply to enrol and will be considered on a case-by-case basis. Such students should make contact in advance with the course coordinator.

The course will also benefit industry professionals and practitioners involved in pavement design but with little theoretical experience. The course can be undertaken for a one-off Certificate of Proficiency (COP) or as part of a larger qualification such as ME.

Some previous training in basic pavement engineering/design or rehabilitation is desirable, e.g. the undergraduate course ENCI415 (background reading references can be provided if necessary).

Course Workload and Learning Resources:

This course is worth (15 points), which translates into a nominal average of **150 hours** of lectures, labs, assignment work, background reading and other study time for a typical student.

All participants will be given detailed lecture notes for each topic at the beginning of the course. While there is no required textbook, suggested books in the Engineering Library will be indicated where appropriate, and students will also be expected make use of the Library's research tools (note: distance services are available for non-Christchurch students).

Links to useful websites and electronic documents (including Austroads pavement guides) will also be provided on the University's online teaching system, **Learn**, and students will be expected to use Learn for ongoing communications and discussions.

Enrolment:

All students should apply to enrol in "ENTR603" no later than one week prior to the start of semester, i.e. by **Mon** 1st **of Feb** 2026 – otherwise late fees may be applied. Students new to the UC programme should ideally apply earlier than this to confirm eligibility.

Completion of enrolment (documentation, fees, etc) is required before access to Learn and course notes can be provided. See **www.canterbury.ac.nz/enrol/** for details on enrolling.

For more information about this course contact Professor **Mofreh Saleh**, Civil & NatRes Eng Dept Phone: (03) 3695118 Email: Mofreh.Saleh@canterbury.ac.nz

Postgraduate Transportation website: www.met.canterbury.ac.nz



ATRF update





The Australasian Transport Research Forum (ATRF) is the principal transport research forum in Australasia.

It maintains open dialogue among transport researchers, policymakers, advisors and practitioners, stimulating debate and forward-looking thinking about transport research across a wide range of subject areas. It is operated as an incorporated body (ATRF Inc).

The benefits of membership are numerous, some of which are summarized below. First of all its 100% free. We are all volunteers! Join us and participate to promote transport research.

The main benefits of membership are:

- Networking with researchers & policy analysts across Australia, New Zealand and beyond
- Being on the email list to receive information on the annual conference

- Invitations to webinars on research topics, mainly presented by fellow ATRF members
- Opportunities to share new research, publications and employment opportunities and experiences with members
- Emails on events and topics outside ATRF but judged to be relevant to members
- The possibility of being involved and setting up local chapters. A Wellington chapter has been set up and had one meeting.

If you want to know more about ATRF and its activities, or wish to actively ATRF please contact:

Tony Brennand

tony.brennand@nzta.govt.nz (New Zealand Executive member)

Trips Data Bureau update

The New Zealand Trips and Parking Database Bureau (NZTPDB) formed in 2002 and was expanded in 2008 to include both New Zealand and Australian members when it adopted its present name, the <u>Trips Database Bureau</u> (TDB). It became an Incorporated Society in 2004.

The main purpose of the Bureau is to maintain and share a database of parking and trip surveys, for assistance in the wider assessment and planning of transportation matters.

Our members include local and regional councils, institutional organisations, consultancies and individual practitioners involved in traffic and land use planning.

An exciting new tool has been developed by Dave Smith and team from Abley to analyse or present trip generation and parking data by a broad range of land uses. The tool has been developed for use by TDB members and is set up on a Power BI platform.

Data is available from New Zealand and/or Australian sources by time of day including both weekdays and weekends. The data can be manipulated by its age, so it is current or captures important longitudinal trends.

The Power BI tool is easy to use and has features to enable the easy presentation of data and results of analysis. This tool is designed for the experienced practitioner to extract appropriate metrics of trip generation (including by mode) and parking demand.

TDB has a large database of trip and parking data by a broad range of land uses which it continues to refresh and expand. This keeps our data current and relevant to a growing range of land uses.

TDB recently held its AGM 2025. This was well attended and featured a presentation on the Power BI tool described above.

If you want to know more about TDB and its activities, or wish to actively support TDB please contact:

Caron Greenough

tripsdatabasebureau@gmail.com (Executive Officer)

Tony Brennand

tony.brennand@nzta.govt.nz (Board Chairman)



Rā Hihi flyover, part of Auckland's Eastern Busway, opens 5 months early



Earlier this year Auckland Transport (AT) opened the Rā Hihi flyover (above), a key enabler of the Eastern Busway project. The flyover - opened five months ahead of schedule - key to the busway because it provides a direct route for cars, freeing up space for the busway underneath it

In 2026 AT will continue construction to extend the Eastern Busway from Pakuranga to Botany, as part of expanding a connected rapid transit network, that gives Aucklanders more travel choices to make their everyday lives better.

The already open section of the busway from Panmure to Pakuranga is popular - the Route 70 bus that uses the busway on part of its route is the second busiest bus service after the Northern Busway.

When the full busway is open in 2027 it will provide a reliable 40-minute bus and train trip between Botany Town Centre and the city centre at Waitematā Station. It will have seven kilometres of busway, fully separated

from other traffic, and 12-kilometres of safe and separated walking and cycling path.

As well as connecting surrounding suburbs with the rail network at Panmure, it will also make local trips easier by providing more sustainable travel options for walking, biking and using the bus.

By 2028, we predict the busway will carry 18,000 passengers per day, and by 2048 up to 24,000 passengers per day.

Below: Rā Hihi flyover ribbon-cutting ceremony with the Prime Minister, Auckland Mayor and other dignitaries.





Ctrl Alt Deleaf blows away competition as new leaf-busting train name



There are four words guaranteed to cause despair and derision among UK commuters waiting on a railway platform: "leaves on the line".

They are known for causing significant annual delays and prompt discussion about how a country can be considered functioning if it can't deal with some damp foliage.

Every autumn for the past 25 years, Network Rail has sought to remedy this by sending out a fleet of specialist trains to clear the tracks with high-pressure water jets.

Now the public have voted to name one of these specialist trains. The shortlist included Leaf-Fall Weapon, Pulp Friction and The Autumn Avenger. The winner? Ctrl Alt Deleaf.

These specialist trains - known as Multi-Purpose Vehicle trains (MPVs) - are also capable of laying a sticky solution laced with sand to help train wheels grip the metal track.

"It's a huge issue," said Tom Desmond from Network Rail. "It has become a joke, hasn't it? Calling it "leaves on the line" and the reason we can delay trains. But for us, the reason it causes all these delays is because it makes the rails really slippery. All the leaf fall that comes down makes it a real challenge to run the railway on time." a day and cover 1.2 million miles of railway to deal with leaf fall, trees are cut down by the rail side and weed killer is sprayed.

Tim Dunn, a rail historian and writer, helped judge the naming competition for the MPV.

The shortlist included Leaf-Fall Weapon, Pulp Friction and The Autumn Avenger.

He says the issue of leaves on the line "has become a trope of British railways" but it actually affects railways across the world.

He adds: "It is a figure of fun, the idea of 'leaves on the line', but they are a massive, massive problem. But there is a way of showing that, and bringing it in to consciousness, and this [competition] is a lovely way of doing it."

More than 1,300 people voted. Ctrl Alt Deleaf won with 50% of the public vote.

"I'm delighted and thrilled," said Mr Dunn.
"In the 200-year history of the railway, all the famous trains have been named - from the Rocket to the Flying Scotsman and the Mallard, and this follows in the footsteps of that."

This article originally appeared in BBC News



Chartered Institute of Highways and Transportation (CIHT)



<u>CIHT</u> is a global professional association with a presence in New Zealand. It has resources designed to enhance member's knowledge, experience and networks available to its members that are second to none.

CIHT is where ambitious transportation professionals gain the recognition, tools and support they need to guide the future of the sector. As a member, you will gain exclusive access to resources designed to advance your career and enhance your expertise.

CIHT - inspire, influence, inform and improve.

As a respected Chartered body, we offer access to expert insights, training, professional qualifications, and a network that opens doors and accelerates careers.

We are the only organisation to award the full spectrum of highways and transportation qualifications - from Chartered Engineer to the uniquely recognised Chartered Transport Planning Professional (CTPP).

CIHT members are industry leaders and set the standard for the profession. Join CIHT and we will help you develop the skills, confidence and credibility to deliver smarter, safer and more sustainable transport systems and infrastructure to power the future.

- Listen to a CIHT Podcast Be inspired and hear the latest thought leadership on current hot topics.
- Attend a CIHT Webinar Be informed and inspired. Get the latest thought leadership delivered to your desktop
- Get qualified with CIHT Advance your career with the qualifications and expertise that employers value
- Advance your career with CPD Develop your CPD with CIHT and enhance your career prospects

Meet transportation professionals at a wide range of events including seminars, conferences, lectures, networking opportunities and exhibitions.

If you wish to know more about CIHT and its activities in New Zealand then please contact:

Tony Brennand

tony.brennand@nzta.govt.nz (CIHT New Zealand Country Champion)

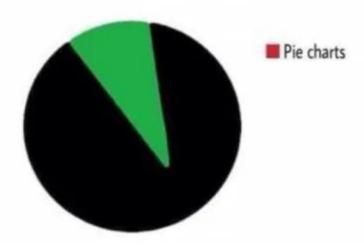
Important pie chart information

The information How to work with people How to do entire projects on my own

How much I hate people

WHAT I LEARN FROM GROUP PROJECTS

THINGS I DON'T UNDERSTAND





It's a sign that not all drivers were following the instructions...

This sign was spotted in Rintoul Street, Newtown, Wellington by eagle-eyed Group member Ian Appleton.

He suggested that clearly not every driver followed the instruction.

If you've seen any other examples of road signs that show the frailties of (driver) human nature, send them through to: tgroundabout.editor@gmail.com



III: Important international information











Solar phone-charging bus stops launched



Four central city bus stops in Auckland have had a smart upgrade recently, with standard benches being replaced by innovative new SmartBeams.

SmartBeams are solar powered benches which seamlessly integrate into existing street furniture and offer both wireless and USB charging ports for those customers who need to charge their devices. The benches also have LED lighting which provides additional comfort and safety for customers travelling at night.

This trial was initiated by Auckland Transport's Public Transport Safety Team and aims to uplift perceptions of safety by offering a practical solution for customers travelling after work, university, or a night out, a period when customers could feel particularly vulnerable.

The benches require approximately 6 hours of direct sunlight to charge, so it was important for the team to identify stops which had both high usage and received a lot of unobstructed sunlight. The chosen stops for the trial are:

- Bus stop 7036 Fanshawe St
- Bus stop 7034 Corner Fanshawe St and Bradnor Lane
- Bus stop 7106 Victoria St West (outside Vic Park Market)
- Bus stop 7152 Symonds St (popular with university students)

SmartBeam benches can charge a variety of 5V devices such as phones, smart watches, cameras and earphones. The supplier has claimed the benches are capable of charging most mobile devices from 0 - 100% in 30 minutes (USB) or 1.5 hours (wireless).

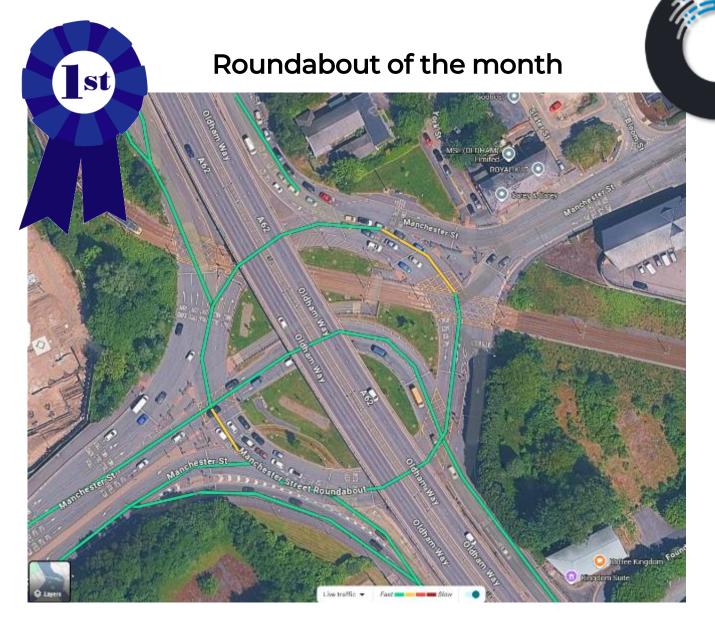


This trial was initiated by AT to uplift perceptions of safety for customers

The beams don't connect to WiFi and don't collect or store any personal customer data. AT however are able to track how many customers are using the benches, and for how long – both will be deciding factors on further roll out of the beams to other areas of the bus network.

This item originally published by AT.





Duncan Tindall (GHD) sent in this fourlegged, grade-separated roundabout in Manchester, with a tram level crossing, active modes, plus an extra traffic 'shortcut' through it.

Inspired by the famous 'bus-burger' signalised roundabouts that allow buses to bypass traffic, this can be considered a 'cracked egg' design.

Duncan designed it to allow the heavy right turn from Manchester Street (7 o'clock) onto Oldham Way (5 O'clock) whilst the tram phase was running.

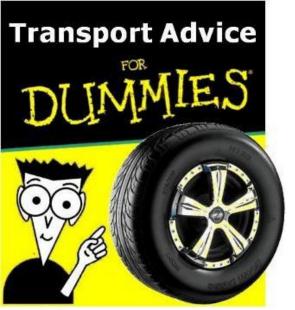
Importantly, this layout meant that the tram lines were able to remain at-grade, as lowering them would have made it impossible for the lines to come back up quickly enough to serve the nearby Oldham centre.

As with all signalised roundabouts, Duncan says in plan view it looks complicated, but

from a user's perspective it's pretty simple you go when you see green, stop at red and only have two options: ahead or left.

Duncan also points out the Safety in Design feature of the grasscrete service road/parking for signal maintenance workers (below).





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







Dear Transport Guy

These road signs are still all over Wynyard Quarter in Auckland, even though the trams don't even run!

They should take away the top sign and double-up the bottom one, because the tram tracks are a massive hazard to little old cyclists making their way across them.

Better still, they should take out the tracks and avoid the need for any signs at all!

I know some Uni students who would love to have a heritage tram road sign furnishing their flat...

Regards, **Chris**

Dear Criticism

Until those tracks are taken out it is a sad requirement that both signs remain.

If we removed the top one, then cyclists may be confused as to why the world's smallest pothole will apparently send them flying.

Or perhaps it is a warning for trying to cycle without a front wheel.

However you are correct that these would look better in someone's flat than gracing a defunct set of tram tracks.

Regardless **Transport Guy**



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Find us on the web: Transportationgroup.nz



The Final Word



Kid's question:
'Which is your
favourite lane of
the Auckland
Harbour Bridge?'