Roundabout

Magazine of the Transportation Group NZ

Issue 187 March 2026

Getting carried away at the conference

See inside for all the conference photos, awards and events

Contents

Cover photo: Our illustrious editor went all-out with his transport-themed costume for the conference dinner.

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 join.

Just fill in an application form, available from the Group website:
www.transportationgroup.nz

ISSN 011 3-9053

Editorial

Daniel Newcombe
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I've been thinking a bit about the next generation lately. About passing the torch.

My daughter has entered the university system and is excitedly sharing with me all her fresh learnings.

A lot of those are old learnings to me, and it is mildly amusing to have her ask me if I have ever heard of swales, parklets, sustainability and iwi engagement.

I guess that makes me old, if I start going on about 'kids these days don't know anything' or – god help me – 'in my day…'. But it got me thinking about how much experience we hold in our heads and how we go about sharing it with up-and-comers.

Obviously, more experienced people will share their knowledge with less-experienced people as part of their day jobs, but you don't always know what they don't know.

It's always interesting to find out that younger workers don't know what you consider is basic industry information. I've been working with some recent graduates and although they know a lot of the transport theory, they obviously don't know the history and rationale for many day-to-day activities.

And more importantly, they often don't realise that just because you know something is the right thing to do, doesn't mean it will happen.

Engineers in particular often see the world in a logical, binary way – here is the problem, therefore here is the solution – which isn't shared by others.

Decision-makers often use ideological, social, or emotional reasons or just use vibes to make their decisions. It's often not well thought-through or sensible, but that's life.

This can be difficult for newer professionals, who are buzzing with enthusiasm, to see their work fail to progress or go off on a tangent through no fault of their own. So, one of the main things I try to get across to newer professionals is that they need to think about their audience and what information will support better decisions.

It may not be helpful to provide large amounts of technical data or references to standards or best practice. Instead it may be best to talk about a particular user experience, or an anecdotal example, or how the approach fits with a current hot topic.

That isn't really about technical experience, it's more about communication and relationships. So perhaps as we 'more experienced folk' need to not just help 'younger folk' in a technical sense, but to help them become better human beings.

Google Streetview fail

Chair's Chat

Mark Gregory
National Committee Chair
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Wow, that was some conference! Ka pai Erica Walker and Tobie Pretorius (and I agree with Greg Ellis, that *is* a great name!) The work in developing the TG's biggest conference ever was immense. Tobie and Erica would also shout out Paul Barker, John Lieswyn, Caron Greenough and others for assembling the biggest programme ever. Every presentation I saw was excellent.

With so much important discussion, there was no need for small talk. The very first session really set out for us what it is all about. We enjoyed Peter Kennie from NZ Police and Professor Shanti Ameratunga thanking us for being the fence at the top of the proverbial cliff. Although the traumas of road crashes are still higher than they should be, and the personal impacts enduring.

But we do important work and it was fitting that our longest serving member Brian Hassel, cut the cake to mark 70 years since Alan Nicholson, Malcolm Douglass and others came together to form our Community of practice. This wasn't a milestone I was going to let slip by unnoticed!

We must also acknowledge 25 years with Glenda as our ever-brilliant conference convener, and I send her our love and gratitude.

We've enjoyed good challenges as well – with NZTA's Kevin Doherty's important reminder that resilience challenges will always be a work-in-progress; immediately followed by Geoff Cooper from Te Waihanga Infrastructure Commission to starkly remind us as to what is affordable – and what is less obviously so. There are clearly tensions here. To offer an analogy, macaRONS are great; they're geometrically interesting and increasingly colourful (I should probably say they're tasty, too). But living on a diet of just macarons would be bad for one's health, and bank balance; likewise, as a sector we should hope that we get to deliver a full and balanced menu instead of just the daily special.

Jason Russel from the UK shared a new model of moving transport planning and delivery into a Mayoral level – with the express purpose of enhancing local transport ambitions, mostly multi modal and explicitly for economic growth and productivity. I think we could take a page from that book. We have cause to be optimistic, starting with partnerships. I was pleased to spend time with the fantastic Paul Barker, President of Trafinz, Ben Wood, Board Chair of the Australian Transport Professionals Association (formerly AITPM) and Daniella Rebbechi from ITE Australia.

And we discussed the future of transport in academia. We enjoyed the company of Professors Doug Wilson and Simon Kingham, and an atmosphere of collaboration and support, as we expand our capabilities, including via a new Master's degree in Transport Planning, the first of its kind in New Zealand and supporting Transport Engineering and Planning knowledge and professional pathways.

Malcolm Douglass documented that in 1976, the 'Transportation Group' (as it was to be called) found a unique strength in its multidisciplinary approach. United we will stand and be more than the sum of our parts!

Moving forward, Justine Wilton, our Vice Chair, will be leading a review into the CPEng Transport qualification, a core pillar of TG institutional mana. Massive congratulations also to Jeanette Ward, Doug Wilson and Kirsten O'Donoghue as this years' TG Fellows, to be awarded 20th March.

During the conference dinner, I was humbled to present Life Membership to Brett Harries and, also honour the partnership of his marriage. Brett has been a trail blazer for the sector and a very fitting winner in this our platinum jubilee year. Another dinner highlight was Phileas Fogg (aka Dan Newcombe) who came as a hot air balloon (I cannot type this and retain a straight face). The costume judges had little to do there! And kudos to Justine Wilton who fashioned a dress from drainage mat with matching hat.

We had our AGM – and acknowledge we are in good shape. Membership has continued to grow, as has our budget surplus and this really needs attending to. The ship is steady, and we have golden opportunities to make sure that remains so for at least another generation. I believe our greatest asset is the wisdom of openness. Technical standards will never be compromised and those among us most qualified are engaging to seeing practice evolve widely. I mean not to condescend, but so many organisations fail due to inflexibility.

I will be seeking feedback from across our membership as to our future spending priorities. This can include commissioning more research and prizes. We live in interesting times, approaching a crossroads, and I believe we should move forward with our eyes open and with a strong voice. And I am grateful to John Lieswyn for coordinating this years' awards so well and for Dan our esteemed editor for taking a lead on options for improving our communications.

In other events since Christmas – we've had summer! Or something akin to it. Sue Percy, CEO of our partner org CIHT came to New Zealand, and we enjoyed a sunny day together, doing a tour of post-earthquake Christchurch (courtesy of Tim Cheesebrough). It was wonderful to see Sue and strengthen our bonds.

As a last word, I want to honour my family, especially Megan, for making it possible for me to go to conference – not just for the logistics of keeping the wheels turning at home, but more so for the sacrifice she makes in not being able to herself attend a conference which has often been a means of professional expansion for her.

I feel I won in life generally when I came home empty handed, without the anticipated "airplane biscuits" for my boys (I got hungry). Upon apologising for not having any, my youngest (with the biggest sweet-tooth) simply said "That's okay Daddy, I've missed you and am glad you're home safe."

May we, as transport professionals, continue the fundamental mission of helping everyone get home safe and well.

Engineering New Zealand – Strengthening your voice in a pivotal year

Richard Templer
Engineering New Zealand
Chief Executive

This will be a year of both challenges and opportunities.

There are early signs of recovery in parts of the economy, but many engineers are still facing unpredictable and slow infrastructure pipelines. This is further complicated by the impact of tariffs on manufacturing, together with global unrest and election uncertainty.

In this environment, advocacy for the profession remains front and centre for Engineering New Zealand. Over the last year we've consistently engaged with the Government on the need for stable, transparent infrastructure investment, workforce development and improvements to the national standards system.

In 2025 Engineering New Zealand, together with ACE and Civil Contractors, met with Chris Bishop, the Minister for Infrastructure, and advocated for better reporting on the time it takes government agencies to get projects to market.

We highlighted that while Government often commits to spending, many projects are not starting in a timely manner. As a result of our efforts, Treasury is now providing quarterly progress reports to the Cabinet on
this topic.

The transparency is encouraging, however, the reports show that less than half of the infrastructure investments planned eventuate in signed contracts within six months of funding decisions. We need government agencies to do better – projects should have strong business cases and be ready for tender as soon as they receive funding, rather than 12 months down the track. Engineering New Zealand will continue to push for more efficiency in getting projects to market.

With the 2026 election approaching, advocacy takes on even greater importance. Election years shape long term policy direction and we're focused on making sure engineers' voices are clearly heard. We've written to political parties outlining the profession's priorities – including infrastructure certainty, skills investment and regulatory reform – and will continue to advocate strongly as party policies are developed and debated.

We'll also be shining a spotlight on each political party's policies on infrastructure. Later this year we'll be providing opportunities for parties to outline their policies and commitment to addressing the country's poor infrastructure performance.

For too long New Zealand has suffered from short term and inconsistent infrastructure planning – this is partly due to a lack of political leadership, and that's something that needs to change.

engineering new zealand
te ao rangahau

Bridget's Rant: Lift your gaze, I believe in you

Bridget Doran
Former National Committee Chair
bridget@bridgetdoran.nz

Kirikiriroa, Hamilton, sits in the calm amongst storms. Wild weather goes around us. When there are States of Emergency in neighbouring districts, my family messages me, how's things up your way? Well, once in the last 2 years my outdoor furniture slid a couple of metres along the concrete patio. The bird bath falls over sometimes too, but for that I blame thirsty cats. We are sheltered and privileged here.

Sheltered and privileged: that means Hamiltonians don't experience the impact of destructive storms first-hand. So we don't think about very much: it doesn't affect me here, and now. That is called social and temporal discounting: humans tend to devalue the impact of stuff that is happening far away (literally or in a social sense), or that might happen in some imprecise 'future'. Climate change and Coromandel storms: not Hamilton's problem.

I think that our relative lack of collective effort to create inclusive transport is itself a form of social discounting. Why else would so many transport professionals put so much effort into models and economics of peak traffic travel times, and so little into the question 'who is not accessing what they need'? None of us are bad people. But when faced with two questions: how many people in our community have foregone a trip to the doctor because they don't have transport?, and How many seconds will be added to someone's driving commute if we change a priority intersection to traffic signals?.... we spend thousands investigating the latter question, and close to zero on the first.

Some might argue that we don't investigate unmet needs for transport because that's not an engineering or planning problem. It's a social and community one. Well, this is precisely my point.

Engineering and planning ought not to exist for their own benefit: they are for social and community good.

One of the competencies of a professional engineer is to define and understand complex problems. I think we mistake complicated for complex in our calculations. Loads of spreadsheets and graphics: complicated. Knowing whether or not your efforts are answering a worthwhile question: complex.

So what to do about this? First, recognise that just because the floodwaters are not lapping at your door, doesn't mean there are no problems. Lift your gaze. Overcome your human tendency to temporally and socially discount (you can do it, you're very smart).

Talk with your colleagues about the social and community challenges around you. Who is not getting where they're going? Talk to managers, leaders, local politicians. What steps could we take to understand unmet need for transport? What budgets could we redirect to collaborate with other professionals who might also be interested in these problems?

At the very least, when you're looking at a weather report and deciding whether to drive or bike, think also of the people whose choices are far more limited than yours. Think about whether or not a parent in your community might take their child to the doctor today, and how our transport system helps or hinders that decision.

I expect anyone who reads to this point will sigh and think "Gosh, she is so idealistic. I don't have scope in my job to think about that". But neither did I, for much of my career. I just got curious, started asking questions, kept lifting my gaze. You can do this, Transport Profession. I believe in you.

Transport photos of the month

Regular Roundabout contributor, Ian Appleton, has sent in these two photos from Aranui Road in Mapua, near Nelson. He was unclear whether pedestrians should keep left, or perhaps right. Luckily, regardless, cyclists must give way to them. Phew!

Seen other interesting photos? Send images to: tgroundabout.editor@gmail.com

Conference wrap-up

Well, we did it.

After months of planning, hundreds of emails and more than a few late-night spreadsheet sessions, Transportation Conference 2026 came to life at Tākina Convention Centre in Te Whanganui-a-Tara Wellington from 8 to 11 March. Three days of big ideas, honest debate and more mode shift chit-chat per square metre than anywhere else in Aotearoa.

The theme *Resilience for the Future - Working with What We Have* proved timely. What stood out across the programme was just how central transport is to the outcomes New Zealand cares about: safety and wellbeing, urban health, economic productivity, housing growth, and climate resilience. The conference opened with what must have been a record number of welcome addresses, which delegates received with characteristic good humour, before Mayor Andrew Little and Minister for Local Govt. Hon. Simon Watts set a purposeful tone for the days ahead.

And purposeful it was. Delegates were pushed to question assumptions, interrogate received wisdom, and ask honestly whether the sector is investing in the right things for the future. NZTA's Kevin Doherty and Robyn Elston made a strong case for simplicity as a strategic discipline. Lauren Streifer of PTAANZ brought an international lens to mode shift and what becomes possible when cities genuinely back public transport. George Weeks of Auckland Council argued, persuasively, that New Zealand cities are more capable of change than we tend to assume.

Across more than 80 sessions, the breadth of our profession was on full display. And the final day was a stunner. Kenn Beer's session on fatality-free futures brought the Safe System into sharp focus, and across multiple sessions the excellent work our members are doing in this space was clear. Professor Susan Krumdieck challenged delegates to think bigger, asking whether the sector is building the capability needed for genuine systems transition, or just getting more comfortable inside the wrong one. Time, she argued, to open the third door.

This year also marked the Group's 70th anniversary, celebrated with a cake presented by Chair Mark Gregory and cut by Brian Hassell, our longest-serving member in attendance. Seventy years of advancing our professional practice in Aotearoa is worth celebrating properly, and we did.

The conference was also the first time the Transportation Group and Trafinz have joined forces to co-host the event. That partnership brought fresh energy and broader perspective to the programme and the contribution of the Trafinz team throughout was greatly appreciated.

The conference dinner at the impressive Dominion Museum was a fitting close to the social programme. The 'Make It Transport' costume theme produced some inspired entries, with Roundabout editor Daniel Newcombe taking top honours for a hot air balloon construction that genuinely had to be seen to be believed.

A conference of this scale does not happen without outstanding support. Sincere thanks to our Platinum sponsors: Host City sponsor Wellington City Council, whose support helped bring the event to heart of the capital; NZ Transport Agency Waka Kotahi, whose commitment to a safe, efficient and future-focused land transport network was reflected throughout the programme; conference dinner sponsor Tonkin + Taylor, who set the scene for an unforgettable evening at the Dominion Museum; and barista cart sponsor Stantec, who kept delegates appropriately caffeinated across three very full days. Thank you also to all of our other generous sponsors and exhibitors whose support made the week possible. Next stop: Auckland!

Conference convenors
Erica Walker and Tobie Pretorious

New Life Member – Brett Harries

From the nomination by Don McKenzie, Mark Apeldoorn, Julie Ballantyne and Roger Dunn.

Brett has been an active contributor to the Transportation Group dating back 40 years. As a graduate engineer in the Lower Hutt office of Traffic Design Group/TDG he regularly attended Wellington Branch meetings and national conferences, contributing to presentations and the robust discussions of the Group through the early part of his career.

Upon setting up the TDG Auckland office in 1990, he served as committee member and co-chair of the Auckland Branch of the Group. As a senior leader and then ultimately owner and Director of TDG, he encouraged, supported and facilitated a wide range of involvement by TDG (and later Stantec post 2018) staff in the Group at both local and national levels.

He played a key role in organizing and chairing several Transportation Group conferences held in Auckland, ensuring they delivered high-quality technical content and fostered industry collaboration. Brett has also presented at numerous events over the years, sharing insights that have advanced professional practice. Brett was made a Fellow of Engineering NZ in 2008.

He is one of the profession's leading expert witnesses in the field of traffic and transportation engineering, regularly presenting at both Council and Environment Court levels, and as a leading practitioner presenting crash analysis evidence to the High Court. His pioneering work on the safety assessment of digital billboards exemplifies his dedication to evidence-based solutions. He has influenced national guidance and ensures emerging technologies align with public safety.

Brett has contributed to the training and mentoring of young engineers including delivering guest lectures to the University of Auckland at both graduate and undergraduate levels. He has served on the University's Civil and Environmental Engineering Department's Industry Advisory Board including as the Chair. As a Life Member of Consulting and Engineering NZ, Brett has been a member of several judging panels of the organisation's annual awards.

From Chair Mark Gregory:

Indeed, when Brett's nomination came before the National Committee, there was an outpouring of support from across the country, from those whose careers Brett has positively influenced.

It seems fitting on this the 70th anniversary that the award for Life Membership be bestowed so deservingly. Thank you sir, for your service

Conference award winners

Paper that best aligns with the conference theme
Meghan Clark 'Designing Smarter Roads for a Resilient Tomorrow'

Best Young Author, sponsored by NB Consulting
Meghan Clark 'Designing Smarter Roads for a Resilient Tomorrow'

Best Student Paper, sponsored by Sidra Solutions
Cameron Davis 'On-demand pooling in Christchurch: benefit or bane?'

Highly Commended Think-Piece Paper, sponsored by Beca
Benjamin Zmijewski 'Pared-back pedestrian crossings – a system design perspective'

Best Think-Piece Paper
Chris Blackmore 'Reframing network efficiency: connected vehicle insights to improve the valuation of safety'

Highly Commended Practice Paper, sponsored by Beca
Dr Ian Greenwood 'Advanced multi-hazard risk assessments of transport networks'

Best Practice Paper, sponsored by NB Consulting
Roger Burra & Laura Goodman 'Tunnel vision: scenario planning for smart risk decisions'

Highly Commended Research Paper
Dr Glen Koorey, John Lieswyn, & Megan Gregory 'Does road-space reallocation affect network VKT?

Best Research Paper, sponsored by Sidra Solutions
Stuart Donovan & Peter Clark 'Quantifying uncertainty in travel demand forecasts'

Best Conference Paper, sponsored by AA
Roger Burra & Laura Goodman 'Tunnel vision: scenario planning for smart risk decisions'

Transportation Group NZ Tertiary Study Grant 2026
Nathan Bailey 'Roller Compacted Concrete'
AND
Qihan Zhong 'Inductive Power Transfer Roadway Pavement'

Transportation Group NZ Research Grant 2026
Dr Glen Koorey, ViaStrada "Applying best-practice road safety lessons from overseas to New Zealand"

People's Choice award – Oral presentation, sponsored by Moddex
Miguel Menezes, Auckland Transport
'Why bother with bus lanes!'

People's Choice award – Poster, sponsored by Beca
Justine Wilton, WSP
'I See Dead People: learnings from 300+ fatal crash investigations'

People's Choice award – Learning Café, sponsored by Beca
Mitra Prasad, Auckland Transport
'Auckland cycle separator condition study findings'

Best contribution to Roundabout
Phil Harrison, Ping Sim, Ivy Hao, and Ian Robertson 'Network disruption cost of serious crashes' (Below)

Matrix Innovation Award

WINNER

The National Forward Works Viewer

Open Plan on behalf of Digital Built Aotearoa

- Angus Bargh
- Cameron Stanley
- Jack Chipperfield
- Alistair McIntyre
- Naomi Ambrose
- Mike Steere

FINALISTS

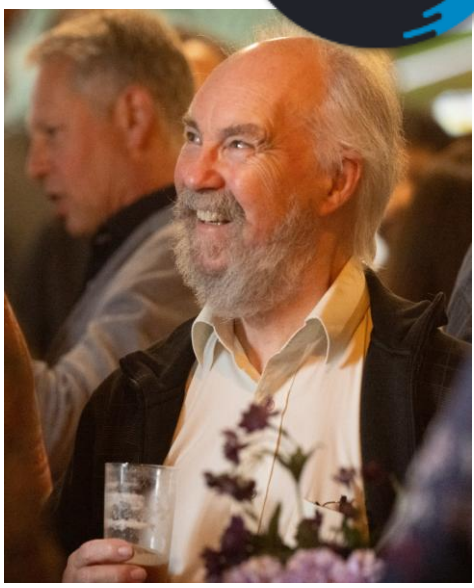
Bus Boosters and Advance Detection Technology
Auckland Transport

- Jubin Gautam
- Luke Stainthorpe
- Akshay Arora
- Romany Sharobim
- Bruce Kassir
- Chris Martin
- Ginny Nayler
- Peter Millington
- Miguel Menezes

Reducing 'failed to detect' rural crossroads crashes using cost-effective video simulation, human factors testing, and low-cost countermeasures
Mackie Research

- Dr Hamish Mackie
- Dr Rebecca Luther
- Sam Wrightson

Pre-conference networking event




Conference speakers













Conference conversations

Conference tours

Conference costume dinner










2026 Australasian Road Safety Conference

26 - 29 OCT - SYDNEY, NSW, AUSTRALIA

#2026ARSC
Registration
opens
14 April

OPENING SOON!

Registration for the world's largest annual road safety conference in Sydney, Australia. Mark your diary now!

For all the latest news visit:

australasianroadsafetyconference.com.au

The feedback on 2026 Transportation Group Conference in Wellington has been great.

People appreciated how well organised it was and how smoothly everything ran.

Now we want to build on that success and make the 2027 conference even better when it is hosted in Auckland. Join us!

We are forming the organising committee.

We need people who can review and moderate abstracts, and we also need a convenor to help guide the programme.

If you would like to be part of the team that lifts the bar again, please contact Hamish (Hamish.speakman@mottmac.com) and Lewis (Lewis.thorwaldson@at.govt.nz).

We would value your help.

First of all, we would like your ideas for the conference theme.

This theme sets the tone for the event and helps guide the papers and abstracts we receive.

We are also looking for suggestions for the conference dinner theme. Simple ideas are fine, and creative ideas are welcome too.

Rapid-Fire Recap: Take the Stage at the AGM 29 April

Join us at the 2026 AGM on 29 April for a fast, fun round of rapid-fire presentations of popular Group conference papers.

We're looking for people who presented at the conference to take the stage.

If you're interested, please contact Lewis (Lewis.thorwaldson@at.govt.nz).

Changing transport delivery in Auckland: Transport reform

Auckland is changing how transport is planned and delivered through proposed 2025–2026 reforms.

The government and Auckland Council plan to shift most transport responsibilities from Auckland Transport into the council, while creating a smaller council-controlled organisation focused only on public transport services. See more here.

The reforms aim to give the council more control over transport decisions and improve how the council and government plan long-term projects together, including new 10-year and 30-year transport plans.

They are also intended to make decision-making clearer, support regional growth, and improve public trust.

If Parliament passes the new law in April, there will be a six-month transition period to set up the new structure, establish a temporary board, and complete a legally required transition plan.

By late 2026, Auckland could have a new public transport-focused CCO and a council with wider responsibility for transport policy, planning and delivery.

Conference highlights – Monday 23rd March

Missed the Transportation Group's recent conference — or keen to relive the highlights? Join us as we bring the best insights, ideas, and conversations back to Waikato branch.

When: Monday 23 March
Time: 4.30 – 7pm
Where: Bloxam Burnett & Olliver (BBO) Union Square Level 5, Building E/192 Anglesea Street, Hamilton

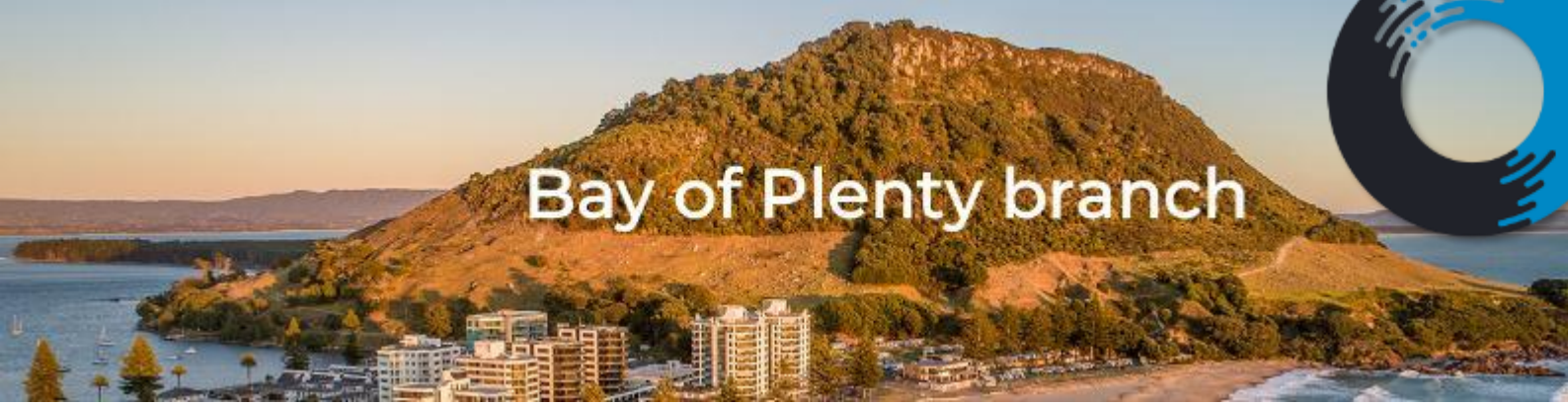
The Waikato Branch is pleased to host a post-conference event bringing the 2026 Transportation Conference back to the region.

This in-person session is designed for those who were unable to attend the conference, as well as attendees keen to revisit key themes, insights, and discussions from the conference.

The event will feature a series of presentations and discussions led by local professionals who attended the conference, sharing highlights across a range of transport-related topics.

Following the presentations, attendees will have the opportunity to connect with peers from across the Waikato transport community in a relaxed networking setting. Drinks and nibbles will be provided.

As always, if you'd like to touch base with the committee, or join us, email Renata.gomez@wsp.com



Bay of Plenty branch

The Bay of Plenty Branch held our AGM at the end of February which included a presentation by Mike Seabourne, Head of Transport at Tauranga City Council.

Mike has led complex transport planning, operations, and investment programmes, including nationally significant safety initiatives.

Mike is well known for his collaborative, people-focused approach and commitment to delivering safe, resilient transport outcomes. Mike spoke about his career to date, from graduating as a planner to moving through various roles at NZTA before joining Bay of Plenty Regional Council and then TCC.

Mike spoke about his current priorities around:

- Building a high-performing, high-trust team.
- Presenting a credible investment pipeline to executives/partners to enable confidence and outcomes, and
- Delivering value for money projects and activities for ratepayers.

We also elected a new branch chair at the AGM with Matthew Kilpatrick taking over this role. Other roles were reconfirmed. The branch is now moving into planning events for the year ahead.

Trucking hell!

Nelson branch

The Upper South branch held its annual *Bike to Beers* event on 24th February to celebrate Aotearoa Bike Challenge Month.

This involved 15 participants cycling to the 'Honest Lawyer' to clock up some extra kilometres for their teams.

We were lucky to be joined by members of NARWIC (National Association of Woman in Construction).

Lots of bragging took place from respective consultancy teams regarding the leader board both locally and nationally.

We have continued our regular 'coffee connect' sessions in both Nelson and Richmond, which have proven very popular with recently retired professionals to hear what is going on in the profession.

Coming up in March and April 2026 we are going to run a presentation on the Hope By-pass and the Picton Ferry Project.

We are also looking at a new initiative reaching out to local schools to promote our profession. Keep an eye out for information on these two activities!

Consultation closes soon on Road User Rule changes

NZTA is consulting on five proposed Land Transport (Road User) Rule 2004 changes to improve the safe and efficient use of lanes and better align the rules with how people already travel.

They address issues raised by councils, road users, and enforcement agencies and reflect how current rules operate in practice.

NZTA is seeking feedback on proposals to:

- allow children aged 12 years and under to ride bikes on footpaths
- set a minimum passing gap for when vehicles pass other road users
- allow people to ride e-scooters in cycle lanes
- require drivers to give way to buses leaving bus stops
- clarify signage requirements for enforcing berm parking restrictions.

The Group will be looking to make a submission but anyone is able to submit. Before making your submission, please carefully consider the information provided in the summary and discussion documents and the effects any of the possible mandates could have on you or your organisation.

Summary document [PDF, 190 KB]
Discussion document [PDF, 1.1 MB]

Consultation closes at 5pm on Wednesday 25 March 2026.

Canterbury branch

The Canterbury/West Coast Branch has had a busy quarter! Here are overviews of our events.

Walk & Talk

At the end of 2025 we continued our 'Walk & Talk' series with a visit to recently reconstructed Antigua Street. Lindsay White and David Sun from CCC took us for a guided walk through the upgrade between Moorhouse Avenue and St Asaph Street, followed by food and networking at Jacobs.

We learnt about the design and construction aspects of this street makeover project during the walk. The project included filling a gap in the major cycleway network. The new separated cycleways will make the Parakiore Recreation and Sport Centre easily accessible for cyclists, while also providing a permanent and safe cycling connection for one of the busiest cycleways, Quarryman's Trail, to the cycleways on St Asaph Street (eastbound) and Tuam Street (westbound). A nearby cycle counter shows the cycleway is used by approximately 1000–1200 cyclists every day.

AGM and Local RONS update

After a brief and efficient AGM, Brendon French and Stephen Carruthers from Waka Kotahi gave us an update on the SH1 Belfast to Pegasus Motorway and Woodend Bypass project.

Woodend, Pegasus and Ravenswood are experiencing significant growth, far above what was anticipated when the bypass project was designated in 2015. The SH1 Belfast to Pegasus motorway and Woodend Bypass (B2P) include a 10km extension on SH1 north of Christchurch from the SH1/SH71 Lineside Road interchange, to just north of the Pegasus roundabout and includes a 6km bypass of Woodend. Brendon and Stephen told us about how the project has evolved since it was revitalised in the latest RoNS programme, and talked us through the key design considerations, challenges and risks that have emerged and how they were managed.

Tradeable credits – from Visiting Professor Ludovic Leclercq

This event, in collaboration with the University of Canterbury included a presentation on 'tradable credit schemes' from Visiting Professor Ludovic Leclercq. Ludovic is a Research Director at Université Gustave Eiffel (France). He is also a Professor at TU Delft (Netherlands), holding a chair in Transportation Systems Modelling in the Era of New Mobility.

Tradable credit schemes are a mobility management tool designed to reduce traffic congestion and emissions by essentially setting a cap on total road usage and fostering public transport usage (it is more complicated than that!). His presentation was thought provoking with a good mix of students and industry practitioners present and trying to image the application of tradeable credits in New Zealand.

An industry panel of Thomas McNaugthon (ECan), Chris Morahan (CCC) and Ian Clark (Flow - who happened to be visiting Christchurch) also helped stimulate good conversations.

Southern branch

Dunedin Tunnels Trail

The Dunedin Tunnels Trail is a project to deliver a 15km shared walking and cycling route between Mosgiel and Dunedin, reusing historic railway infrastructure to create a safe, accessible, and attractive connection for commuters, recreational users, and visitors.

Built in the 1870s, the Chain Hills and Caversham (Lookout Point) railway tunnels became redundant by 1911. The project aims to reopen these disused Victorian-era tunnels for walking and cycling, allowing people of all ages to experience an important part of Dunedin's heritage while providing a practical, low-carbon transport link between communities.

The trail follows the former railway alignment between Wingatui and Caversham and passes through or near key suburbs including Mosgiel, Fairfield, Abbotsford, Green Island, Burnside, and Caversham. It will provide a flat, largely off-road route, making it a safe and appealing option for everyday commuting, recreation, and cycle tourism.

As the southern gateway to Dunedin, the trail will connect to the wider walking and cycling networks.

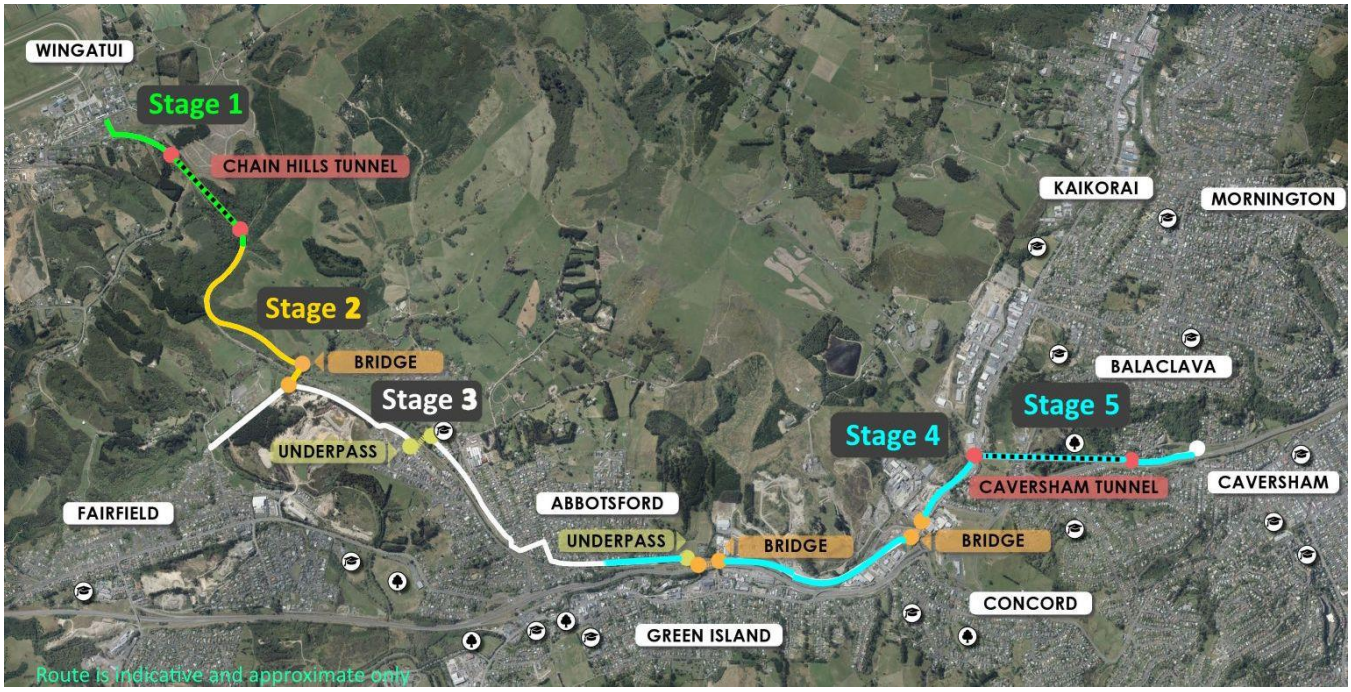
Dunedin City Council and the Dunedin Tunnels Trail Trust. Stage 1,The first 1.5km stage of the Trail is now open, providing a short walking and cycling route that includes the historic Chain Hills Tunnel.

The trail runs from Gladstone Road North along a former rail alignment through regenerating native bush, passing through the illuminated Chain Hills tunnel, and extends a short distance beyond it, allowing for return trips.

Stage one construction began in June 2025 and was delivered by the Dunedin Tunnels Trail Trust, supported by $1.8 million in funding from Dunedin City Council. Works included trail formation, drainage, fencing, seating, planting, retaining structures, signage, handrails, and tunnel lighting.

The project has also secured a further $2 million in government funding to support future stages. The long-term vision is to extend the trail through to Dunedin, creating a safe commuter and recreational route between the city and the Taieri, and ultimately linking into the wider regional shared path network.

More information please refer to the website: www.dttt.org.nz

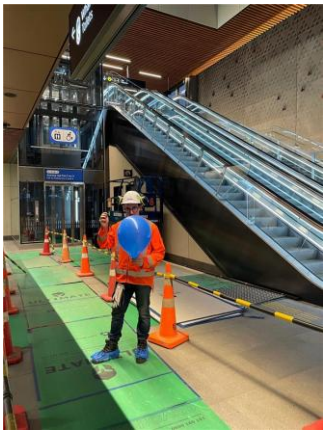


Ready, Set, Test

When the City Rail Link (CRL) opens, the expectation from Aucklanders will be simple: trains that are safe, frequent and reliable from day one. Achieving that outcome, however, depends on months of complex, carefully staged testing that brings together infrastructure, technology, people and procedures across the entire rail system.

CRL testing is split two ways: systems testing inside stations and network proving.

Systems Testing



Systems testing focuses on everything that happens inside the CRL environment, ensuring systems and processes talk to each other and everything works as it should. In total, there are 16,000 individual tests to be completed across the CRL. These range from the everyday operations - like ticket gates, CCTV, help points and air-conditioning - to the most complex scenarios, including large-scale emergency evacuations.

These evacuation scenarios will help us confirm that stations, tunnels and trains operate safely in unplanned circumstances. Teams will be rigorously testing systems and technology like fire detection, ventilation and communications systems, as well as evacuation routes, lifts, escalators, and wayfinding. Crucially, they also test how passengers behave in unfamiliar, high-pressure emergency environments - insights that no desk-based plan or simulation can fully replicate.

Network Proving

Full network timetable testing, or dry-runs, are the other critical part of getting ready to open CRL later this year. CRL does not operate in isolation; it reshapes Auckland's entire rail network, better connecting people and places.

Dry runs test large volumes of trains cross the system to validate new timetables, confirm system integration and identify pinch points allowing us to identify and resolve issues before opening. This testing involves train drivers, train managers, controllers, customer service staff, and digital systems working together as one.

January 2026 marked a key milestone with the first network-wide CRL timetable test, providing early insights into train movements, congestion and system behaviour under load. Those lessons have directly informed our next round of testing coming up in the April school holidays.

For passengers, the link between testing and better services is direct. Thorough testing reduces the risk of disruption, improves recovery when things go wrong, and builds confidence that the system will perform as expected. This translates to more reliable, safe, frequent trains to more destinations across Tāmaki Makaurau.

Neighbourhood improvements around Karanga-a-Hape Station

The area around the new Karanga-a-Hape Station has been reshaped to make it easier, safer and more welcoming for people moving through the area, completing another important step towards opening the City Rail Link (CRL) later this year.

Karanga-a-Hape Station will play a key role in Auckland's wider public transport network served by both the East West Line and the South City Line on the new rapid transit network. This means whether you're coming from Pukekohe, Papatoetoe, Glen Innes or Glen Eden - K' Road is an easy train ride away with trains running every few minutes at peak times.

Recently, representatives from Ngāti Whātua Ōrākei, Te Ākitai Waiohua, and Ngāti Te Ata Waiohua led a blessing in Mercury Lane, on behalf of mana whenua. This formally marked the completion of the Karanga-a-Hape Precinct Integration Project.

The Auckland Transport-led project was supported by Auckland Council and NZ Transport Agency Waka Kotahi and includes better, brighter public spaces and upgrades to Pitt Street, Beresford Square, Mercury Lane, Cross Street, Canada Street and East Street.

"We know when the City Rail Link opens this year there'll be a lot more people travelling from across Auckland to the city centre, with the area becoming a transport hub.

At Karanga-a-Hape, our brand-new train station will intersect with some of the city's most popular bus routes, including the WX1 and future Northwest Busway services," says Jane Small, Auckland Transport Co-Director of Infrastructure and Place.

"The improvements will make connecting to transport services easier for those who visit or live and work in the area, as well as opening up new public spaces leading to local restaurants and shops."

Relocated bus stops, road resurfacing, new pedestrian crossings and wider footpaths have created a more functional and user-friendly area. Garden beds and native tree plantings add bursts of green through the area.

Neighbourhood improvements around Karanga-a-Hape Station

Cyclists can navigate more safely through the busy streets by using new separated lanes on Canada St, East St, Pitt St and Vincent St which link up with existing cycle routes such as Te Ara I Whiti –The Lightpath.

“The City Rail Link is not just about journeys, but destinations. With Karangahape Road more accessible than ever before, there are opportunities for more homes, businesses, arts and culture above ground too. The outstanding artistic elements of the stations and new public areas raise the dignity and mana of the space and all of us”, says Alex Bonham, Chair of the Waitematā Local Board.

Artwork designed by mana whenua adds to the vibrancy Karangahape Road is already well-known for, transforming Mercury Lane with features that reflect the history of the area. New light poles are inspired by Tāne Mahuta (God of the Forests), complementing the new CRL Karanga-a-Hape Station designs.

The poles are ochre in colour, representing the separation of Tāne Mahuta’s parents Ranginui (Sky Father) and Papatūānuku (Earth Mother), while the black kaperua patterns reference the enduring strength, protection, and guidance Tāne provides.

Festoon lighting and star motif projections on the ground mark Te Whānau Marama, the light-giving family – the sun, moon, and stars that Tāne placed in the sky.

“The collection of cultural designs acknowledges the stories of the past, reflects the present, and lights the way for the future.

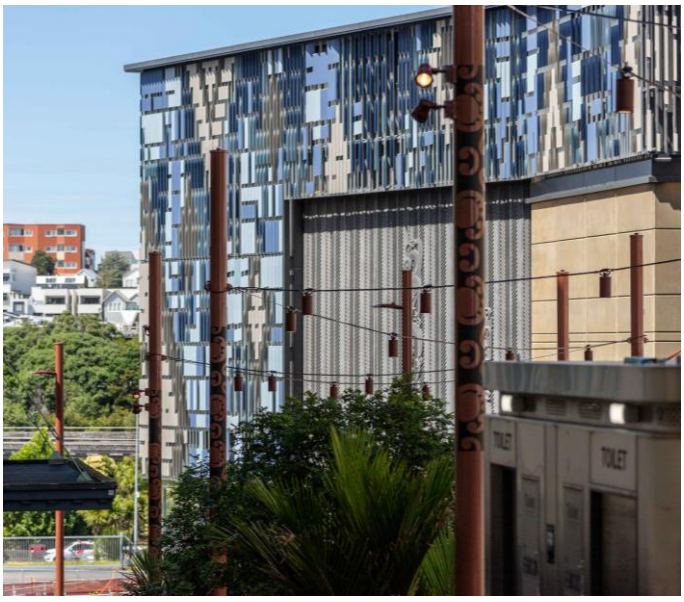
Together, they pay tribute to the people of Karanga-a-Hape, will welcome station users, and connect the wider community to a place of belonging, care, and shared life,” says lead mana whenua artist for the precinct project Pāora Puru (Ngāti Te Ata Waiohua).

The Karanga-a-Hape neighbourhood is the second CRL station area to be completed in recent weeks, following the reopening of the Waitematā Station Plaza at the end of January.

Auckland Transport acknowledges that this type of work impacts businesses and people who live in the area and would like to thank locals for their open communication, input and patience while the improvements were made.

“It’s great to see the public gain access to these new sites as we get closer to the opening of the City Rail Link. We are excited about the opportunities it brings to our businesses who will welcome more foot traffic in the area,” says Jamey Holloway, General Manager K’ Road Business Association.

Karanga-a-Hape Station has entrances at both Mercury Lane and Beresford Square.



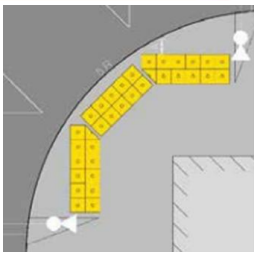
Glen Koorey
AMIG rep
glen@viastrada.nz

A belated Happy New Year! The first AMIG meeting for 2026 was held on Feb 19th. The agenda was fairly brief this time, so it was mostly wrapped up within only 2 hours. Here are some items that were discussed:

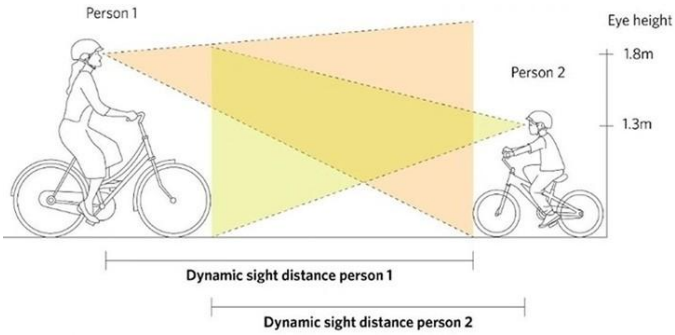
The revised **Pedestrian Crossing Selection Note** is now available on NZTA's PNG website as an Appendix to the design guidance on Crossings. Key considerations for choosing pedestrian crossing facilities include Street context and pedestrian characteristics, Project context, Crossing treatment options, and Integration with legal requirements; a flexible and iterative approach may be necessary too.

Most of you will be aware of new **Road User Rule changes** out for consultation, with many of them relevant to pedestrians and cyclists – remember that submissions are due by Wed 25th March. The TCD Steering Committee has also been busy with other **Regulatory Systems Rule Amendment (RSRA)** tasks, introducing or trialling new TCDs, including using shoulders as dynamic bus lanes and allowing e-scooters to use Barnes Dance crossings. Some thought is also being given to ensuring that **traffic filtering signs** are of a sufficient size for adequate legibility of the stated conditions and exclusions.

Pedestrian tactile pavers (TGSIs) are front of mind currently in NZ. The NZTA are planning to **update the (2015) RTS-14 Guidelines** *(facilities for blind and vision impaired pedestrians)*, with input sought from key stakeholders and sectors – feel free to offer your assistance. Meanwhile, Auckland Transport have been pondering the question of how to design for **TGSIs on oblique crossings**, as part of an update to their standard footpath drawings. How do you deal with staggered arrangements, so that people don't miss them? Is it potentially possible to cut tactiles at an angle to deal with different crossing directions? Suggestions welcome!



The Cycling Network Guidance (CNG) is also undergoing a **refresh of structure and content**. As with the PNG, the intention is to develop a series of downloadable PDF guides for easier reference. As well as transferring the existing content, some new sections are being proposed covering General Design Requirements, Facility Transitions, Materials, and Implementation & Maintenance. NZTA would like some people assisting with review of the new content, as well as a steering group to resolve any trickier issues – contact Simon Kennett if interested.



One more interesting topic discussed was the use of **dynamic speed bumps** to slow down traffic detected to be travelling too fast when approaching crossings – something to trial here in NZ?

Full minutes can be found on the AMIG webpage:

https://nzta.govt.nz/walking-cycling-and-public-transport/active-modes-infrastructure-group/

The next AMIG meeting will be in late May; alas, I'm likely to be overseas then and may struggle to tune in. But you can still get in touch with co-convenors Wayne Newman (wayne@cresmere.co.nz) or Gerry Dance (Gerry.Dance@nzta.govt.nz).

Book Review: Paved Paradise

George Weeks
Principal Transport Advisor
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Paved Paradise by Henry Grabar (Penguin, 2023)

Car parking is topical at the moment. Henry Grabar's *Paved Paradise* proclaims to explain *"how parking explains the world"*. A bold promise? Yes. But it's accurate.

If your development generates car trips, then it should provide car parking. Reasonable, no?

Actually, no. Intellectually consistent with Professor Donald Shoup's *The High Cost of Free Parking, Paved Paradise* articulates the disaster of minimum parking requirements with data, case studies and illustrations.

Did you know that a Detroit pool hall needs one off-street parking space per table? The hundreds of arcane stipulations could fill a book.

Parking is very space hungry. To park one car requires 37 square metres. For developers, this can mean demolishing one building for your development site; then demolishing two more for the parking. Long, term, the outcome is *"like moths devouring a lace wedding gown"*.

We learn how parking requirements make homes more expensive and deter other would-be developers. A car parking space costs $60,000 to build. Building 100 apartments? One parking space per unit? You're down six mill before you've laid a single brick.

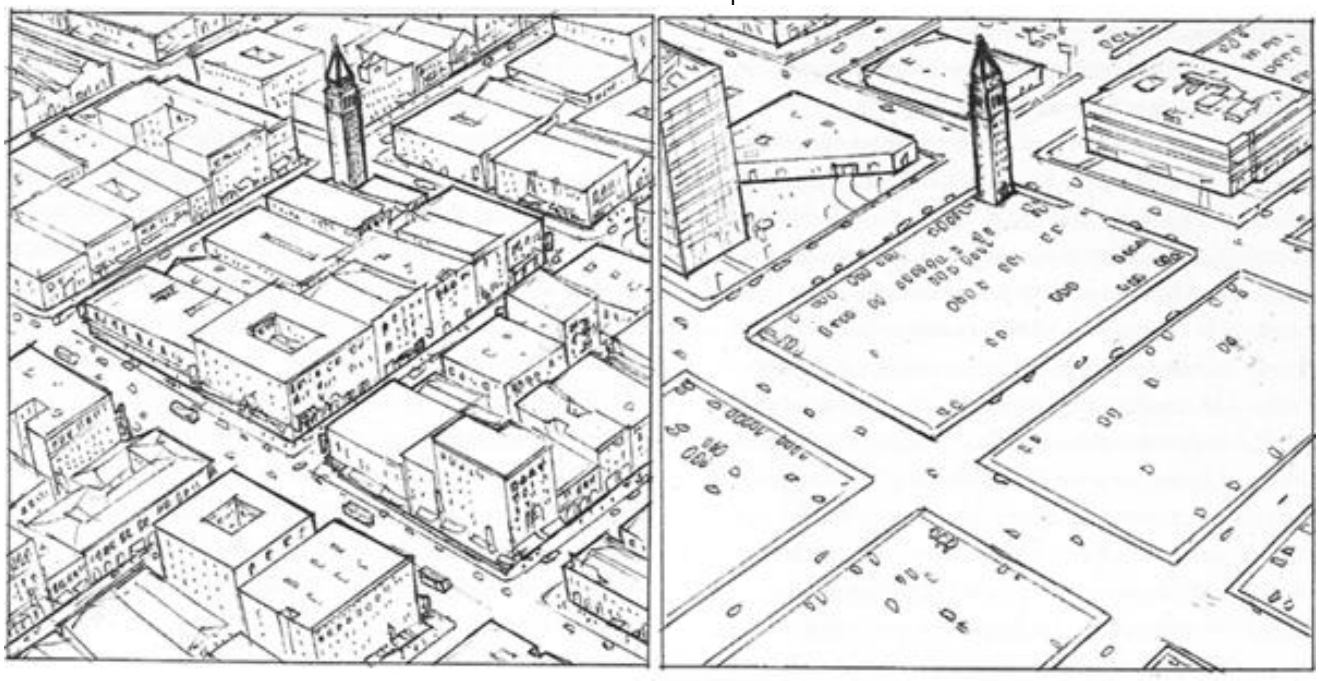
The densest, most adaptable type of urban development is the mixed-use perimeter block, beloved of Chicago, Glasgow, Melbourne et al.

Paved Paradise explains how this is impossible to build with parking minimums.

If every deli, dairy, bakery and apartment is compelled to provide on-site parking, your "urban" block will never work.

Paved Paradise emphasises the need to manage car parking, not as a supply problem, nor a solving-congestion problem, but as part of the overall vision for the city. Kerbside management is crucial for well-functioning cities and it would be useful to have more detailed design on the design and management of on-street parking

Car parking policy is a highly emotive topic. Done wrong, it can ruin a city. This enlightening, engaging and thought-provoking book deserves to be read and understood by practitioners, politicians and the public.



Denver in 1920s and 1970s (Credit: Alfred Twu / Paved Paradise)

Route Protecting Auckland's Future

Paerātā station under construction

By 2050, the population of Tāmaki Makaurau is expected to grow by around 520,800 people to a total of 2,230,800, driving demand for new homes and land for additional jobs. A third of this growth is expected in the Future Urban Zones (FUZ) identified in the Auckland Unitary Plan.

Anticipating this change, Te Tupu Ngātahi (Support Growth) comprising alliance owners Auckland Transport (AT), NZ Transport Agency Waka Kotahi (NZTA), engineering consultancies AECOM and Beca, and legal advisors Bell Gully and Buddle Findlay, with the contributions of Auckland Council, Ngā Manawhenua o Tāmaki Makaurau and KiwiRail, has been systematically route-protecting the land needed to deliver a resilient, integrated transport network for tomorrow's communities.

Since 2018, Te Tupu Ngātahi has advanced 70 Notices of Requirement (NoRs) through business case and statutory processes to safeguard future transport corridors across Auckland's growth areas. With the hearings now complete and most designations confirmed, the programme's progress shows how collaborative planning can accelerate delivery, improve community understanding, and set a durable foundation for long-term urban growth.

TE TUPU NGĀTAHI
SUPPORTING GROWTH

VISION

- **Support growth** in housing and employment
- Provide people with genuine **travel choices**
- Achieve transformative mode shift
- Address **safety** issues

PLACEMAKING

- Land use and transport **integration**
- Urban form that **supports mode shift**
- **Integration** of other infrastructure (water, schools etc)

ROUTE PROTECTION

- A planning process that enables **land to be protected** for future construction of necessary infrastructure such as transport
- Avoids the challenges / cost of retro-fitting infrastructure after development in place

Policy-aligned and built to endure

Many of the transport corridors protected during this programme of work won't be implemented for thirty years or more which required alignment with a shifting policy landscape.

From inception in 2017, the programme has remained consistent with successive Government Policy Statements (GPS) on Land Transport by defining five core, outcome-based investment themes: access, integration, reliability and resilience, mode choice, and safety.

This enabled the programme to adapt as priorities evolved, initially from mode shift and emissions reduction, and more recently to access and urban growth, without constraining future choices.

For example, during Hearings, questions arose about whether the GPS affected mode selection for the Rapid Transit Corridor (RTC). The programme demonstrated that both bus and light rail options could deliver the GPS outcomes, hence, the GPS did not predetermine the mode at business case or Assessment of Environmental Effects stages.

The approach kept options open while staying aligned with national priorities and not providing a commitment to an option that may not be fit-for-purpose at the time of construction.

Appraisal and evaluation: integrating land use and transport

A defining feature of Te Tupu Ngātahi was its iterative, integrated planning across land use and transport.

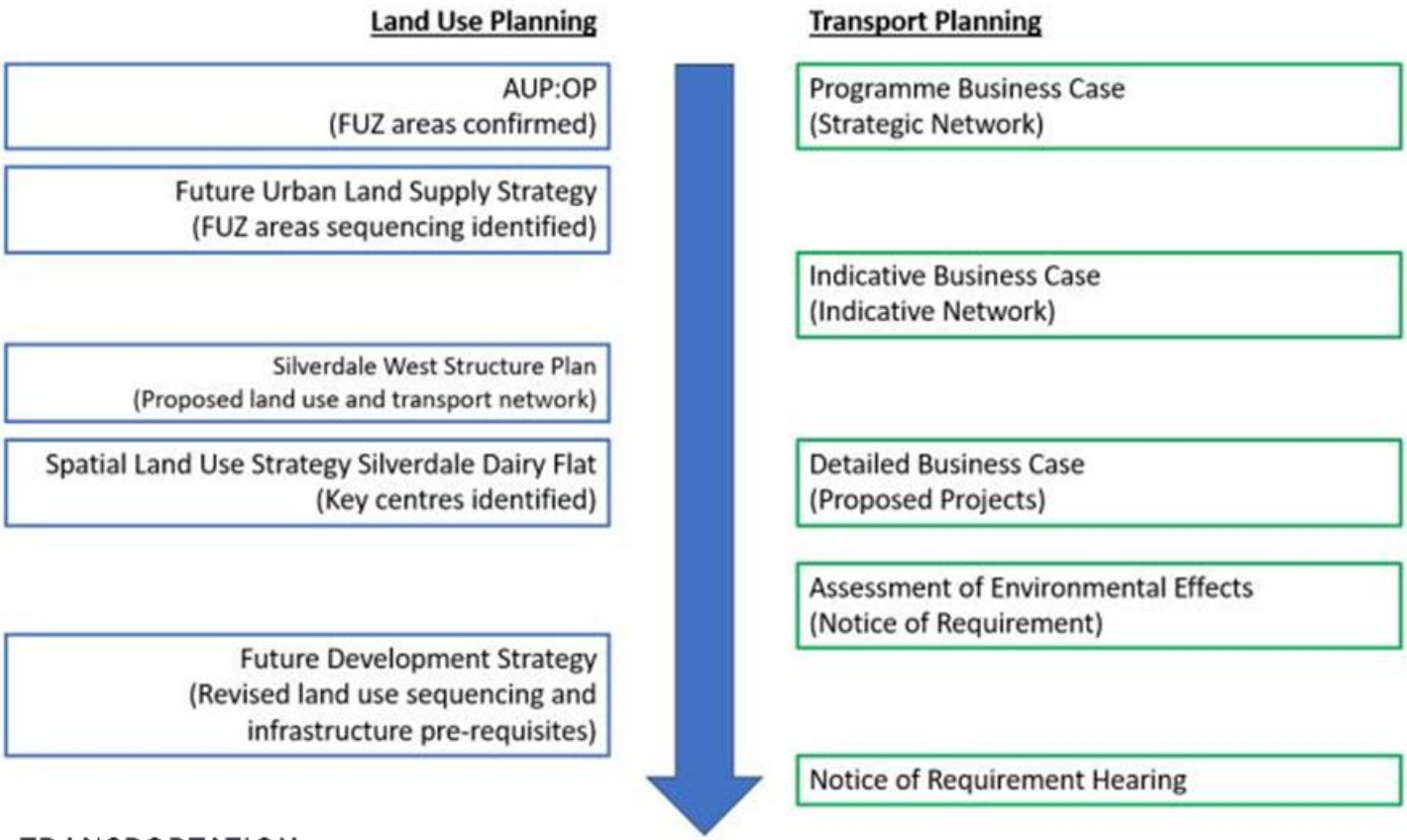
For example, in the North area, where there were large FUZ and no approved structure plan or plan changes, the team needed to protect corridor land without a fully fixed urban form.

A solution was developed in collaboration with Council and Mana whenua. This included working with Council on a Draft Spatial Land Use Strategy for Dairy Flat and Silverdale West.

This provided a high-level foundation for option development and assessment, avoiding unconscious bias toward any predetermined alignment.

The programme tested multiple scenarios that co-located RTC alignments with potential town centre locations to enable density, support public transport, contributing to the investment outcomes.

The result was a jointly agreed location for the Dairy Flat town centre and RTC route, which proceeded into the NoR process.



Above: Drury station under construction

Below: Render of the future Kumeu station

As Auckland Council, noted:

> *"Rather than just 'box on' Te Tupu Ngātahi made the decision to push pause and get all parties together... By taking a step back and working together, we ultimately found a solution that works well for future development... Dairy Flat is a great example of dedicated collaboration that I believe will deliver better outcomes for Aucklanders."*

Stakeholder Engagement: A people-first approach

Route protection offers no instant rewards to communities already unhappy with their transport infrastructure.

That, coupled with a complex picture of diverse landowners, recent flooding and cyclone events and polarising views from political leaders about how best to invest in transport, provided significant communication and engagement challenges.

Engaging about a change so far in the future is particularly challenging.

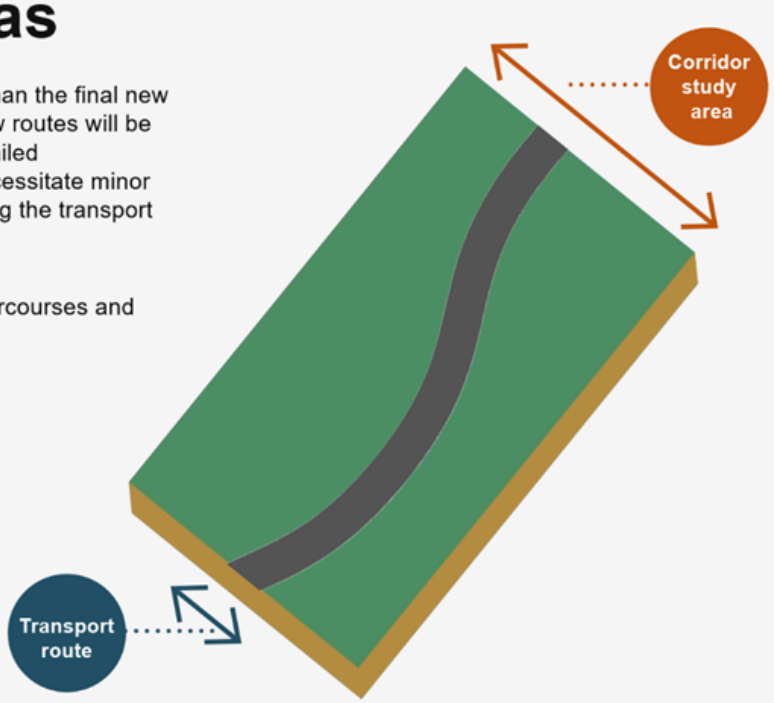
With so much infrastructure investment across Aotearoa over the last decade – communities, community representatives and technical specialists – generally expected to see the inclusion of detailed design, comprehensive impact assessments, costs and most importantly, timelines, when reviewing proposals.

However, given the design approach that was not always possible.

Corridor Study Areas

The study areas currently identified are much wider than the final new transport routes are likely to be. It is expected the new routes will be located somewhere within the study area, unless detailed investigations, including geotechnical and design, necessitate minor changes. Factors that will be considered when locating the transport route include:

- Environment (e.g. significant ecological areas, watercourses and wetlands)
- Topography
- Stormwater treatment
- Connections to existing transport network
- Road geometry and transport corridor facilities
- Land ownership
- Legal requirements.



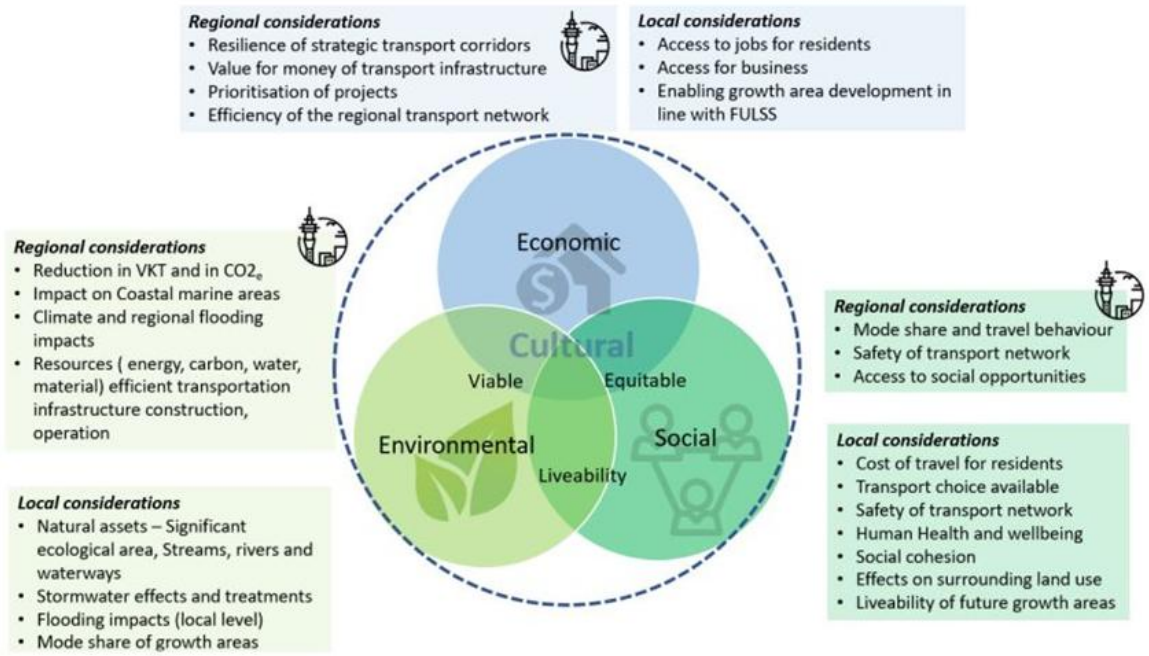
To address these challenges, Te Tupu Ngātahi:

- Separated developers into their own confidential engagement stream.
- Prioritised other landowners based on current and future impact, focusing early effort where "people shock" would be highest.
- Shifted language from technical terms like "corridor" to "study area" to reduce perceptions of certainty and property risk.
- Used plain language, empathetic conversations and improved digital mapping to make information digestible and transparent.

This made the complex designation process accessible and helped people participate meaningfully in shaping outcomes. This enabled Te Tupu Ngātahi to effectively manage and tailor the diverse needs of engagement with 16,471 stakeholders across the programme.

Designing for a future system

As the designations precede detailed design, the programme adopted system design principles that focused on outcomes, footprints, generic cross-sections and standards, rather than prescriptive details that may change over time and tie future designers into out-of-date concepts.



The Te Tupu Ngātahi Urban Design Framework guided measurable integration of land use and transport, translating themes like sustainability and connectivity into spatial principles. This systems approach helped the programme secure designations at unprecedented speed while maintaining consistency across diverse, uncertain growth areas.

A robust methodology defined the "existing/likely future environment", including anticipated urban development and its transport demand, then assessed the effects of the projects themselves. This allowed decision-makers to isolate and understand the benefits and impacts inherent to the transport initiatives. Conditions and management plans then addressed integration with the wider network and urban context, property access changes, and construction traffic effects.

A lasting legacy

Early route protection increases certainty for communities, landowners and transport authorities, enabling integrated, staged delivery as development occurs. Projects are designed to achieve substantial mode shift in new growth areas directly supporting emissions reduction and decarbonisation goals.

Sustainability and social benefits include improved stormwater quality, designs that recognise changing land-use and environmental conditions, minimised disruption through coordinated works, and flexible utility planning via Network Utility Management Plans.

Te Tupu Ngātahi has documented lessons learnt and continues to share best practice across the infrastructure sector.

Transitioning technical work back to AT and NZTA was managed deliberately, acknowledging the long caretaking period before implementation as both a challenge and opportunity. By transferring information, Te Tupu Ngātahi has set up owner teams to carry these projects forward and enhance outcomes as Auckland grows.

Te Tupu Ngātahi shows what's possible when long-term transport planning is collaborative, adaptable and people centred. It protects the routes we'll need, integrates with the places we'll build, and keeps faith with the communities who will call those places home.

TE TUPU NGĀTAHI
SUPPORTING GROWTH

New South Auckland stations cater to growing population

Over the next 30 years, an additional 130,000 people are expected to call South Auckland home.

In preparation for future growth, KiwiRail is building three new train stations located at Drury Central, Drury West and Paerātā.

Thanks to significant Government investment to improve the resilience and efficiency of rail in Auckland for passengers and freight – and with the completed Papakura to Pukekohe electrification project – the new stations will make travelling by train more accessible and appealing to those living in the area.

Currently, there are no stations between Papakura and Pukekohe. This means many residents need to travel some distance to catch a train, contributing to congestion on roads and at the existing stations.

“The Drury Rail Stations project is a great example of infrastructure being developed ahead of population growth, future proofing for increasing demand and ensuring that public transport networks are factored into the big picture for economic growth in South Auckland,” says David Gordon, KiwiRail Chief Metro & Capital Programme Officer.

“This is a once in a generation investment that gives communities reliable, sustainable transport options from day one, and ensures Aucklanders can make the most of the City Rail Link when it opens later this year.”

Construction of Drury and Paerātā Railway Stations has been underway since late 2024, with both stations expected to open to the public and passenger services mid-year.

Enabling works for Ngākōroa Railway Station began in late 2025, with the station expected to open in 2027.

Each station will include 200–350 park-and-ride spaces, drop-off and pick-up spaces, and a bus interchange – giving nearby residents more convenient options for using public transport.

Committed to sustainable construction practices wherever possible, KiwiRail has exceeded its sustainability targets for the Drury and Paerātā works.

Above: Paerātā station, March 2026

Key initiatives include using low carbon concrete in piles, culverts and station platforms; reducing emissions by having contractors store trucks on-site and encouraging driver carpooling; supporting supplier diversity through sub-contractor spend with Māori and Pasifika-owned businesses; diverting 85% of construction and demolition waste; and reusing or diverting 94% of spoil (soil, gravel, and other materials). Similar measures are planned for Ngākōroa.

KiwiRail is working closely with NZ Transport Agency Waka Kotahi and Auckland Transport to create a well-connected transport network for South Auckland.

NZTA is delivering upgrades to State Highway 22 to link the busy route with the new Paerātā and Ngākōroa Railway Stations.

As the new stations open, Auckland Transport will introduce a new bus network designed to connect surrounding communities with the stations, as well as local schools, jobs, and essential services.

KiwiRail

Rail Network Rebuild winds up

KiwiRail's five-year Rail Network Rebuild (RNR) programme finished up during the 2025-26 Summer Rail Upgrade, marking the end of the most disruptive phase of rail upgrades in Auckland.

Auckland's rail network is one major step closer to a modern, more reliable metro system with the completion of the final large-scale pre-City Rail Link (CRL) works. Watch a video of what was achieved over the summer.

Above: 2025-26 Summer Rail Upgrade: RNR team installing new scissors crossover track structure in Kingsland

"The Rail Network Rebuild programme to rebuild priority areas of the network from the foundations up is now complete, ensuring a more reliable metro network that will cope with the greater numbers of trains the new CRL timetable will usher in," said Nathan Pinch, RNR Programme Manager.

RNR replaced old foundations under tracks and upgraded drainage in the areas of the network that most needed upgrades. Since the RNR programme began in early 2021, KiwiRail has replaced more than 80 kms of rail, added 70 kms of modern drainage and upgraded 30 kms of foundations. The network is around 200 kms in length.

"The RNR team has undertaken significant, invasive construction work during nights, weekend and multi-week shutdown periods to get it done as quickly and safely as possible. They've been out in all weathers, had to minutely plan construction work and materials delivery across multiple sites and encountered many surprises, not all of them pleasant, when digging out decades-old foundations.

"The work has involved physically lifting rails and sleepers, replacing foundations and installing modern drainage, then reinstating rails and sleepers. Trains can't run when this type of activity is underway, so multi-week shutdowns have been the most efficient way to deliver it.

"It's been a massive renewal job of every line on the network and we know how disruptive the closures have been for our freight customers, rail passengers and the communities in which we work. But the result will be worth it."

After five years of intermittent, weeks-long disruptions, rail work will increasingly be delivered in short, targeted closures timed for periods of lower demand that bring Auckland into line with how modern metro networks are maintained overseas.

Above: RNR team working in the summer heat to crane in prefab track sets, specifically double slips, in Morningside.

The necessary disruption has delivered significant strengthening of the network ahead of the City Rail Link to handle more frequent trains and builds on major completed upgrades such as extending electrification to Pukekohe and delivering a third main line through the busiest rail junction.

RNR's completion means full, multi-week closures of the entire network are unlikely in future. So what comes next?

KiwiRail

RONS update: Ōtaki and Levin

It's full steam ahead between Ōtaki and Levin at the moment as a safer, more efficient, more reliable 24-kilometre section of State Highway 1 is constructed.

The new four-lane expressway project will deliver a more efficient, resilient and safer highway which is firmly focused on enabling future growth and development in one of NZ's fastest growing districts.

"Ōtaki to north of Levin: Te Pae o Tararua is a crucial part of the Wellington northern corridor and one of the original Roads of National Significance. We're working in partnership with Muaūpoko Tribal Authority, local hapū of Ngāti Raukawa te au ki te Tonga and council partner Horowhenua District Council to construct it," says Project Director Glen Prince.

"We're also looking forward to continuing our work with Horowhenua District Council as it progresses work on the Tara-Ika growth area.

"The expressway project presents a huge opportunity for the region and will add to the Mackays to Peka Peka and Peka Peka to Ōtaki sections – providing safer, quicker and more resilient journeys to and from our capital city.

"This section of SH1 has long been a safety concern, particularly for the community and people heading to/from Wellington. Congestion, resilience and safety of the road are the biggest worries – concerns that the new expressway will address.

"When complete in 2029, the new expressway will see a reduction of deaths and serious injuries, compared to current numbers on the existing state highway and nearby local roads. During the five years to 2024, 70 people have died or been seriously injured along the route, making it one of the country's most unsafe sections of road to drive.

"We've seen huge benefits for travel times, efficiency and safety as a result of the Kāpiti Expressway – Ōtaki to north of Levin: Te Pae o Tararua will be a vital continuation of this connection, supporting national and regional economic growth and also helping to facilitate development in the area. The Kāpiti Expressway is already such an important part of the region's infrastructure.

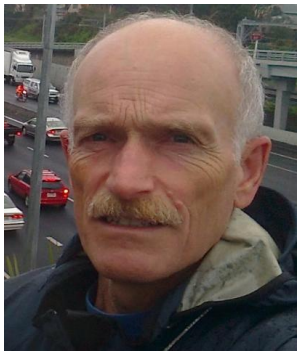
"It is expected that the new expressway will significantly reduce the number of vehicles using the existing State Highway 1.

"Ōtaki to north of Levin: Te Pae o Tararua will support intercity connectedness and residential growth, and help cater to our rural economy, which is heavily reliant on our roads. We'll also see reduced congestion and a more resilient roading network.

"These changes will be future-proofing the region's connection for a long time to come – saving 11-15 minutes for people's evening commutes between Ōtaki and north of Levin."

NZ TRANSPORT AGENCY WAKA KOTAHI

Finding low-cost-to-abate emissions reduction in light-vehicle fleet usage



2024 Transport Research Grant winner
Paul Minett, Trip Convergence Ltd

New Zealand's upstream Emissions Trading Scheme (NZ ETS) is broken.

Even if it were not broken, there are structural reasons that the NZ ETS fails to achieve emissions-reduction in the use of the light-vehicle fleet.

This report posits that there are opportunities for emissions reduction in the use of the light-vehicle fleet and proposes a downstream cap-and-trade emissions rights system with a sinking cap as a viable complementary solution.

There are one hundred quarter-years remaining until the end of 2050. It is not possible to achieve full electrification of the light fleet by that time without early retirement of many fossil-fuelled vehicles.

New Zealand would be an ideal location for an experimental implementation that could pave the way for a paradigm shift in light-fleet emissions-reduction around the world.

The problem with the upstream ETS is that demand for fossil-fuels does not change much when fossil-fuel prices change.

The prices of fossil-fuels in New Zealand include an ETS component, but the present and forecast future ETS component is too small to drive much emissions reduction, even if the ETS price of carbon were high.

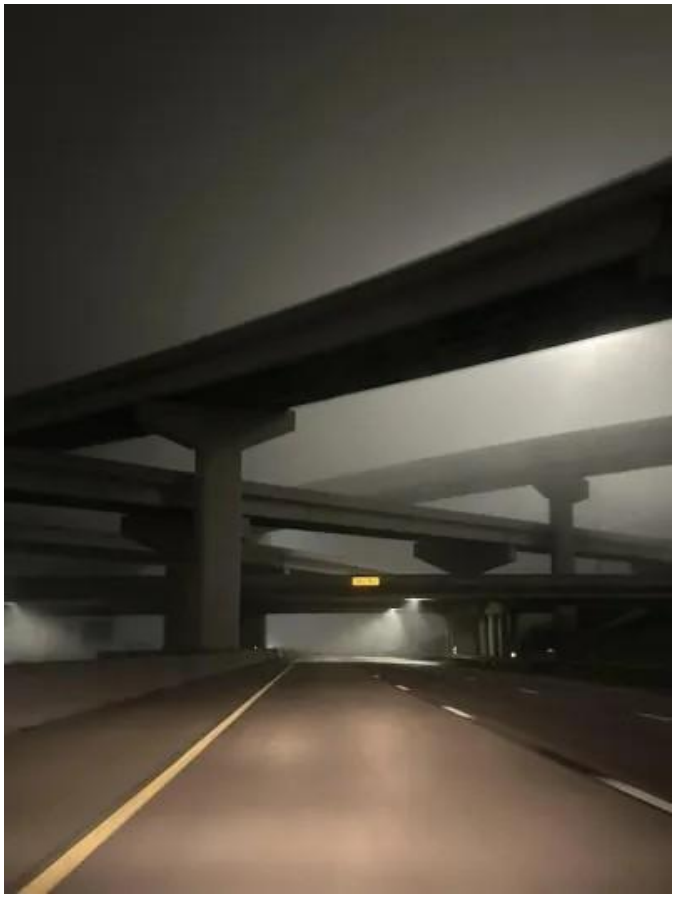
Emissions reduction from changing the fleet to electric is happening too slowly to achieve net-zero by 2050 because the

installed base of fossil-fuelled vehicles does not retire quickly enough.

There will be fossil-fuelled light vehicles in driveways for several decades to come, and the needed focus is on progressively reducing the use of these vehicles.

See the full research at:

Publications - Transportation Group NZ



Canterbury University best transportation engineering student award: Evaluating social equity in bikeshare programme accessibility

Every year, the Transportation Group provides an award for the best student in transportation engineering at the University of Canterbury.

In 2025, the award was won by **Bridget Maw** for her final year research project titled "Evaluating social equity in bikeshare program accessibility."

The abstract is as follows:

Shared e-scooters have become an established component of urban transport systems, offering flexible, low-emission mobility options. However, concerns remain about whether access to these services is equitably distributed across communities, particularly in low-density cities where market-driven deployment may reinforce existing transport advantages.

This study evaluates the spatial, social, and temporal equity of shared e-scooter availability in Christchurch, New Zealand. A full year of morning availability data from 2024 was analysed and combined with 2023 Census data to examine how access varies across neighbourhoods and socio-demographic groups.

Distributional equity was assessed using inequity metrics, while statistical comparisons were performed to identify differences between areas of high and low equity. Seasonal variation was also examined to assess whether changes in fleet size or demand influenced overall equity patterns.

The results show that e-scooter availability is highly concentrated in the central city and inner suburbs, with many outer areas experiencing limited or no access.

More equitable access was associated with higher population density, lower car use, and lower levels of home ownership, while no significant differences were observed for income, age, or disability status. Although fleet sizes declined during winter, equity patterns remained broadly consistent throughout the year.

These findings suggest that shared e-scooter services in Christchurch currently align with existing transport advantages, highlighting the need for targeted policy or regulatory measures if equity objectives are to be achieved.

Transportation Engineering

Postgraduate Courses in Semester One 2026 (March-June)

Department of Civil & Environmental Engineering, University of Auckland

For Master of Civil Engineering MCivilEng with/without Transportation specialisation, also for Post Graduate Certificate / Diploma / [PGCertCivilEng] / [PGDipCivilEng or Postgraduate Diploma in Engineering PGDipEng or for a one-off Certificate of Proficiency, COP.

Semester 1 (Mar-Jun,'26)	***Dates/timing changes may be made***
CIVIL762 – Transport Planning and Modelling (Block 1 – 19, 20 March) (Block 2 – 1, 2 April) (Block 3 – 21, 22 May)	This course covers advanced topics in planning, modelling, design, and operational management of transport facilities including transport challenges, planning processes, four-step travel demand forecasting model, microscopic and macroscopic traffic flow models, shockwave theory, queuing theory, and traffic operations at intersections. Includes a major individual project on intersection modelling and analysis and an independent research project on selected topics in transport planning and traffic engineering. **Assessments**: 60% Course works, 40% Final Exam
Civil 765 – Infrastructure Asset Management (Block 1 – 10, 11 March) (Block 2 – 31 March, 1 April) (Block 3 – 28, 29 April)	This course covers advanced theories and techniques fundamental to the management of infrastructure assets, with a primary focus on Asset Management Plans. Covers the entire spectrum of infrastructure, including roads, water networks and buildings. A major independent project incorporates a literature review and selection, and then critical review, of an Asset Management Plan from industry. **Assessments**: 60% Course works, 40% Final Exam
CIVIL 769 – Highway Geometric Design (Block 1 – 26, 27 March) (Block 2 – 23, 24 April) (Block 3 – 7, 8 May)	An advanced course in highway geometric design techniques. Through the use of an independent applied project, students will apply advanced theory, methods, processes and design tools to the safe design of highway geometric alignments that includes an understanding of human / driver behaviour characteristics. The course will also rail asset infrastructure design with topics on rolling stock, rail fundamentals, track design and rail system integration. **Assessments**: 60% Course works, 40% Final Exam
Civil 770 – Transport Systems Economics (Block 1 – 12, 13 March) (Block 2 – 30 April, 1 May) (Block 3 – 28, 29 May)	This course covers advanced specialist topics in transportation economics including economic analysis, the theory of demand and supply of transport, government intervention policies, and the theory of externalities and agglomeration. Students are required to undertake a major research project by analysing two major transportation infrastructure projects to determine the likely future social and real time benefits and dis-benefits which accrue to the wider community. **Assessments**: 50% Course works, 50% Final Exam

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

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

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

Transportation Engineering

Postgraduate Courses in Semester Two 2026 (July-November)

Department of Civil & Environmental Engineering, University of Auckland

For Master of Civil Engineering MCivilEng with/without Transportation specialisation, also for Post Graduate Certificate / Diploma / [PGCertCivilEng] / [PGDipCivilEng or Postgraduate Diploma in Engineering PGDipEng or for a one-off Certificate of Proficiency, COP.

Semester 2 (Jul-Nov,'26)	***Dates/timing changes may be made***
CIVIL763 – Smart Infrastructure Analytics (Extended mode classes every Monday 9-12 Noon)	This course develops fundamental knowledge in the use of computer programming and data analytics to solve real-world infrastructure problems, such as reducing traffic congestion, predicting water usage and infrastructure failures. Group and independent projects are undertaken in which students study complex smart infrastructure analytics problems using real-world data. **Assessments**: 100% Course works, No Final Exam
Civil 765 – Infrastructure Asset Management Online (TBA)	This course covers advanced theories and techniques fundamental to the management of infrastructure assets, with a primary focus on Asset Management Plans. Covers the entire spectrum of infrastructure, including roads, water networks and buildings. A major independent project incorporates a literature review and selection, and then critical review, of an Asset Management Plan from industry. **Assessments**: 60% Course works, 40% Final Exam
CIVIL 771 – Planning and Managing Transport (Block 1 – 29, 30 July) (Block 2 – 19, 20 August) (Block 3 – 30 September, 1 October)	An advanced course on integrating land use planning and transport provisions, including planning for different land use trip types and parking, travel demand management techniques, and intelligent transport systems applications. An independent project applies this specialised knowledge towards planning, designing and managing transport infrastructure in a Territorial Local Authority (TLA) area. **Assessments**: 100% Course works, No Final Exam
Civil 773 – Sustainable Transport: Planning and Design (Block 1 – 6, 7 August) (Block 2 – 27, 28 August) (Block 3 – 8, 9 October)	This course covers pedestrian planning and design; cycling facilities and planning; land use and trips; travel behaviour change and travel plans; integrated transport assessment; transport impact guidelines for site development. **Assessments**: 50% Course works, 50% Final Exam

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

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

urther details, including the course outlines, can be found at:

ttps://www.calendar.auckland.ac.nz/en/courses/faculty-of-engineering.html

Also see our Transport Research Centre (TRC) website for more information about our Masters courses

www.trc.ac.nz/study

New research on on-demand services

Cameron Davis
PhD Candidate in the Complex Transport Systems Lab, University of Canterbury
cameron.davis@pg.canterbury.ac.nz
Recipient of the Group's 2024 Tertiary Study Grant

New Zealand cities tend to be low-density, and public transportation may not be easily accessible in some areas. On-demand services, such as Uber, can offer convenient transportation solutions. However, as the market for on-demand transportation increases, it is important to consider how large fleets of on-demand vehicles may impact congestion and sustainability.

Using electric vehicles could decrease fleet emissions, but charging an EV takes significantly longer than refuelling at a petrol station, especially if all the chargers are already being used when a fleet vehicle arrives. Traditionally, on-demand problems were mainly studied from an Operations Research perspective, with a focus on the optimisation of service operations and request matching. However, since transport networks are used by multiple modes, it is important to simulate travel and charging times to more accurately assess the performance and impacts of an on-demand service.

In 2025, I was honoured to be the recipient of the Transportation Group's Tertiary Study Grant. This grant provided me with the funding to travel and present my research on on-demand services at two major international conferences, which was a great opportunity to both build connections with the international research community and promote the research happening in Aotearoa. If you are interested in these conference papers, they will be available on IEEE Xplore, and I have provided pre-print versions to the Transportation Group.

Modelling the traffic interactions of fleet and private vehicles

My first contribution, presented at the IEEE 9th International Conference on Models and Technologies for Intelligent Transportation Systems (MT-ITS 2025) in Luxembourg, proposes a framework for improving the performance of an on-demand pooled-ride service (measured by decreasing operating costs and the delay of requests) while considering interactions between private vehicles and the on-demand fleet. To capture the evolution of traffic in the network, private vehicles use the fastest available routes, with travel time calculation including the planned fleet routes.

My results show that not considering the fleet-private traffic interactions can result in greatly underestimating congestion and overestimating on-demand service performance.

Modelling charging station congestion for fleet route choice

My second contribution was presented in Australia at the IEEE International Conference on Intelligent Transportation Systems (IEEE ITSC 2025), the annual flagship conference of the IEEE Intelligent Transportation Systems Society (ITSS). This study proposes a model to estimate EV charger wait times, considering that private EVs may arrive at a charger at unknown times. These wait times are then considered by the on-demand service when planning the charging times and locations of electric fleet vehicles, which helps them avoid large delays when recharging.

On-demand Pooling in Christchurch: Benefit or Bane?

My third contribution, presented as a poster at the Transportation Group Conference in Wellington, simulates the movements of private and fleet vehicles within a high-definition model of the Christchurch CBD. Results suggest that the operation of a large on-demand pooled-ride service may help smooth traffic flow and delay the formation of congestion during peak periods.

Transport Planning Society Aotearoa

Committee Changes

As we start 2026, we farewell committee member James Hill whose contribution as secretary to the group was invaluable over the last couple of years. We wish him all the best on the journey back to the UK.

Gemma Dioni will also be stepping down as Chair after completing her tenure. We are lucky to have Gemma remaining on the committee to keep on contributing to the society which she is so passionate about. Reflecting on the 2025–26 year alone, her leadership included the establishment of several new roles within the Society, including dedicated coordination for Transport Planning Day, the Professional Development Scheme (PDS), Te Tiriti o Waitangi integration, and treasury functions. These changes have helped strengthen how TPS operates and how it supports members. Gemma's leadership has been central to this work, particularly in building momentum around professional development and strengthening connections with universities.

New Committee Members

We are excited to announce the following committee updates:

- **Chair: Jo Draper** (stepping up from Vice Chair)
- **Vice Chair: Mehmet Ahmet** (new role on committee)

We welcome the following new members to the committee:

- Secretary: Dinesh Fonseka
- Education: Dr Angela Curl
- TP Day Support: Cailtin Killick
- PDS Coordinator Support: Liz Halsted

AGM 2026

The committee held its second annual AGM meeting on the 6th of March 2026. The AGM covered updates on membership, finances, professional development initiatives, and the evolving role of TPS in supporting transport planners across Aotearoa.

The AGM also celebrated excellence within the profession through Transport Planning Day awards, with a presentation from Debajeet Baruah as Transport Planner of the Year.

TPS NZ Vision for 2026

Alongside our number one priority of supporting professional development, we aim to continue to lift the profile of the profession, celebrate the skills and contributions of transport planners, support attendance and engagement at sector events, and build on the engagement with universities.

Thank you to everyone who contributed to the Society over the last year — whether through committee roles, events, mentoring, or simply staying engaged.

TPS continues to be shaped by its members, and we are looking forward to another year of supporting transport planning in Aotearoa.

The AGM recording will be made available on the website.

Contact TPS NZ:

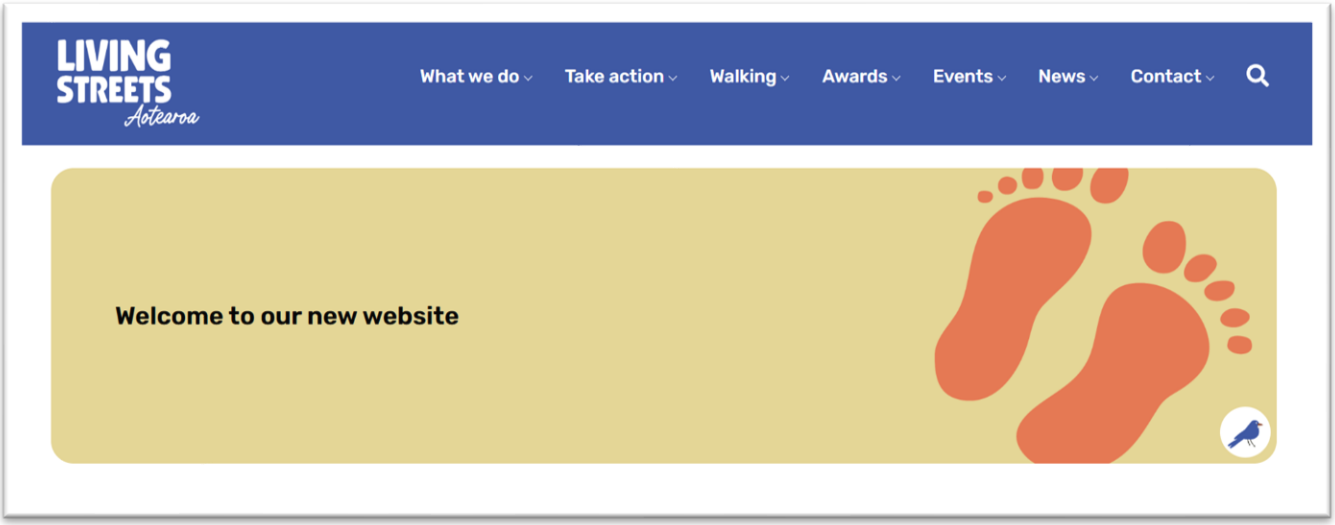
LinkedIn | Website | Email

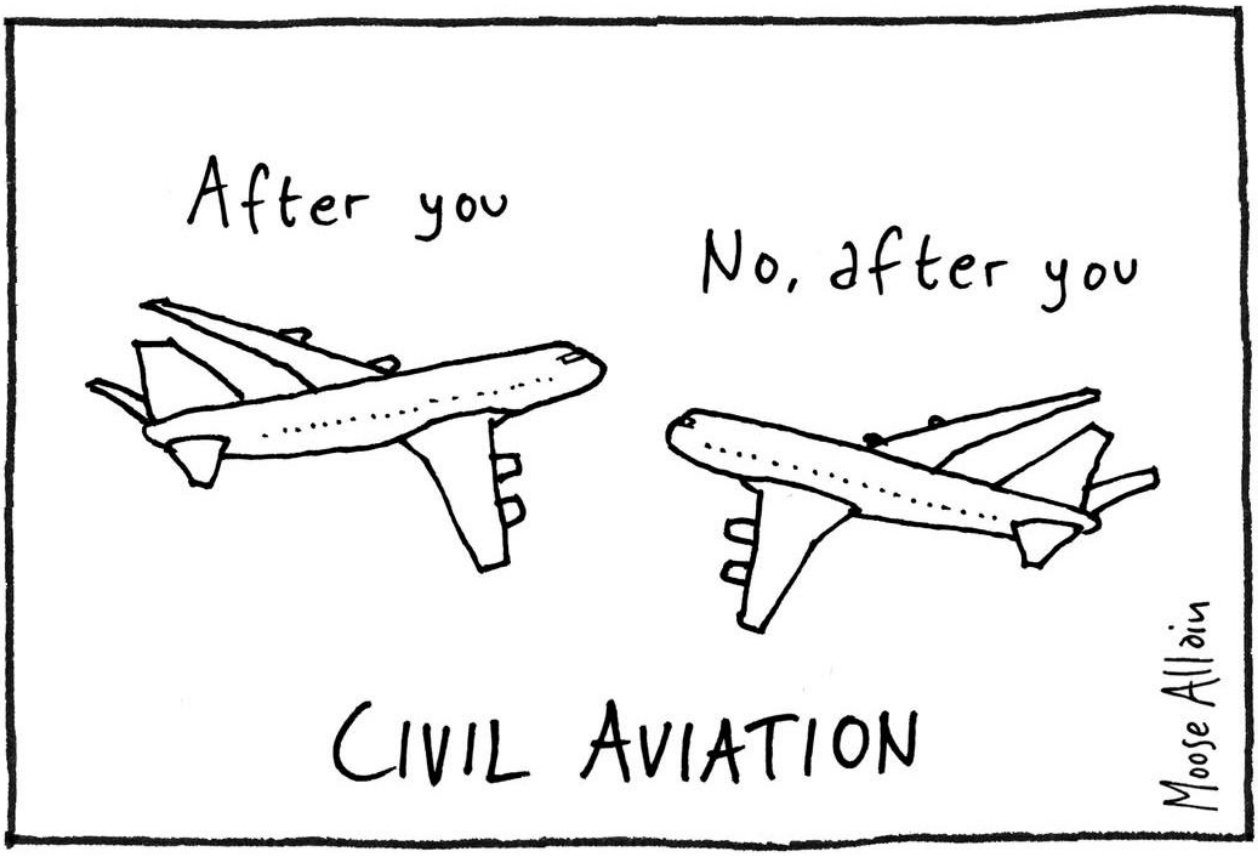
LIVING STREETS Aotearoa

The new Living Streets Aotearoa website has launched!

This project has been developed over the past few months and we are excited for our audience to check it out. The new site has a modern layout and changes to improve navigation, and the aim is to make the site more welcoming, searchable, and useful for a range of audiences, especially for LSA members.

The main navigation menu is designed to help you get where you need to go, with clear titles and drop downs with details about the pages in each category. If you're still struggling to find a page, try the search function on the right hand side and enter a few words about the topic of the page you're looking for. And if you have existing pages bookmarked, you may need to update them.





ATRF update

The **2026 Australasian Transport Research Forum** will be held from 24-27 November 2026 in Sydney. Hosted by the University of Technology Sydney, the conference will focus on the theme of Transforming Transport Futures: Integrating People, Place and Technology. The conference aims to explore how transport research, data, and evaluation can inform multi-modal solutions that align transport with land use, housing, and place outcomes, while advancing safer, more resilient, and sustainable mobility futures.

The event will feature a diverse mix of presentations, workshops, and networking opportunities designed to foster constructive debate, collaboration, and innovation across the transport research and practitioner community. A call for papers is current.

The ATRF is in discussions with the Transportation Group regarding a formal relationship between the two organisations. The ATRF Executive has formally resolved to enter a relationship with the Transportation group to foster mutual benefit.

Join us and participate to promote transport research. It's 100% free! The main benefits of membership are:

- Networking with researchers & policy analysts across Australia, NZ and beyond
- Being on the email list to receive information on the annual conference
- Invitations to webinars on research topics
- Opportunities to share new research, publications and employment opportunities and experiences with members
- The possibility of being involved and setting up local chapters. A Wellington chapter has recently been set up

If you want to know more about ATRF please contact:

Matthew Jones
Matthew.Jones@transport.nsw.gov.au
(Executive Secretary)

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

Trips Data Bureau update

TDB has recently confirmed its status as an Incorporated Society. It has officially re-registered with the Companies Office.

An exciting new tool has been developed by Dave Smith and team from Abley to analyse and 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. It has an ongoing programme of surveys particularly to gain insights into new land use types.

Of particular interest is the ability to interrogate our multimodal data to understand changes in trip rates over time.

Recently TDB 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 (Chairman)

Trips Database Bureau

Chartered Institute of Highways and Transportation (CIHT)

CIHT 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.

The CIHT in New Zealand has established a committee that has a vision of establishing a formal New Zealand Group. This vision will see a programme of regular activities such as webinars, networking opportunities, technical and professional mentoring and other.

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.

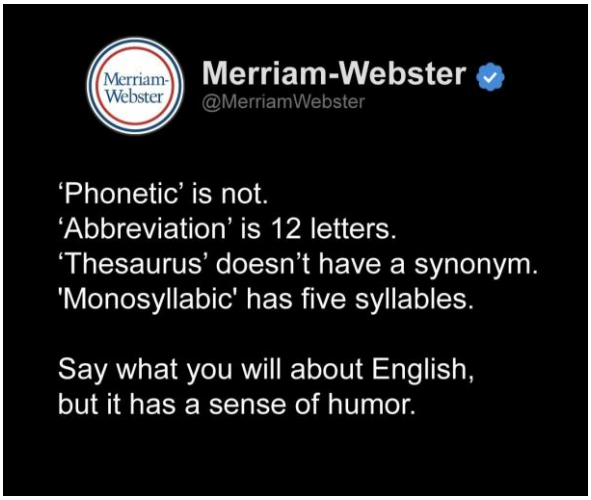
- Listen to a CIHT Podcast - Be inspired and hear the latest thought leadership on current hot topics.
- Attend a CIHT Webinar - Be informed and inspired. Get the latest thought leadership delivered to your desktop
- Get qualified with CIHT - Advance your career with the qualifications and expertise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

Upcoming event: Gavin Smith of NZTA will present a webinar on the Auckland Strategic Motorway Plan that has recently been released.

This is planned for April. More details will become available. If you are not a member of CIHT please contact Tony Brennand tony.brennand@nzta.govt.nz so you can join us.

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)



Beware of the cyclist

Serial Roundabout contributor Chris Freke has spotted this sign on a driveway to a basement carpark in Central Auckland.

It raises many questions.

If there is only one cyclist, why can't the building's owner simply track that person down and deal with them?

And what is there to 'beware' of?

Is the risk from this mysterious cyclist a similar risk to when one is when confronted with a sign that says 'Beware of the dog'?

You'd hope not. Anyway, if you are in Central Auckland, keep your eyes peeled for this cyclist.

Roundabout of the month

This edition's roundabout is almost too small to be considered a roundabout.

Located in Manduria, in the Apulia region of Italy, this 'roundabout' contains a surprising amount of signage for such a small area.

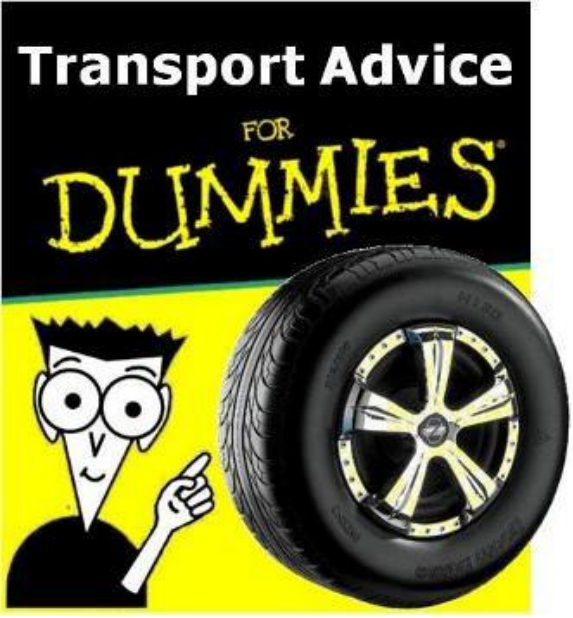
Which makes sense, as without those signs it might be easy for a driver to overlook.

You've heard of the saying "This meeting could have been an email."? Well, this roundabout could have been a pole.

Seen a smaller one? Send a photo to:
tgroundabout.editor@gmail.com

Very concealed Concealed Driveways sign

Somewhat disabled?



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

I just found out that the sea-wall project along the side of the motorway from Wellington to Petone is being funded by the cycling budget (because it has a cycleway on top) and has used up the whole national cycling budget! I may be late to the party on this but why on earth should the already-tiny cycling budget pay to protect the well-funded motorway?

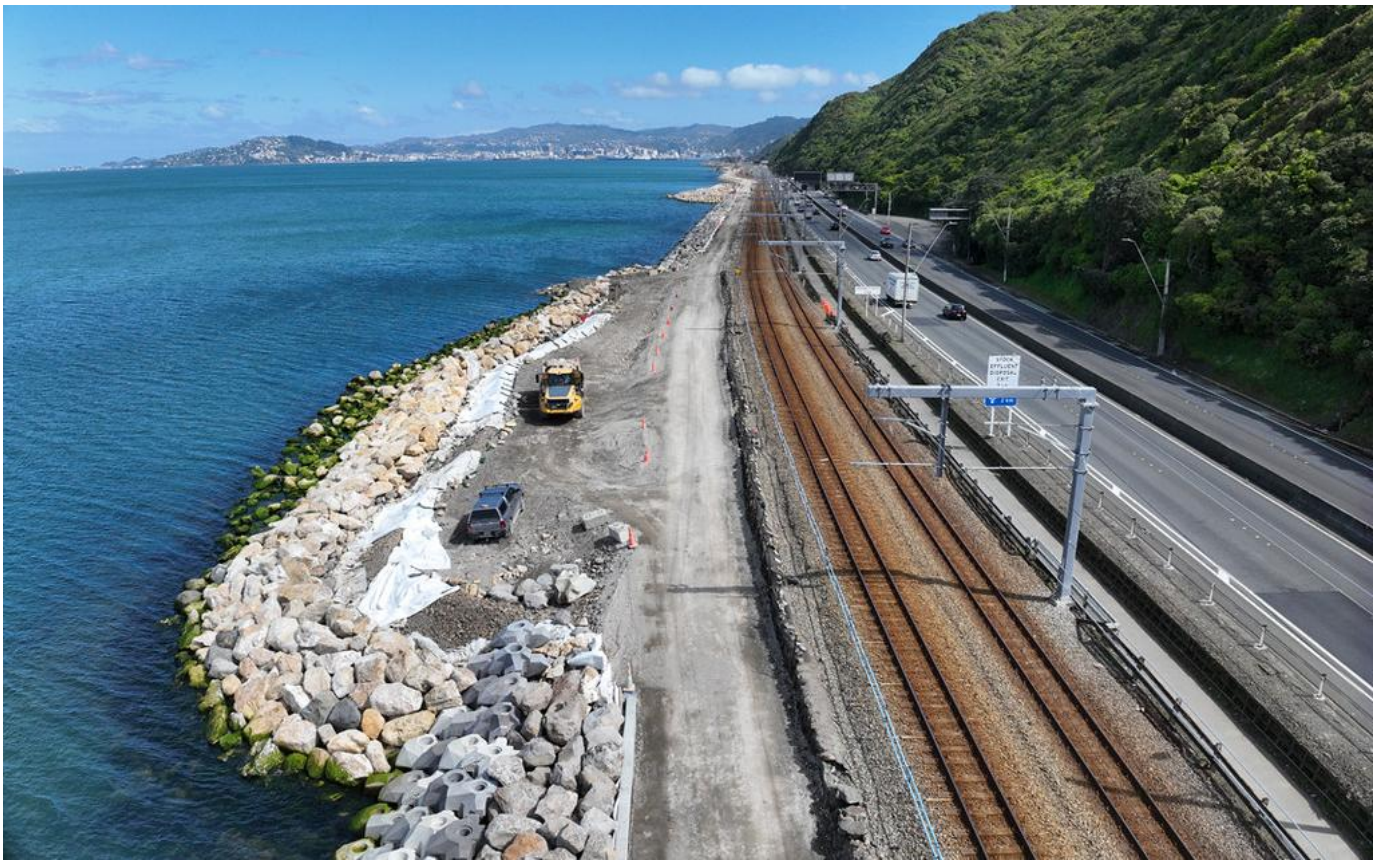
Regards,
Phoebe

Dear Feeble

Welcome to our Pity Party. It's crazy. But we have peace with the situation. Yes, cycling is paying for massive motorway improvements; yes, it has used up the national budget on one project; yes, it means smaller, worthy cycling projects around the country can't happen, but... actually there is no 'but'. It sucks.

Still, it looks like it will be really cool to ride along. So long as you aren't blown over or washed away by sea-spray. Don't ask for a wind-break, there may not be enough money in the upcoming 10-year cycling budget for that.

Regardless
Transport Guy



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- **Immediate Past Chair:** John Lieswyn john@viastrada.nz
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Find us on the web:
Transportationgroup.nz

The Final Word

Conference convenor Erica Walker shows the love to delegates