

Roundabout

Magazine of the Transportation Group NZ

Issue 188 June 2026



Te Ara Tupua opens

Also: Hamilton is on the move,
CRL emergency tests, and
innovative KiwiRail
programmes

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Cover photo: Te Ara Tupua, credit NZTA.

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 01 13-9053



Editorial



Daniel Newcombe
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I had the privilege recently of being one of the 'test passengers' at a City Rail Link (CRL) evacuation testing event. There have been several of these events, to test systems and operations for train staff, station staff and emergency services. My event involved a train stopping in a tunnel and having to walk out of the tunnel and exit via a station.

I wasn't allowed to take photos during the test so these photos are from before and after, but I wish I could have recorded the sensation of travelling in the new tunnels for the first time and experiencing the new stations. They are amazing and the common view from my fellow passengers was 'These feel like train stations you would find in a grown-up, modern city'.



Boarding at the new Maungawhau station

I have been therefore disappointed by the media and politicking around the cost of CRL and the so-called 'gold-plating' of the stations (which seems to fixate on artwork, for some reason), whilst overlooking that the bulk of the construction cost comes from the unavoidable expense of creating large, complex underground boxes within a dense city centre environment.



The exterior of the new Maungawhau station

The costs of the artwork and 'quality features' to make the stations look nice are likely to be miniscule by comparison, and the fantastic customer experience of the stations will encourage greater use (i.e. more benefits) than a barren concrete box ever would. The cost to having 5G cellphone coverage in the tunnels, which has no transport benefit as such, will be considered important to customers and be another enticement to use trains.



Some of my fellow 'test passengers' after evacuating the train and station

I won't have been alone in noting the cognitive dissonance of those complaining about CRL costs and yet ignoring the eye-watering costs of some RONS projects.

For some reason, investing in a railway to bring lots of people efficiently to an employment centre is a 'cost' which must be challenged, whereas investing in a low-volume motorway through farmland is 'economically productive' and somehow avoids the same scrutiny.

I don't mind a focus on value-for-money for NZ's transport projects, I just wish it was consistently applied.

And I do think the CRL will end up being more popular – and therefore more economically beneficial – than expected, in part due to the 'experience' of using it. It's things that a transport model can't tell you. It's the experience of feeling like you are part of a grown-up, modern city.

Read more about the emergency testing later in the issue. I hope my little safety contribution is appreciated by future travellers...



Chair's Chat



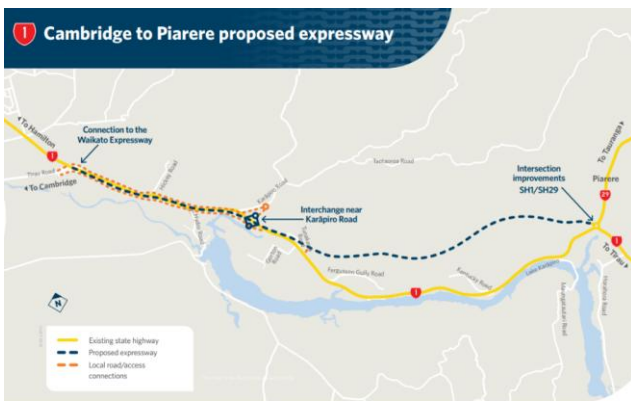
Mark Gregory
National Committee Chair
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This past quarter has seen a lot of people impacted by events both close to home and around the world, including a large number of our colleagues and friends with family in the Middle East who are at times non-contactable. Also, the price of energy and the impacts on the economic recovery are palpable.

Like any other sector, our success is literally tied to productivity and the Road User Charges and other taxes that are skimmed off all that activity. I think we're all just about ready for our green shoots to be allowed to grow, and there are strong indicators that our future is going to be more stable. Next week is the winter solstice, which is analogous, as the light returns slowly but steadily.

The budget was a mixed bag for us in the transport sector. Whilst I appreciated Timothy Welsh's take, that ["the Government has chosen to insure people against an oil chocked world rather than reduce exposure to it"](#), the overall outcome is an increase in funding for the transport sector.

However, this is mostly within a RONS and resilience projects framework, with active travel barely funded (renewals only). The 6.4km Cambridge to Piarere SH1 expressway is progressing to construction, having been in design phases since 2020. Mill Road Stage 1 is also progressing. (Warkworth to Te Hana SH1 is going to construction but being delivered as a Public Private Partnership project).



NZ TRANSPORT AGENCY Cambridge to Piarere Assets of National Importance Te Kaitiaki Take Kōwhiri For more information, visit mta.govt.nz/A2p or email c2p@mta.govt.nz

Budget indicators for public transport are mixed – there is a non-specified Oil Crisis package to provide targeted capacity where services have been overwhelmed by increasing demand. Demands for public transport in Auckland have increased significantly, up to 15% and the highest levels seen in seven years. The other main cities have similar trends, the result being that public transport systems across the motu are operating at capacity during peak demand periods.

A big sticking-point with the current budget approach is that resolving capacity constraints (whatever the mode) usually represents a significant investment, but doing so to appease a short-term price shock runs the risk of yet more abortive spending and effort.

The panacea to all of this (as we already know) would be to adopt scenario planning as a standard approach to planning and hence recognise the need for longer term investment and enduring benefits realisation.

Public transport investment should be viewed as a longer term means for supporting the economic engines that are our cities. Why, therefore, wouldn't policy – manifest through the Budget – adjust in recognition of our new reality?

The term 'new realism' was adopted to describe the UK Government's understanding around 1996 that their own RONS programme was unaffordable. What followed was a period that settled towards multi-modalism and not necessarily a model to follow.

However, new realism for New Zealand might be one which redefines the boundary between policy and regulation. One which adopts a more agnostic view to interventions, selected to respond to specified problems and benefits.

This demands a systems-design approach to generate eloquent and safe multi-modal packages which allow transport to fulfil its purpose in supporting our economy. And our new realism must also be grounded in deliverability; a stable pipeline of staged intervention which steadily supports our wealth creation. This was how the Waikato Expressway was delivered over decades, for example.

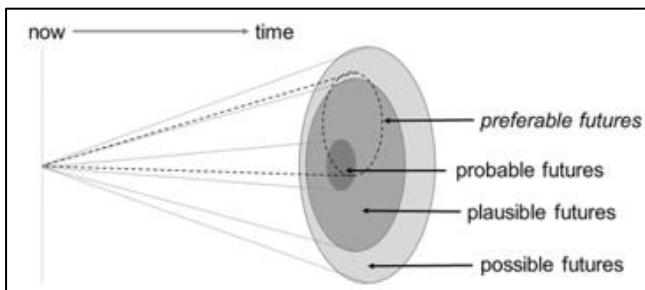


Chair's Chat - continued

We live in a world of shocks and surprises, and these events are coming at us faster than our treasury and monetary systems can manage, and this reality must be part of how we plan for our future.

Planning cannot be precision forecasting but a means of figuring out the ways we can apply a finite resource to deliver real benefits to well proven problems, under the greatest number of potential circumstances.

Scenario planning, futurism – these methods have been around for years, and our community know them well, including the cone of vision showed here (From Lyons and Davies 2016).



Most of the building blocks in our practice are already in place to accommodate better uncertainty management: we wouldn't need a paradigm shift away from our day-to-day work in order to support the delivery of better and more sustainable (in every sense of the word) outcomes.

There is cause for optimism - the leader of the opposition has pledged not to cancel infrastructure commitments of the current Government, were they to be elected.

This provides some assurances of continuity, and that what we are planning and designing now will actually get implemented. That's why we're all here, right?

There are generally increasing indicators of bipartisanism (or maybe, at least, not complete polarisation) on infrastructure. I am cautiously optimistic. As a Group, we must continue to advocate for a culture where innovation and progress can be allowed to blossom.

The Group is putting in a submission to the Ministry of Transport on proposed Time of Use Charging. This would create an alternative revenue to the abolished Auckland Fuel Tax and hopefully be focused on outcomes including a city that is easier to move around, rather than revenue raising

for its own sake.

We will support hypothecation of the funding within transportation, including capacity in alternative modes to support those who cannot defer the time of their trip, and we will support the overall intent of the scheme as Travel Demand Management.

Congestion is currently [costing Auckland \\$2.6 bn per year](#) – which is more than half of one percent of NZ's entire national GDP, and 2.5 times the monetised growth of the economy in the past year. Investment in City Rail Link (CRL) is certainly a positive step; CRL has been going through the important testing stages (see articles later in this edition) and is aiming to be operational before the end of the year!

It's fair to say that whilst there are indicators for positive change, we are missing that overall coordination. Transport is heavily politicised and it's unrealistic to expect society to pass the '[marshmallow test](#)' or change their behaviour simply because we can see the rhyme and reason. But this critical Auckland project might provide a test case – where the pain has possibly reached a pivotal willingness to pay threshold.

Elsewhere this quarter, Regional Government reforms have been announced. For transport, this includes bringing together Public Transport Authorities and Infrastructure Providers where they are separate within a region, which is currently the case everywhere except Greater Auckland.

Although there will be complications in rolling this out, this reform is perhaps a long time in coming. We know how important this reform could be towards delivering New Zealand's urban transit projects, and the importance of those projects came through loud and clear via multiple angles at our Conference in March.



Chair's Chat - continued



It's International Women in Engineering Day on June 23rd, but I can't find a single event in NZ (in the UK, there is an active movement, and this year's theme is 'Engineering Intelligence').

For context, [Engineering NZ reports](#) about 14% of engineers are women, as of 2023 (an updated estimate is within 14% - 18% range).

The Transportation Group fares a little better: women make up 25% of our current membership. However, women's contribution to the work keeping the Transportation Group active and successful as a professional body is disproportionately higher... by a huge margin.

So, this is a welcome opportunity to be mindful of the strengths and blessings we as a community receive through diversity, and in particular show our appreciation to all the amazing women involved in the profession.

Please also note forthcoming conferences:

[NZMUGs conference](#), 31st August – 1st Sept, Auckland

[SNUG workshop](#), 23rd – 25th Sept, Wellington

If you haven't been before (or even if you have) – these events are pure quality – exactly where you need to be to keep up with play, if you are a modelling or signals practitioner.

So, to conclude, where are we heading next quarter? Will stability return to energy markets? Or, like Americans before us, do we consider 55 mph speed limit (80 km/h); the optimum point of most speed for least fuel consumption? That's not a serious suggestion (although the road toll is going the wrong way again, just saying). How do we ensure we don't waste this crisis?

But what is serious is this: *kia atawhai*. Be kind. To those impacted by global events close to home, or restructures, or feeling undervalued. That is within our power to do, even if not always the assist message to hear. Also, if times continue to be hard for you, *kia kaha*.



TRANSPORTATION
GROUP [NEW ZEALAND](#)



MARK YOUR CALENDAR!

TRANSPORTATION CONFERENCE 2027



14 - 17 March 2027



Aotea Centre, Tāmaki Makaurau Auckland



Yesterday, Today and Tomorrow

This conference will embody how transport and access have evolved, what we can learn from the past, and how we can keep an open mind as we navigate complex systems, shifting expectations, and changing physical and economic realities. Progress isn't just about new ideas, it's about learning from experience - where have results defied projections? Why? Are there tools and processes that no longer serve us? What past decisions have opened up opportunities for us now?

Join us at **Transportation Conference 2027: Yesterday, Today and Tomorrow** as we explore how we shape the future of transport and access: by reflecting on the past, responding to the challenges of today, and continuing to explore, innovate and improve for tomorrow.



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Engineering New Zealand – Investing in your careers



Richard Templer
Engineering New Zealand
Chief Executive

Your Continuing Professional Development (CPD) is a priority for us. Across the profession, engineers are telling us they want more support to build their careers, strengthen leadership capability and access technical learning that reflects the growing complexity and diversity of modern engineering practice.

Engineering New Zealand has been listening carefully to your feedback – and acting on it.



Over the last year, significant investments have been made to expand and improve the CPD offerings available to you, including launching a new learning management system to support more accessible, flexible and high quality professional development.

The focus has been on creating learning opportunities that provide practical value to engineers at different stages of their careers and across a wider range of disciplines.

Two major new offerings are the Early Career and Graduate Programme and the Leadership in Engineering Programme. Both last six months and are designed to provide sustained development over time, rather than one-off workshops or short interventions.

The Early Career and Graduate Programme was developed in response to a challenge we consistently heard from members and employers – while larger firms often have strong graduate support structures, many smaller businesses do not have the same capacity.

Early career engineers in those environments can feel isolated and under-supported at a critical stage in their development. This programme is designed to help bridge that gap, providing structured support, capability development and connection for engineers as they begin their careers.

The Leadership in Engineering Programme responds to another growing need across the profession – helping experienced engineers step confidently into leadership roles. Technical expertise remains essential, but today's engineers are increasingly being asked to lead teams, navigate uncertainty, communicate strategically and influence complex projects and organisations.

Alongside these flagship programmes, you can also access a broader range of new CPD offerings covering soft skills and technical knowledge. This includes programmes focused on critical thinking, expertise and strategic leadership, as well as technical training in areas such as computational fluid dynamics, finite element analysis and temporary works.

Importantly, this is not a one-off investment. The approach is deliberately long-term – starting with areas that can create the greatest impact for the profession, while continuing to expand into new disciplines and specialisations over time.

A key part of this strategy is equity of access. Engineers – regardless of the size of their organisation or where they work – should have access to high-quality professional development and support throughout their careers.



Bridget's Rant: We're gonna need more ice cream



Bridget Doran
Former National
Committee Chair
bridget@bridgetdoran.nz

I really like soft serve ice cream. So when I hear the dulcet tones of Mr Whippy, I am out the door with a handful of gold coins to join the throngs of local children and sweet-toothed others queuing for a treat.

You might well wonder what Mr Whippy has to do with transport. I would argue that in the coming decades, the ice cream van will be a symbol of our survival. That's because Mr Whippy is an example of what I am calling *distributed access*. We can't retrofit mixed-use blocks to suburbia as quickly as we can bring the access to the people, one Greensleeves-belted commodity at a time.

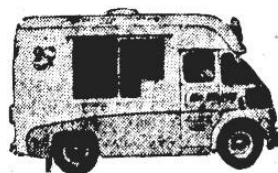
I think we need distributed access because we are in a trap of assumed increases in mobility, as though enabling motorway and high-speed train-commutes for a working populace who can't afford to live in Auckland's inner suburbs will trickle down and raise all boats (or whatever the metaphor is).

I do not believe that the future we want is the product of increased access to "high paying jobs" in the corporate timesheetland of central business district office towers.

I believe there is an alternative that just seems better. What if we could make our livings in the places where we sleep - and what if that was enabled by bringing commerce and recreation and healthcare to those places? Mr Whippy, and farmers markets on tour. Traveling musicians in your local park, and vege sausage sizzles and lawn games we could play with our neighbours. Mobile libraries, for actual books to borrow, and tool sheds too. Contrary to what advertising executives sell us, we don't need 0.75 electric leaf blowers per suburban household to feel good about ourselves.

See, I think transport planners and engineers have become unconsciously motivated to equate big and increasing with "good". Certainly good for business. Those must-win design projects are lucrative.

Hurrah! Here comes



Mr WHIPPY

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treats to eat at
our Picnic . . .

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But a switch from car-centric to community-centric planning would mean we could afford to fix all the blimmin' missing kerb cuts, and install raised pedestrian crossings on roads that stop kids walking to school.

And, we might actually meet our neighbours, beyond the annual cul-de-sac Christmas barbecue. When we talk with people, we learn about them, and we can trust them. Grounded information-sharing will be essential when the artificially intelligent algorithm-billionaire bubble bursts and social media collapses in a sparking heap (oh, happy day).

The collapse of the information superorganism might be alarming, but it is probably necessary, intertwined as it is with the consumption crisis wrecking our oceans, forests and atmosphere. We cannot survive if the oceans acidify, if we have no freshwater, if we mine the global south to smithereens for yet another fancier phone.

Distributed access is an adaptive policy our councils can start working on right now. Find out what is already happening locally, ask communities what they would like more of close to home, and fix the streets so more people can walk there. Beautiful.

Meanwhile, the planet is warming. It's getting hot in here. We're gonna need more ice cream.



A Fellow – to be or not to be?



Jeanette Ward
ENZ Fellow and former
National Committee Chair
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Over recent years I, and many other female engineers, have grappled with the concept of Fellows. The name can be off putting if you consider it from a gender perspective. After researching the origins of Fellows, I have made peace with it not being a gendered term; it is a name well accepted in academia and professional recognition to be gender neutral. Of course, I have tried to think of a word or term that could take its place to be less off-putting to females but have drawn a blank to date. Maybe this is something for the future generation to tackle.

It was an honour to recently receive recognition from Engineering New Zealand by becoming a Fellow, especially with two of my three sponsors being women. It also aligned with my desire to be a role model for female engineers who are underrepresented in the Hall of Fellows, and a role model for my sons who attended the dinner with me.



In the process of preparing the Fellow's paperwork I reflected on my career and how I landed in engineering in the first place. Back in the 90's I had contemplated a range of different career ideas and I'm thankful that my parents were able to introduce me to a range of people from different jobs so that I could explore these ideas. This was supplemented with guest speakers in 6th Form Geography talking about planning and engineering solutions and the positive and negative impacts of these on the community.

Once I landed at 'engineer' I needed to catch up on my physics at school. This meant I couldn't go to university in the first instance, so I went to Christchurch

polytechnic to complete a NZ Certificate in Civil Engineering (NZCE). I then worked for four years as a materials lab technician and road designer; and with this background I was able to jump halfway into a Bachelor of Civil Engineering.

Upon graduating I tried a range of different fields within civil engineering. I set up a hydraulic water supply model for the town of Bendigo in Australia; I looked for an appropriate site for a landfill in Gisborne; I headed overseas and undertook structural bridge assessments in the UK. But ultimately, I chose transport because transport is all about people. I then concluded I needed some more theory, so I completed my Masters in Transportation Engineering part time balancing work, study and parenting.

This profession has allowed me to help communities with travel choices; to create beautiful streetscapes and many other transport related outcomes. The highlight of my career was helping rebuild the streets of Kaiapoi after the Canterbury earthquakes. I loved working with the community on ideas for their streets and really helping them understand why streets are designed certain ways.

The one-on-one conversations with people really helps them 'click'. For example, one man asked me why would you put a cycleway in Kaiapoi as nobody bikes here. I asked him, 'why do you think that is?', he replied because everyone drives too fast. Then he clicked and said, 'oh I see now'. At the next consultation event he and his children turned up on their bikes, and he gave me a grin.

Unfortunately transport engineering is highly influenced by politics. Policies and the associated funding can impact progress on good outcomes. Of course, 'good' will vary for everyone but in our profession, I think most people would agree that good is all about saving lives, improving liveability and contributing to good health and environmental outcomes. This means that projects related to appropriate speed management, walking and cycling and public transport are critically important. The last few years have been very challenging for our sector in NZ, but we need to stay positive and keep talking with the community, but I suggest avoiding the topic of speed humps at social events!



Transport photos of the month

Signs are great, clever signs even better! This edition includes a range of signs with a clever twist of one kind or another. Seen other interesting signs? Send images to: tgroundabout.editor@gmail.com



Auckland branch



AGM & Conference Decompression - Auckland speaker rapid fire (29-April)

Mott MacDonald hosted 30 branch members, including several new members, for our AGM and conference decompression rapid fire, where we heard from eight branch members who'd presented at the conference in Wellington.

It was great to catch some of the awesome content we'd missed at the conference and have good chats and yummy kai.

We also had some personnel movements as Lewis Thorwaldson handed over the role of Chair of the branch to Hamish Speakman and we voted in two new members to the Committee, Nerissa Harrison and Ruby Kim.

O Mahurangi – Penlink site visit (22 April)

A group of 12 members enjoyed an escorted drive over the site recently.

We saw progress is going well on the \$830M 7km-long project to provide an additional link to the Whangaparāoa Peninsula. In the foreground of the pic below is bridge number 5 (a 51m span RC bridge).

In the background is bridge number 6 (a >600m long extradosed bridge [hybrid between a box girder and cable stay bridge] over the Weiti River).



Roads and Streets Trivia Night by Safe System Solutions (26 May)

Recently branch members gathered at The Cav in Freemans Bay for a night of roads,

streets, and random trivia. The members enjoyed a night of tasty food, great company, and some transport themed trivia. Proudly sponsored by Safe System Solutions and Engineering New Zealand, the evening blended transport know how, classic general knowledge questions, and some fun games (as shown below).



Upcoming event: Panel Discussion & Public Forum

Join transport leaders, policy experts, and innovators for a timely discussion on pathways to reducing transport emissions in Auckland.

When: Tuesday 16 June: 5.30 – 6.30pm

Where: Room 902.402, University of Auckland Newmarket Campus. 262 Khyber Pass Road

The motion is: Will public transport and other initiatives be enough to lead Auckland's transition to a zero-carbon future?

Panel Members

- Stacey Van Der Putten – Chief Executive Auckland Transport
- Doug Wilson – Associate Professor and Director of Transportation Research Centre at the University of Auckland
- Saeid Seddegh Kiyaroudi - Group Leader – Power & Future Energy at GHD

[Register Here](#)



Waikato branch



Building Momentum (and Good Company!)

If you've noticed a bit more buzz around the Waikato transportation scene lately... you're not imagining it.

Since the new Waikato Transportation Group Committee was elected in late 2025, we've been busy getting things moving again – and more importantly, getting people together. Because let's face it: transport is better when it comes with good conversations (and ideally, drinks and nibbles).

We kicked things off with our first event in November 2025 – a breakfast session that brought the community together to share ideas, aspirations, and what you wanted from your local branch. The feedback was clear:

- keep it varied,
- keep it relevant,
- and most importantly—keep it connected.

Challenge accepted!

Fast forward to March 2026, and we hosted our second event – giving those who missed the Transportation Conference (or just wanted the highlights without the travel) a chance to hear from conference speakers right here in Hamilton. It was great to see such strong engagement, plenty of discussion... and yes, a few “I'm glad I didn't miss this again” moments.

One of the real highlights for us has been the growing presence of students. We were especially pleased to welcome attendees from the University of Waikato at our second event – and since then, we've been strengthening connections with both Waikato University and Wintec students. It's exciting to see emerging professionals getting involved early, bringing fresh perspectives, and helping shape the future of our industry (no pressure!).

At its core, what we're building is more than a calendar of events...we're creating a space for the Waikato transportation community to come together. A place where you can:

- learn something new,
- reconnect with familiar faces,
- meet new ones, and
- feel part of something local and relevant.

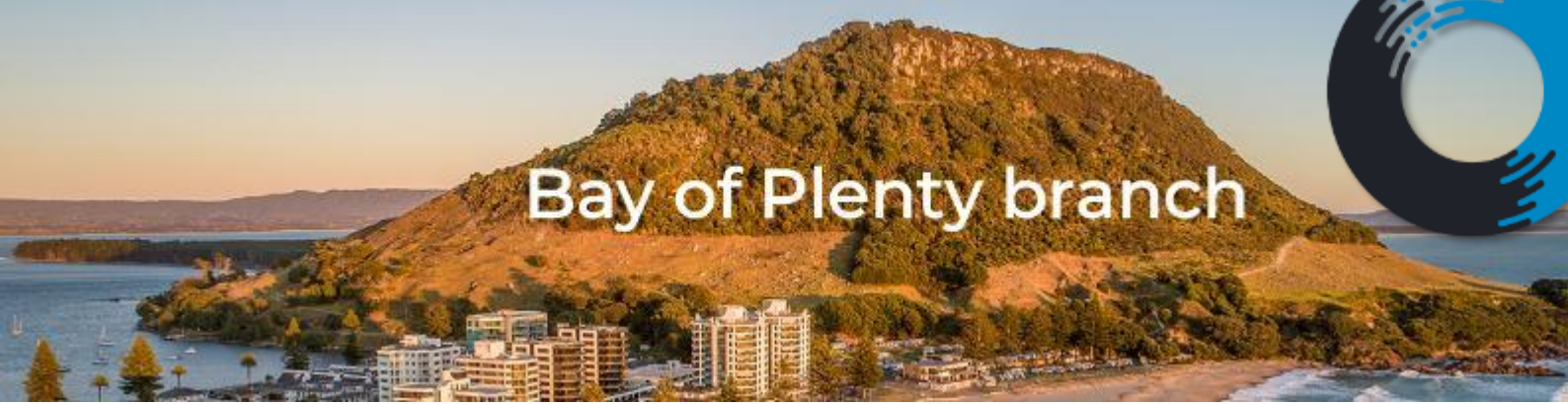
And we're just getting started.

Looking ahead, we've got more opportunities in the pipeline, including a webinar focused on roundabouts (yes, we know – it's a crowd favourite), and a site visit later in the year. So, whether you're after technical insights, real-world learning, or just a reason to step away from your inbox for a couple of hours – we've got you covered.

So please... watch this space.

Better yet...come and be part of it!





Bay of Plenty branch



The Bay of Plenty branch has started the year with several new committee members and a high bar set by previous committee leaders, Craig Richards and Sarah Dove.

We would like to acknowledge and thank Craig and Sarah for their significant contributions to the branch and the strong foundation they helped establish. Building on the strong foundation of events delivered in previous years, this year's committee has developed a programme of events for the year ahead.

The programme includes a mix of social, networking, and technical development events designed to appeal to a broad audience across the transport sector, while also engaging wider engineering and professional groups.

The first event of 2026 was our annual BBQ and Bowls evening, held on 27 May. The event was well attended by both existing and new members, providing an excellent opportunity to reconnect, build new relationships, and strengthen connections across the local transport community.

A special mention goes to committee members Tatai Dewes and Kris Hansson, who claimed victory in the inaugural "Bowl Off" competition and have set the benchmark for future challengers.

The positive turnout has set a strong tone for the year ahead, and we look forward to delivering the remainder of our events programme throughout 2026.

2026 EVENTS PROGRAMME

Connect • Collaborate • Celebrate

TRANSPORTATION GROUP
BAY OF PLENTY

SAVE THE DATES!

Bringing together the Bay of Plenty transport and infrastructure community

	<p>WEDNESDAY 27 MAY 2026 4:30-7:30PM</p>	<p>BBQ AND BOWLING – TAURANGA SOUTH BOWLS</p> <p>Enjoy BBQ, bowls and great company. Open to both members and non-members.</p>	
	<p>FRIDAY 27 JUNE 2026 4:30-7:00PM</p> <p><small>The Chartered Institute of Logistics and Transport</small></p>	<p>WINTER DRINKS AND NIBBLES – CLARENCE RESTAURANT</p> <p>Join us for informal nibbles and 1x free drink in collaboration with our friends at The Chartered Institute of Logistics and Transport (CILT).</p>	
	<p>THURSDAY 30 JULY 2026 10:30AM-1:30PM MAX 20 ATTENDEES</p> <p><small>The Chartered Institute of Logistics and Transport</small></p>	<p>INDUSTRY COLLABORATION EVENT – TAKATIMU NORTH LINK SITE VISIT</p> <p>Join us for an exclusive site visit and update on the Takatimu North Link project in collaboration with the Chartered Institute of Logistics and Transport (CILT).</p>	
	<p>THURSDAY 13 AUGUST 2026</p>	<p>QUIZ NIGHT – MATUA BOWLING CLUB</p> <p>Social networking evening with teams from industry.</p>	
	<p>SEPTEMBER 2026</p>	<p>PECHA KUCHA EVENT – ROTORUA / EASTERN BAY OF PLENTY</p> <p>Fast-paced presentation format (20 slides x 20 seconds = 6 min 40 sec). Presentations from Council teams, consultants, and infrastructure / transport stakeholders across the Bay of Plenty.</p>	
	<p>OCTOBER 2026</p>	<p>SUMMER FISH AND CHIPS @KULIM PARK</p>	
	<p>NOVEMBER 2026</p>	<p>SUMMER BITES AND BIRDIES – MOUNT MAUNGANUI DRIVING RANGE</p> <p>Informal end-of-year networking event.</p>	
	<p>DECEMBER 2026</p>	<p>CHRISTMAS LUNCH</p> <p>End-of-year wrap-up for committee and members.</p>	

Stronger together.
Building our future.

MORE DETAILS TO COME

Keep an eye on your inbox and our channels for updates.



Canterbury branch

City to Sea Pathway – Bike & Banter

On a crisp autumn evening, a group of thirty rode from Fitzgerald Ave to the Rowing Clubs and back to Pomeroy's Pub, a distance of around 8 kilometres.

People were excited to discover the unique Ōtākaro Avon River Regeneration area, a large greenspace that used to be red-zoned housing following the earthquakes. It was a beautiful evening for a tour of the completed sections of the City to Sea Pathway.



When completed, the 11km pathway will provide a new transport/recreational route connecting to destinations in Ōtākaro Avon River Corridor and connecting many suburbs in the east to the central city. CCC Parks Project Manager Samantha Morris showed us new nature play spaces, cool bridges, areas of ecological restoration and explained the smart lighting system.

The completed sections are already well used and, when completed, commuting by bicycle or e-scooter between New Brighton and the city will be efficient and incredibly pleasant.

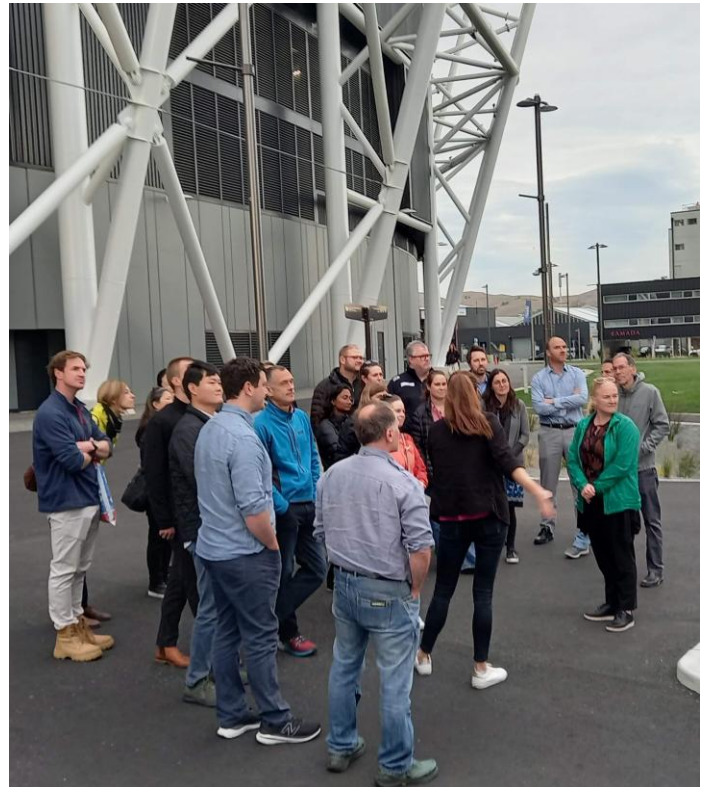
They connect key locations and provide a great alternative for people, especially with path levels designed to reduce risk of flooding.

Our sector has been promoting these kinds of alternatives for years and years, and with the ever-increasing weather events and recent fuel situation it reinforces the need for efficient active transport routes in both the urban and rural (connecting towns etc) context.

Te Kaha Site and Streets - Walk & Talk

Recently we held a walk & talk around the OneNZ stadium plaza area.

Branch members Jeanette Ward and Penny Gray joined Jennifer Rankin and Charlie Dickson from the CCC to share some planning and design insights into the development of the site and upgrades to the surrounding streets.



Jenny and Charlie discussed the changes to the surrounding streets to better accommodate people walking to and from the stadium, and other access and safety considerations.

Penny and Jeanette explained the transport considerations in the stadium design, including some new terminology they needed to learn early in the project, such as vomitories and boneyards!



SNUG

SIGNALS NZ USER GROUP

SNUG 2026 - Venue Confirmed Harbourside Function Centre Wellington

The SNUG 2026 workshop is being held in Wellington this year, at the amazing Harbourside Function Centre.

The Harbourside Event Centre is conveniently located on the edge of the Wellington CBD, near Te Papa and the waterfront.

For those of you with long memories, you might recall that this is where we held the SNUG workshop in October 2015, although the venue had a different name back then.

Just a reminder on the details of SNUG 2026 workshop.

- **Exhibition & Networking - September 23**
- **SNUG Workshop 2025 – September 24 & 25**

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

A call for papers will be made shortly, or you can email us directly [here](#).

More details of the exhibition, and how to become an exhibitor, will be announced over the next few months. Or please [contact us](#) directly.



Transportation Group, with the objective of *"bringing about the advancement of the fundamental knowledge of the art, science and practice of design, operation and maintenance of traffic signals"*.

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

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



Glen Koorey
AMIG rep
glen@viastrada.nz

Greetings from halfway around the world! Yes, I'm currently travelling around Europe, checking out the many sights on offer. However, that also meant that I was unable to make the most recent AMIG meeting held on May 28th. So my thanks to our AMIG convenors for pulling together some notes for me to summarise remotely.

Here's what was discussed:

A **dynamic signage trial** is proposed on Dominion Road in Auckland for an intersection where right-turning traffic crosses bus, traffic and cycle lanes, with motorcyclists and cyclists frequently obscured by vehicles in the intervening lanes. The aim of the sign is to dynamically warn turning motorists of the possible presence of oncoming motorcyclists or cyclists.



There have been several recent updates to NZTA's various **multimodal design guides**. These include:

RTS14 (Guidelines for facilities for blind and vision impaired pedestrians) has had a revision of the "Access to Public Transport" section to align it with current best practice in the Public Transport Design Guidance.

The **Public Transport Design Guidance** (PTDG) has been submitted to the Standards Committee for final approval. When released, it will have a new look and new name (most likely *Public Transport Design Manual*) but retain largely the same content designed to pull together in one place all the relevant publications.

The **Cycling Network Guidance** (CNG) should soon also be ready for submission to the Standards Committee. It will also have a new look, a new name, and a new format, becoming a manual with far less HTML and far more PDF.

A new tool for **evaluating streets for pedestrians** is being developed. The PNG currently refers to **22** audit or review tools. It was decided to consolidate these to give clearer direction and avoid confusion by having a single consistent tool for users. All currently referenced tools were reviewed, evaluated and consolidated into **PedLens**, which was peer reviewed, further refined, and is now undergoing final testing. The aim is to publish it as a digital tool able to be used on mobile devices. PedLens retains at least 22 main metrics to score seven characteristics. These are displayed as a pie graph and percentile score, giving a visual cue to where improvements might be made.

With the recent opening of *Te Ara Tupua* shared path between Petone and Ngauranga, consideration was given to **appropriate path markings** along the route, especially with over 2000 pedestrians and cyclists already using it. The 5m-wide path comprises a pedestrian path 1.5m wide, 1m southbound and northbound cycle lanes, and 0.5m buffers in between. The markings have been designed to employ a triangular theme and allow use of mana whenua cultural expression, especially in indicating where cyclists should take more care and slow down.



Other topics discussed included a shared Barnes Dance phasing trial, Google Earth's new Cycling Data layer, and removing gaps within cycle marking stencils. Please note that, in the past, full minutes could be found on the AMIG webpage (<https://nzta.govt.nz/walking-cycling-and-public-transport/active-modes-infrastructure-group/>). However, NZTA will no longer host the AMIG content on its platform and any information regarding previous meeting minutes will need to be requested from the AMIG team (amig@nzta.govt.nz).

The next AMIG meeting will be on August 20th; at least I will be back by then! Meanwhile, if you have interesting ideas or questions to raise, you can get in touch with co-convenors Wayne Newman (wayne@cresmere.co.nz) or Gerry Dance (Gerry.Dance@nzta.govt.nz).

NZMUGS 2026

02nd MARCH

COMMITTEE DAY



ASKING THE HARD QUESTIONS

The 2026 NZMUGS Committee Day wasn't just another annual catch-up — it was a deliberate step back to ask a bigger question:

Are we still doing what truly matters to the industry?

The committees challenged long-held assumptions and revisited the purpose of NZMUGS.

There was honest reflection on the challenges facing the discipline — from difficulties in attracting new talent to a growing perception that modelling is less central to decision-making than it once was. Rather than avoiding the issue, the discussion focused on how NZMUGS can help reassert the value of modelling and support its future relevance.

Looking ahead, the upcoming 2026 conference prompted discussions on keeping things fresh. The focus is on making the experience more interactive — think site visits, panel discussions, live engagement, and real-world insights that bring conversations to life.



Beyond events, the conversation widened to NZMUGS' place within the broader transport ecosystem. There's a clear opportunity to strengthen connections — whether with other industry groups, government bodies, or universities — and to better support the next generation of transport modellers.



Stay tuned for more upcoming social events and updates on this year's conference.



Call for Registration

NZMUGS Conference 2026



The 19th annual NZMUGS Conference will be held on the 31st August and 1st September 2026 at Grand Millenium Hotel in Auckland. The NZMUGS Conference provides a great opportunity for customers, researchers, engineers, modellers and other practitioners in the transport planning and modelling fraternity to discuss current developments across a wide range of projects and interests.

Conference Theme

Vision and Values, Deniers and Details -<https://www.transportationgroup.nz/nzmugs/>

Awards Criteria

Student Awards Criteria

NZMUGS will award up to five free 2026 conference passes to student applicants. To be eligible for the student passes, applicants should:

- Currently engaged in full time study in a transport planning/ modelling related area;
- Under 30 years of age; and
- Have not previously received sponsorship from NZMUGS

Young Professional Awards Criteria

NZMUGS will award up to five free 2026 conference passes to young professional applicants. To be eligible for the young professional passes, applicant should:

- Be under 30 years of age;
- Have 3 years or less work experience;
- Have not previously received sponsorship from NZMUGS; and
- Be currently working in the transport planning/ modelling profession.

To apply for any of these award categories, please contact NZMUGS at nzmugs@gmail.com and clearly state the award category in your application.

Registration Price

Category	Transportation Group Member
Early Bird (Member)	\$585 excl. GST
Early Bird (Non Member)	\$700 excl. GST

Includes:

- Conference attendance for both days (31 Aug and 01 Sep), including morning tea, lunch and afternoon tea
- Conference dinner on 31st August 2026 (Monday), including pre-dinner drinks

Click on the link below to register:

[https://ipenzpd.createsend.com/campaigns/reports/viewCampaign.aspx?](https://ipenzpd.createsend.com/campaigns/reports/viewCampaign.aspx?d=t&c=D59CC2361A46CB00&ID=F13CD3F1D5E21FAD2540EF23F30FEDED&temp=False&tx=0)

[d=t&c=D59CC2361A46CB00&ID=F13CD3F1D5E21FAD2540EF23F30FEDED&temp=False&tx=0](https://ipenzpd.createsend.com/campaigns/reports/viewCampaign.aspx?d=t&c=D59CC2361A46CB00&ID=F13CD3F1D5E21FAD2540EF23F30FEDED&temp=False&tx=0)



Email

Zoe.chen@beca.com



Website

<https://www.transportationgroup.nz/nzmugs/>



TRANSPORTATION
GROUP NEW ZEALAND

NZMUGS
NEW ZEALAND MODELLING USER GROUP



MARK YOUR CALENDAR!

TRANSPORTATION CONFERENCE 2027



 **14 - 17 March 2027**  **Aotea Centre, Tāmaki Makaurau Auckland**



Yesterday, Today and Tomorrow

This conference will embody how transport and access have evolved, what we can learn from the past, and how we can keep an open mind as we navigate complex systems, shifting expectations, and changing physical and economic realities. Progress isn't just about new ideas, it's about learning from experience - where have results defied projections? Why? Are there tools and processes that no longer serve us? What past decisions have opened up opportunities for us now?

Join us at **Transportation Conference 2027: Yesterday, Today and Tomorrow** as we explore how we shape the future of transport and access: by reflecting on the past, responding to the challenges of today, and continuing to explore, innovate and improve for tomorrow.

 **SUBSCRIBE TO THE NEWSLETTER** 



Join Australasia's Leading Road Safety Event

2026 ARSC Keynote Speakers



Tom Flood
Rovelo Creative, Canada



Prof. Astrid Linder
VTI, Sweden

Plus:

- Early-bird rates
- Extensive program
- Workshops & activities
- Gala dinner
- Networking events
- Sponsorship & Exhibition opportunities



Sydney CBD location
Hyatt Regency

www.australasianroadsafetyconference.com.au

2026 Australasian
Road Safety Conference



26 - 29 OCT - SYDNEY, NSW, AUSTRALIA

2026 NATIONAL TRANSPORT CONFERENCE

8-11 SEPTEMBER | MEANJIN | BRISBANE
SHAPING THE FUTURE, MOVING THE NOW

Our **full program now live, speakers are allocated across most sessions and ConferencePlus+ experiences being locked in**, the 2026 National Transport Conference is shaping up to be one of our most engaging and practical events yet.

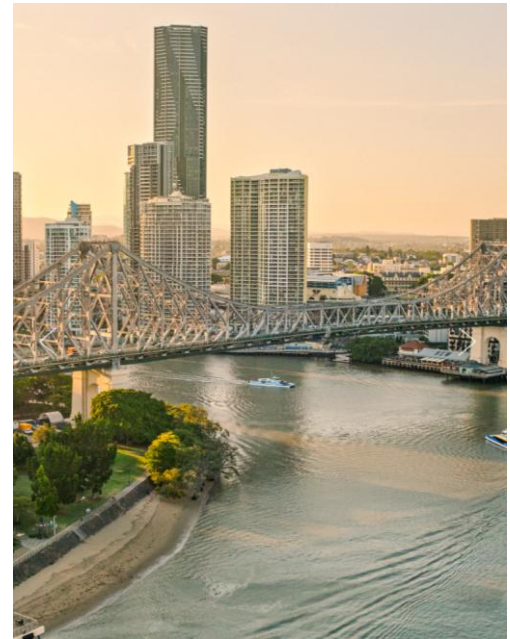
This year's conference brings together transport professionals from across the world to explore the ideas, projects, and partnerships shaping the future of transport, with a strong focus on real-world outcomes and shared learning.

Our updated program reflects the breadth and depth of today's transport sector, with sessions curated to support professionals working across policy, planning, design, operations, advocacy, and research.

Across four days, you can expect:

- **Thought-provoking keynote presentations** from national and international leaders
- **Practical sessions** grounded in real projects and lived experience
- **Interactive discussions** that encourage collaboration and knowledge sharing
- **Opportunities to explore emerging challenges and innovative approaches** across the transport system

With speakers now allocated, the program features a diverse mix of voices from across government, consultancy, academia, and industry, alongside international perspectives that bring fresh thinking to local challenges. Our speakers represent a wide range of expertise and career stages, ensuring the program offers both strategic insight and practical, on-the-ground learning.



Register here:
[2026 National
Transport
Conference](#)

T-TECH26

7-8
July 2026

FACULTY OF ENGINEERING
UNIVERSITY OF AUCKLAND
SMART TRANSPORT BETTER OUTCOMES



You are invited to attend **T-TECH26**, the annual conference of [Intelligent Transportation Systems New Zealand](#), which will run in Auckland on 7-8 July 2026. From network optimisation through to behaviour change and AI, the **T-Tech 2026 programme** is bringing together people doing the work — sharing what they are implementing, testing and learning in real time.

This year's **speaker line-up** reflects the breadth of challenges facing the sector and the practical responses being applied across New Zealand and internationally.

Tuesday 7 July: Conference Day One & Gala Dinner

Wednesday 8 July: Conference Day Two

The venue is the [Faculty of Engineering, University of Auckland](#), located at 20 Symonds Street, Auckland CBD.

To register. Click [here](#)

T-TECH26

7-8
July 2026

SMART TRANSPORT
BETTER OUTCOMES

ITS NZ | AUCKLAND



Register now!



LIVE ONLINE - STARTS 31 AUGUST 2026

Road and street managers are increasingly recognising the importance of safety for pedestrians as vulnerable road users, and the need to provide for Universal Access to meet the requirements of the Federal Disability Discrimination Act (DDA). The value of audits to assess streets and activity centres for safe pedestrian movement and disability access is increasingly recognised, and there is industry demand for trained and competent auditors. This course provides participants with the key skills and tools to complete a Universal Access Audit in accordance with best practice guidance.

WHAT IS COVERED

- Pedestrian road safety and the factors that make a location more or less walkable
- Comprehensive background to human factors psychology, engagement for inclusive access, and inclusive design in transport
- Design that provides safe, practical, all-abilities access and DDA compliance, with detailed modules on paths, intersections, and formal and informal mid-block sections
- Real-world perspectives from people with lived experience of disability
- Accessible car parking
- Virtual field excursion – apply what you've learned in real world context

WHO SHOULD ATTEND

- People who want to become a Universal Access Auditor
- State and local government personnel
- Engineers, planners, designers, traffic managers
- Consultants involved in road safety wanting to add inclusive access auditing to their skill set
- Disability sector advocates and practitioners

COST (PER PERSON GST EXCLUSIVE)

- Universal Access Audits AU\$2,000

FOR MORE INFORMATION

training@SafeSystemSolutions.com.au
+61 3 9381 2222

PRESENTERS



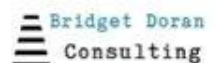
Jo Eady
Senior Advisor

Jo has over 15 years' experience in active transport, walking and accessibility auditing and planning. Jo developed Victoria Walks' Audit tool for assessing physical accessibility of outdoor walking paths.



Dr Bridget Doran
Director

Bridget is a chartered engineer and researcher. She has over twenty years' experience in transport policy, design, community engagement, and participatory planning.



Amanda Lawrie-Jones
Access & Inclusion Consultant

Amanda Lawrie-Jones is an experienced Access & Inclusion Consultant with decades of organisational capability expertise. She founded Accessible Action in 2015 to help organisations remove barriers and promote inclusion for people with disabilities.



CLICK HERE TO REGISTER

The 21st ITS Asia Pacific Forum 2027

May 5th-7th | Auckland, New Zealand

Call for Submissions

**Navigating Tomorrow:
Advancing Intelligent Transport Together**

Researchers, practitioners, and innovators in Intelligent Transport Systems (ITS) from across the Asia-Pacific region and beyond are invited to contribute to the Forum's programme when it is hosted in Tāmaki Makaurau, Auckland in May 2027..

This Forum provides a unique opportunity to advance the evidence base that underpins ITS and the future of mobility. The scientific programme will showcase leading-edge research, technical innovation, and applied insights that address the pressing challenges facing our transport systems—ranging from improved efficiency, resilience, safety and affordability through to decarbonisation, equity and network performance.

We particularly encourage contributions that demonstrate interdisciplinary collaboration, translate research into practice, and reflect the diverse contexts of the Asia-Pacific region. Auckland offers a living laboratory for these conversations—a growing metropolitan region where investment in multimodal transport, digital infrastructure, and smart mobility solutions is shaping a more sustainable and resilient future.

Through the presentation of full scientific papers, technical papers, special interest sessions and executive sessions, the Forum will foster robust discussion, critical thinking, and meaningful engagement between academia, industry, and government. Our aim is to create a programme that not only disseminates knowledge but also inspires new partnerships and research directions that deliver tangible outcomes for communities.

You are invited to contribute to the scientific and technical programme and to be part of this important dialogue on the future of intelligent transport systems.

Information about submissions & themes

<https://nz.itsnz.org/itsforum27/submissions>

Conference website

<https://nz.itsnz.org/itsforum27>

If you have questions, please email Doug Wilson at dj.wilson@auckland.ac.nz or the ITS NZ Executive Officer, Kim Mundell at exec@itsnz.org

Book Review: Transit by Design, Nicolas Reid



George Weeks
Principal Transport Advisor
george.weeks@aucklandcouncil.govt.nz

Many successful fiction authors tell stories about subjects of personal interest. John Grisham was a lawyer. Roald Dahl raced greyhounds and sold antiques. Nevil Shute flew aeroplanes. And so on.

It works for non-fiction too. With *Transit by Design*, Nicolas Reid has distilled 15 years of professional public transport planning into 245 readable pages.

Jumping straight in at the introduction, we learn that roads are simple; build it and they will come. Service design is the secret extra ingredient of public transport planning. Not only do we have to build bus, rail or ferry infrastructure, we *also* need to design, plan, fund and operate the networks that will use it. What will the hours of service be? How many trains will arrive per hour? And so on.

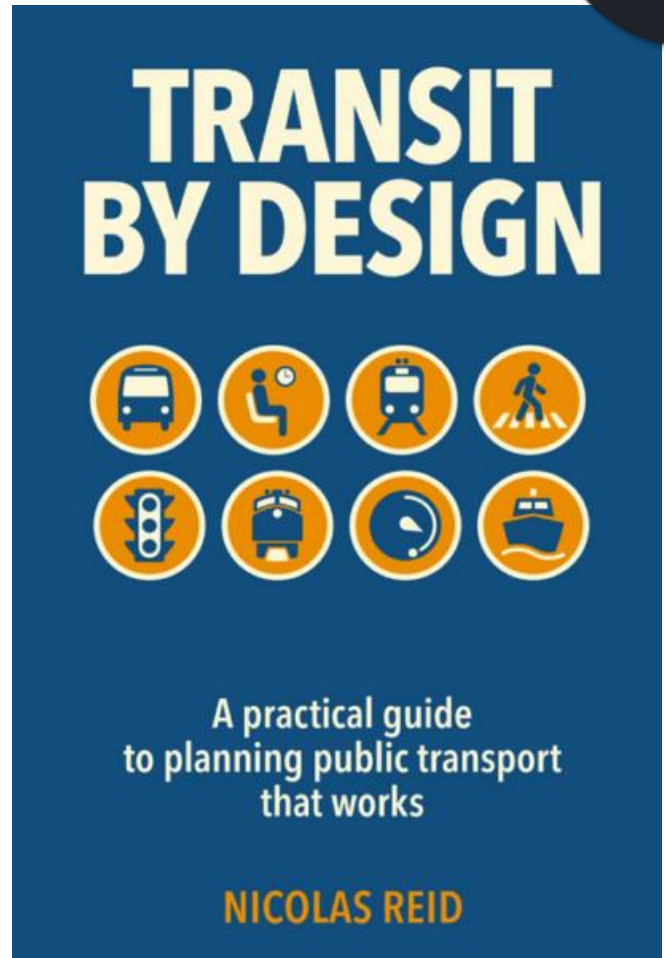
Transit by Design is split into four equal-ish parts. Part one (Transit strategy) makes a compelling case for public transport that will cover the widest-possible user base; 80-90% of the population; the “mundane middle”, the population in the bell curve.

There will always be edge cases. An ultra-rich socialite may prefer a chauffeur-driven Mercedes-Benz, but we don't need to worry about them. A good baseline service is crucial – an illustrative chart appears on p. 37.

Part two covers the secret sauce of service design.

Some very important points appear here; usage is not the same as demand (no-one uses a bus service that doesn't exist, irrespective of latent demand).

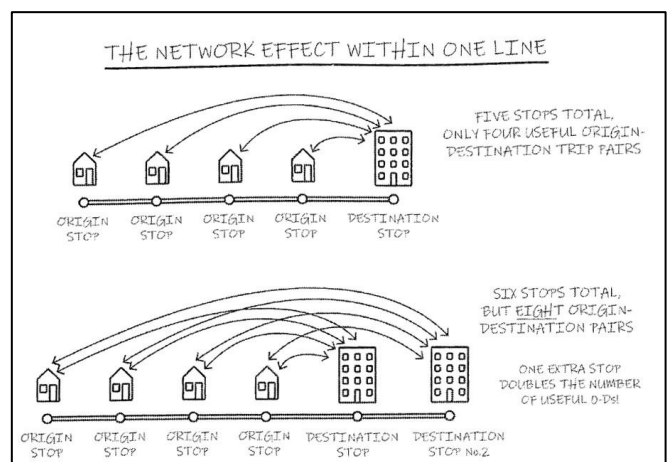
The last bus of the night is *meant* to have low patronage (no-one wants to rely on the last bus). Consistent with part one, the most efficient public transport timetable is consistent throughout the day. A few more charts would be useful here



In part three – network planning – we quickly encounter the inherent trade-offs.

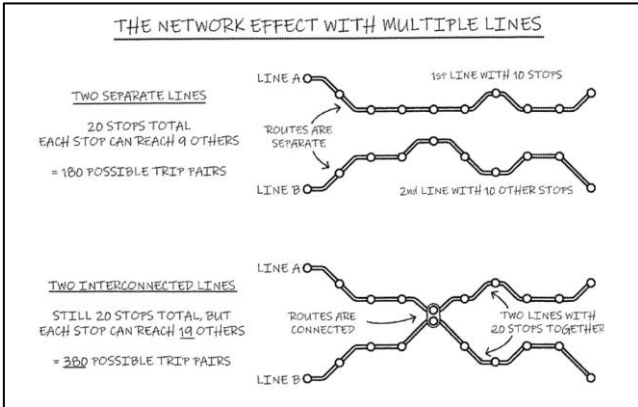
Do you want to prioritise directness? Or coverage?

Integrating different routes is crucial. We learn about network effects; add a second destination to double the origin-destination pairs.

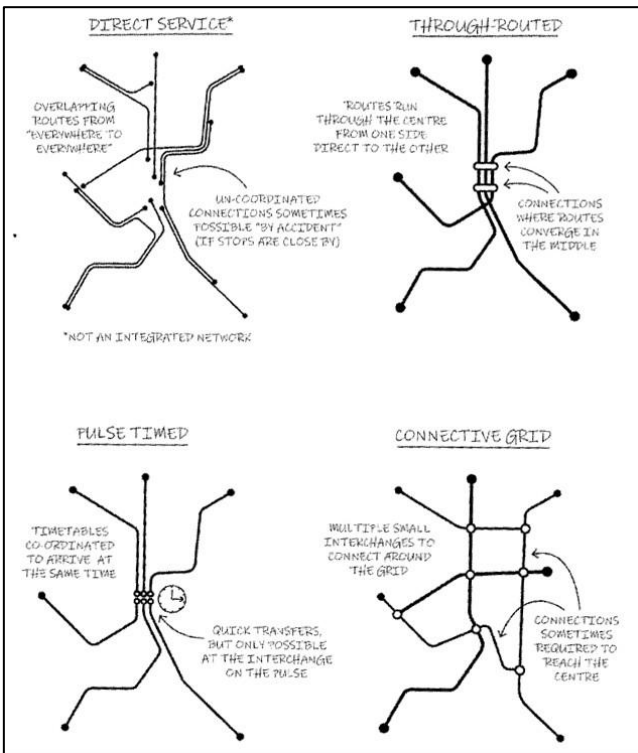




Book Review: Transit by Design, Nicolas Reid



A through-running service across a city centre can attract huge patronage, provided it is reliable and unconstrained. Diagrams compare different types of integrated networks.



Transport modes, vehicles and infrastructure come last, in part four. This is deliberate. Reid has made us think about strategy, service and networks *before* getting into arguments about buses-versus-trams.

Helpfully, we compare four types of transitway, from the bus-in-the-street up to a fully grade-separated right of way. We learn that the biggest determinant of passenger capacity in any transit vehicle is its length, and this will depend on the design of the infrastructure.

After a quick tour of ferries, gondolas and funiculars, we gawp at the absurd *gadgetbahnen*; transport technology in search of a problem.

We conclude with the consistent thread that you design public transport around the service that you seek, not the infrastructure.

This book is a dense-yet-handly primer that helps the reader to ask the right questions.

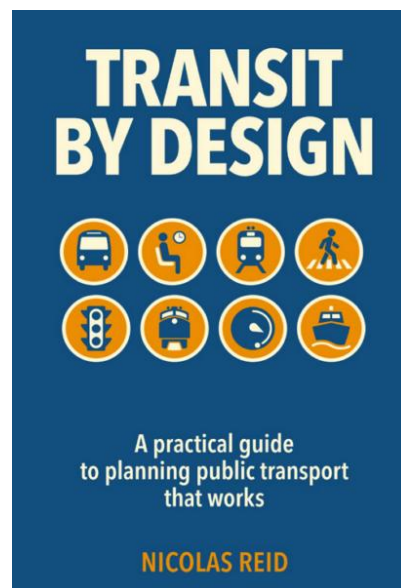
Reid is one of the best-qualified transport planners in New Zealand and this is clearly reflected in the book.

While the language is pleasantly non-technical, the sheer quantity of facts can get tiring.

Greater use of summaries, lists, stories and illustrations would help to make the main messages stick in the reader's mind. How about a cheat-sheet for the main rules and principles?

Transit by Design is highly accurate and consistent with other well-established public transport handbooks by Jarrett Walker, Paul Mees, Pete Dyson, Rory Sutherland and others.

For a detailed, thorough grounding in the principles of public transport design, it is a worthy addition to anyone's bookshelf, amateur or professional.





The Ngauranga to Petone (Ngā Ūranga ki Pito One) section of Te Ara Tupua opens

Thousands of people recently tried out the new section of Te Ara Tupua on the opening weekend.

This new 4.5 kilometre-long, 5-metre wide path gives people a much safer way to walk, run, ride, or roll between Wellington and Lower Hutt. It also connects with other walking and cycling facilities such as Thorndon Quay in Wellington, the Petone to Melling (Pito-One to Melling) cycleway, Petone Esplanade, and the Hutt River Trail.

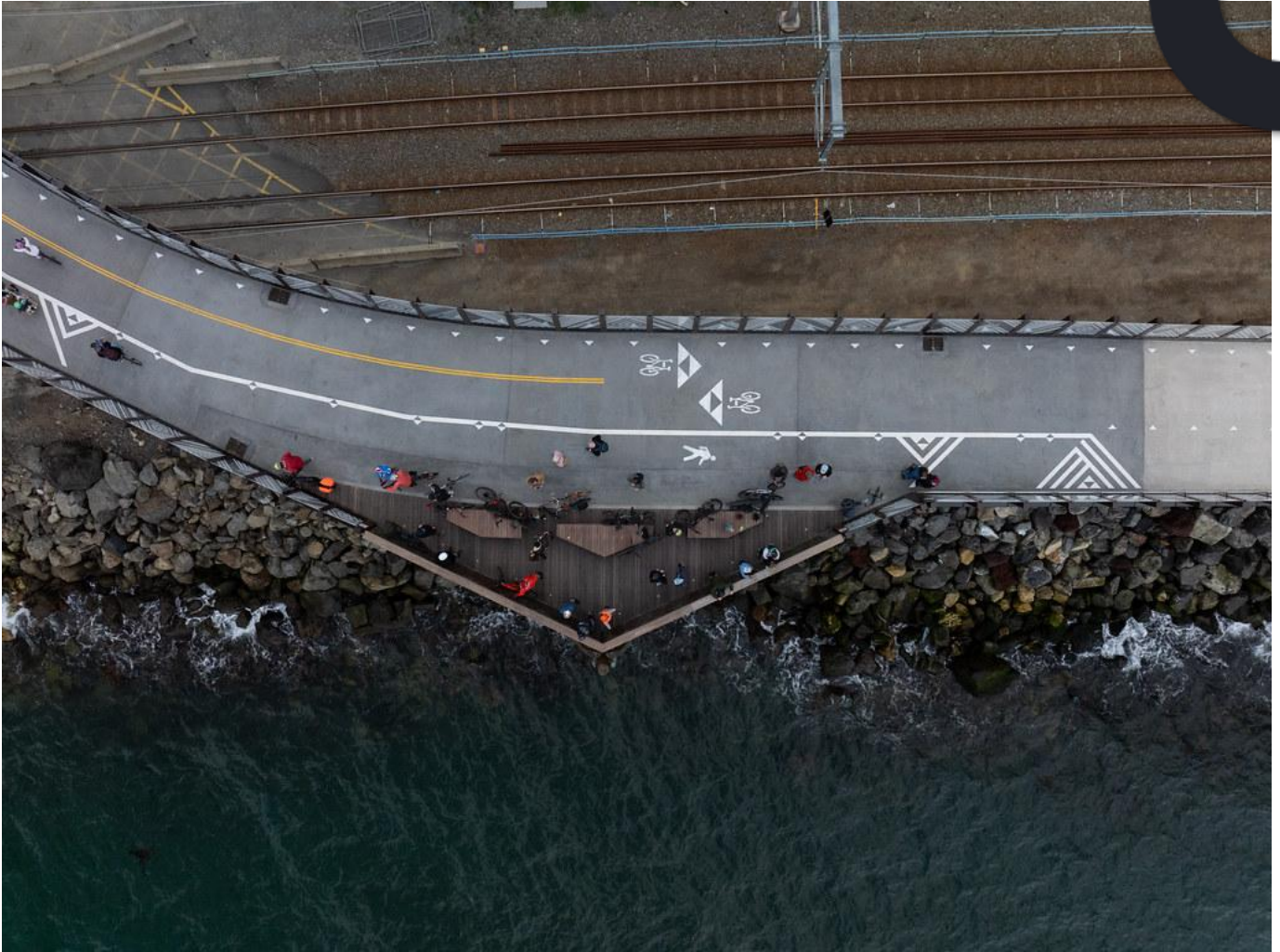
Sensor data recorded over 10,000 cyclist and pedestrian movements onto the shared path during its opening weekend.

Built on a foundation of significant resilience and coastal improvements, Te Ara Tupua delivers a new shared path linking Wellington and Lower Hutt. It not only creates a safe, accessible route for walking and cycling, but also massively improves the resilience of State Highway 2 and the Hutt Valley rail line — a critical transport corridor for this region.

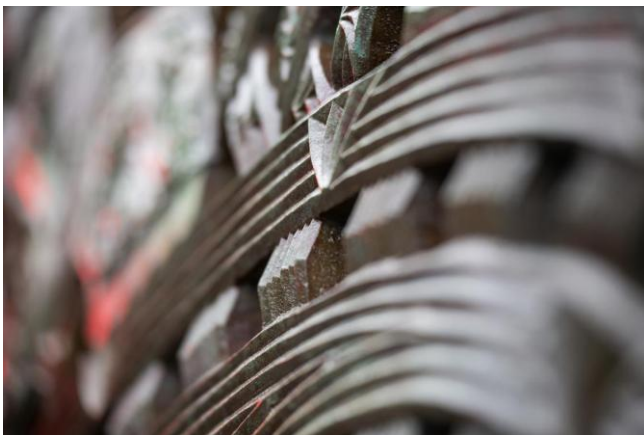
The project, which cost \$348.7 million, includes 0.8 hectares of reclaimed land, 2.7 kilometres of sloping coastal defences, more than 6,000 interlocking concrete blocks, and six vertical seawalls to strengthen the shoreline.

Previously, there was no safe walking and cycling route between Wellington and Lower Hutt. The new shared path is expected to provide for over 2,100 trips on bikes, 360 walking or running trips, and around 290 trips on e-scooters or similar devices each weekday expected by 2032. This is compared to approximately 450 daily trips estimated before the project got underway.

This huge project was delivered by NZTA through alliance contractors Downer NZ, HEB Construction, and Tonkin+Taylor. It has been a long time coming! Construction on the path began in 2022, following site investigations, community engagement, design and consenting that took place from 2013.



The project team would like to acknowledge iwi mana whenua partners Te Āti Awa Taranaki Whānui and Ngāti Toa for their partnership, guidance, and collaboration.



People travelling on Te Ara Tupua will get to learn about the people, places, and history that are of significance to mana whenua.

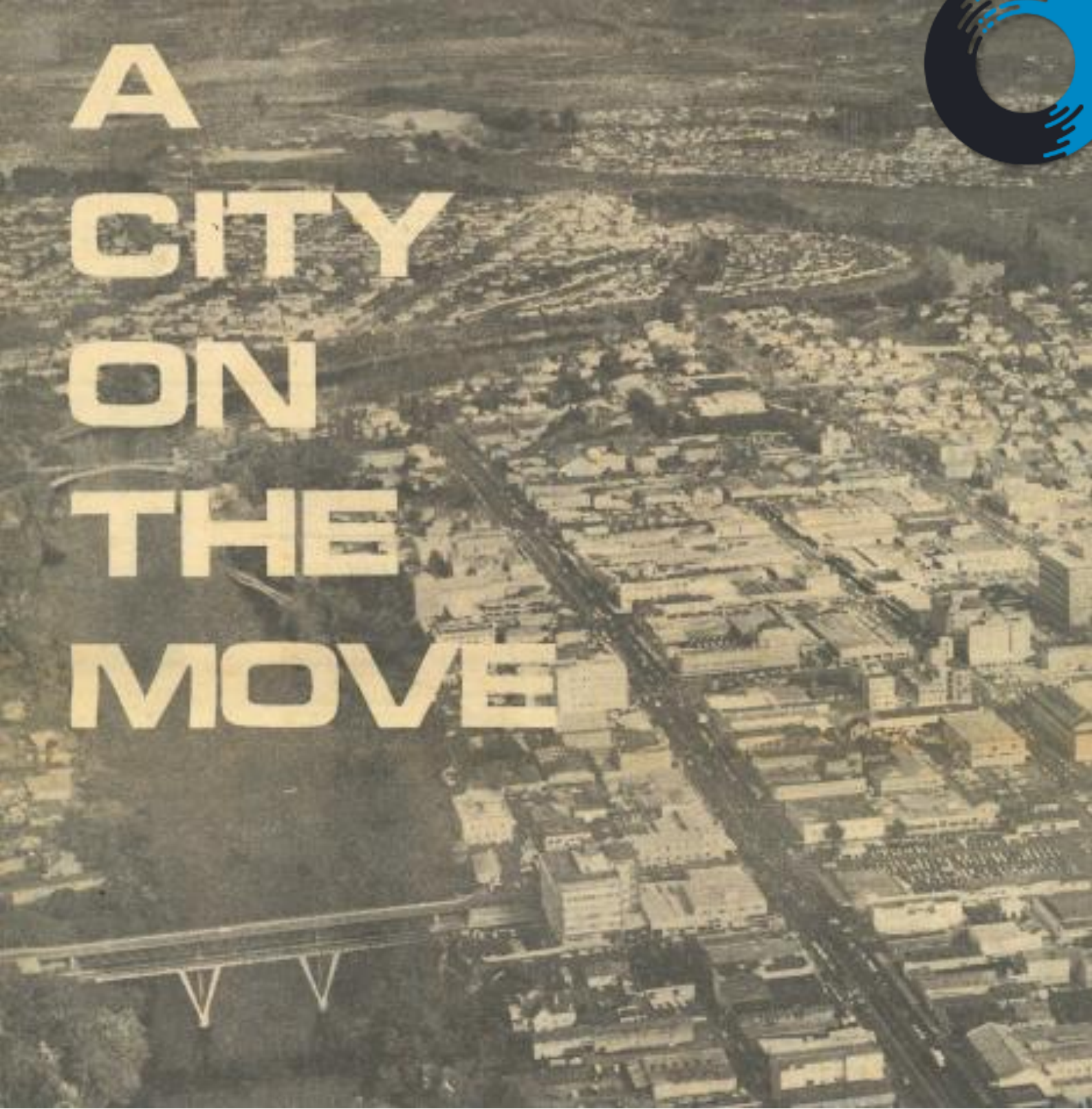
This includes the Niho Taniwha design (created by Iwi Lead Designer Len Hetet) which is a symbol of protection and acts as visual guardian (kaitiaki) near transition points.



The cultural narrative extends to two bronze sculptures, bridge and path designs (tohu) etched and/or painted along the path, 35 pou, and other elements.

Approximately 144,000 tonnes of rock were needed to complete the project. The rock was sourced from Golden Bay, Taranaki and Rotorua. Up to 130 people were involved when the project was at its peak.

More information is below or on the [Connecting to the Ngauranga to Petone page](#).



A CITY ON THE MOVE

In 1969, the proprietors of the *Waikato Times* prepared a special supplement on Hamilton City's Transportation Study that looked at the city's transport needs for the 20-year period ahead.

This detailed and ambitious study captured that the city was already grappling with challenges – rapid growth, increasing traffic demand, pressure on a network never designed for the scale it was becoming, and the all-too-well-known funding constraints between different community needs (e.g. water, sewage, cultural, recreational, transport, etc.).

The mayor at the time, M. J. Minogue, rightly said that:

“the whole community and citizens are urged to study the proposal and implications [of the study] seriously. [...]

Hamilton is facing a challenge in dealing with problems of growth [...] and it will be important to ensure that the correct priorities are given to all these.”



MESSAGE FROM HIS WORSHIP THE MAYOR

I would first like to thank and congratulate the Waikato Times in preparing for its readers, this most valuable supplement to explain the principal features of the Transportation Study Reports. Council and the public have been looking forward for a considerable time to the completion of what has probably been one of Hamilton's most important planning studies.

The Transportation Plan is designed to serve the whole community and citizens are urged to study the proposals and implications seriously. Some people may well be disappointed or dismayed—some may say planning has not gone far enough, others may say it has gone too far.

Hamilton is facing a challenge in dealing with problems of growth. In the next few years essential services such as a water treatment station and a massive sewage disposal scheme must be completed at considerable cost and no doubt there will be strong competition with transportation needs for finance. Cultural and recreational needs will also cry out for funds and it will be important to ensure that the correct priorities are given to all these.

The Transportation Study now completed is an essential prerequisite to the orderly planning of Hamilton for the next two decades.

—M. J. MINOGUE, Esq.



If this sound scarily (but also excitingly) familiar, we invite you – the 2026 community of transportation professionals – to join us as we reflect on what transpired following Hamilton City's transportation study.

Over the next few issues of the *Roundabout Magazine*, the Waikato Branch will take a fresh look at this fascinating piece of history – unpacking the ideas, the assumption, and the vision for a future that, at the time, was still two decades away and that now, almost six decades, still feels remarkably relevant.

What makes this study so compelling is not just what it predicted, but how it thought about the future.

It reflects a time when transport planning was becoming bolder in its ambition, while also acknowledging that some people would be disappointed or dismayed. Isn't this also true in today's reality?

Over the next editions, you will be invited to reflect on:

- How Hamilton City actually 'moved'?
- Was the transport network as planned eventuate?

- Were the key transport problems solved – or are we still working through them today?
- And perhaps most interesting of all... would we plan it the same way again?

This series isn't about judging the past. It's about learning from it. Understanding how thinking has evolved, what has stood the test of time, and what it tells us about the future we are shaping now.

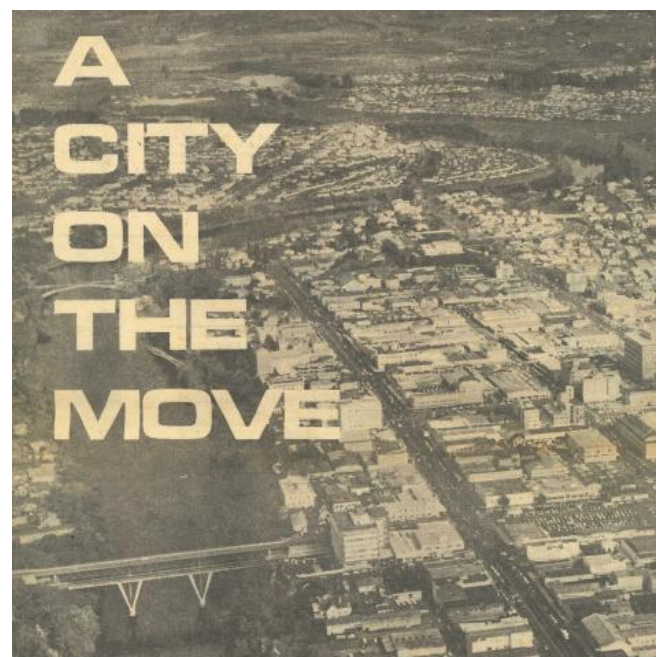
Because if 1969 Hamilton was a city on the move..., what kind of movement are we planning for today?

Ngā mihi,

Waikato Branch Committee

Acknowledgement

Thanks to BBO for retaining and sharing the original 1969 Hamilton City Transportation Study.





Auckland Transport (AT) is in the final stages of delivering its largest ever annual road maintenance programme with over 480 kilometres (km) of Auckland's roads having been repaired and resurfaced this financial year, helping Aucklanders and freight get to where they want to go safely and efficiently.

To date AT has completed 483km of resurfacing (comprising 104km of asphalt, 370km of chip seal and 9km of pavement rehabilitation) which is equivalent to driving from Auckland to Bulls (6 hours driving time).

GM Road Asset Maintenance & Renewals, Alan Wallace, says this is the biggest road renovation programme AT has ever delivered.

"Last year we achieved about 440km and this new record has been made possible due to the increased funding that Auckland Council and NZTA have provided for road maintenance in Auckland.

"Much of this work has been undertaken at night to minimise disruption for road users and maximise productivity so we can make our funding go further and help keep our city moving.

"I want to say thank you to our teams and suppliers for their commitment and dedication in delivering this huge

programme of work. I also want to thank road users for their tolerance and care when driving through our work sites. We recognise that this work can cause disruption, but we ask that motorists obey the temporary speed limits and treat road workers with courtesy and respect."

Over the last three years AT has been steadily ramping up the size of this programme and next year, as part of Auckland Council, intends to do more again. The Auckland road network comprises 7,000km of sealed roads and to keep up with its maintenance needs, 8-9% (525-575km) of the network needs to be resurfaced each year.

To preserve Auckland's road network, it is essential that sealed roads are resurfaced when required to keep the surface waterproof and restore skid resistance. Bitumen oxidizes over time and cracks, which allows water to penetrate the surface and enter the underlying road pavement.

"If this occurs then it can cause potholes and much more costly pavement repairs", says Wallace.

"Resurfacing a road is like painting your house. It's best done before it deteriorates too much, because leaving it too long can turn it into a much bigger and costly job."

CRL emergency tests



Large-scale emergency testing is wrapping up on Auckland’s City Rail Link (CRL), marking one of the most critical phases in preparing the country’s largest transport infrastructure project for passenger service.

Auckland Transport, alongside City Rail Link Ltd, Link Alliance, Auckland One Rail, KiwiRail and emergency services undertook the extensive testing schedule in late April, to early June 2026.

The programme involves realistic simulations using smoke machines and volunteer “passengers” to recreate scenarios including fires, onboard incidents and tunnel evacuations. These exercises are taking place across the new underground stations and tunnels and Waitemata Station.

The testing is designed to ensure systems, staff and response agencies are fully prepared for the challenges of operating in a complex underground environment. Evacuation drills, some involving hundreds of participants, are testing everything from fire alarms and ventilation systems to emergency doors, comms and coordination.

The work is essential to confirm that the network can operate safely and reliably from day one. With stations sitting as deep as 33 m below ground, emergency planning is a key priority, and the testing allows teams to validate procedures under real-world conditions and adjust where required.

The emergency exercises represent just one part of a much broader readiness programme ahead of the CRL opening later this year. Alongside emergency testing, work continues to integrate new systems with Auckland’s existing rail network, ensuring seamless operation across infrastructure, signaling and services.



CRL emergency tests - continued



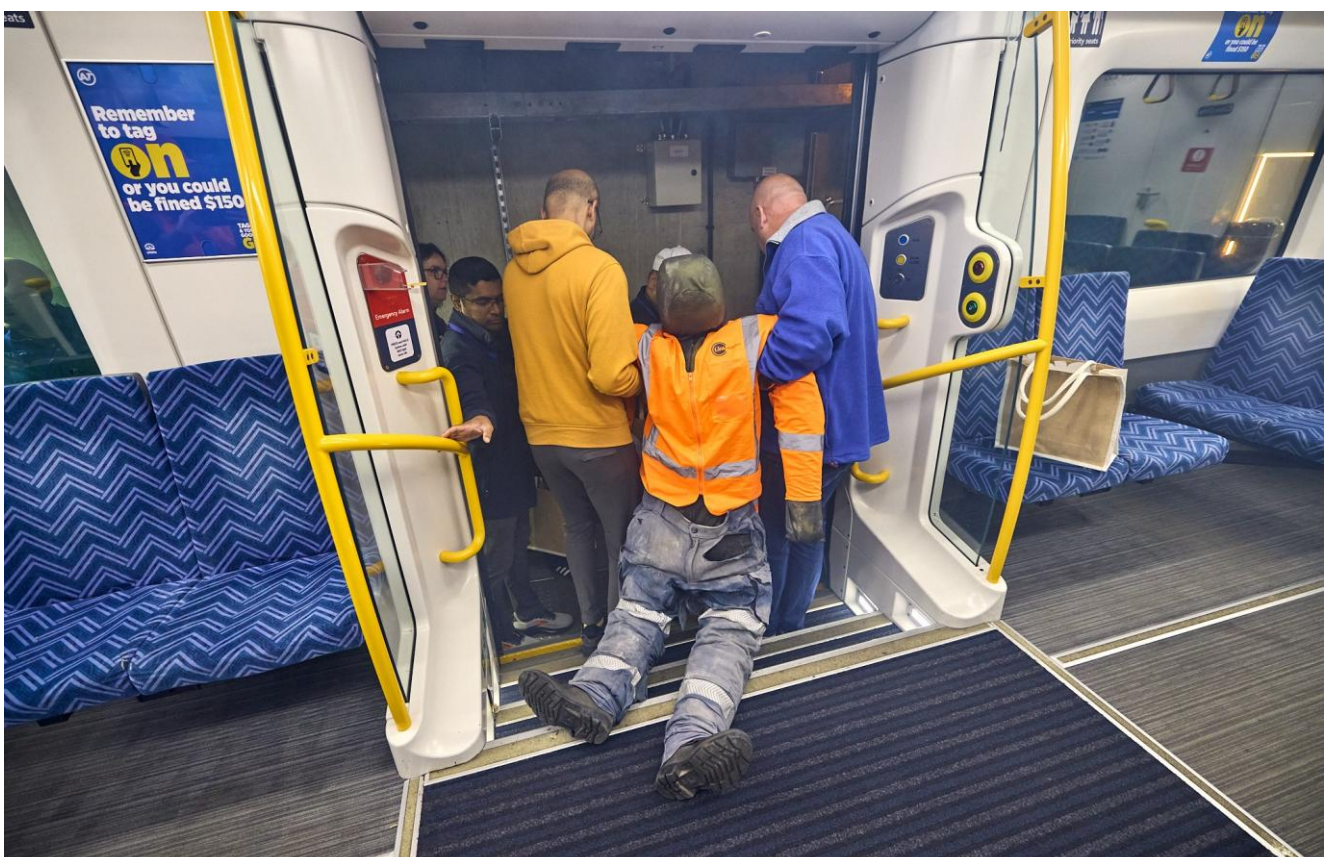
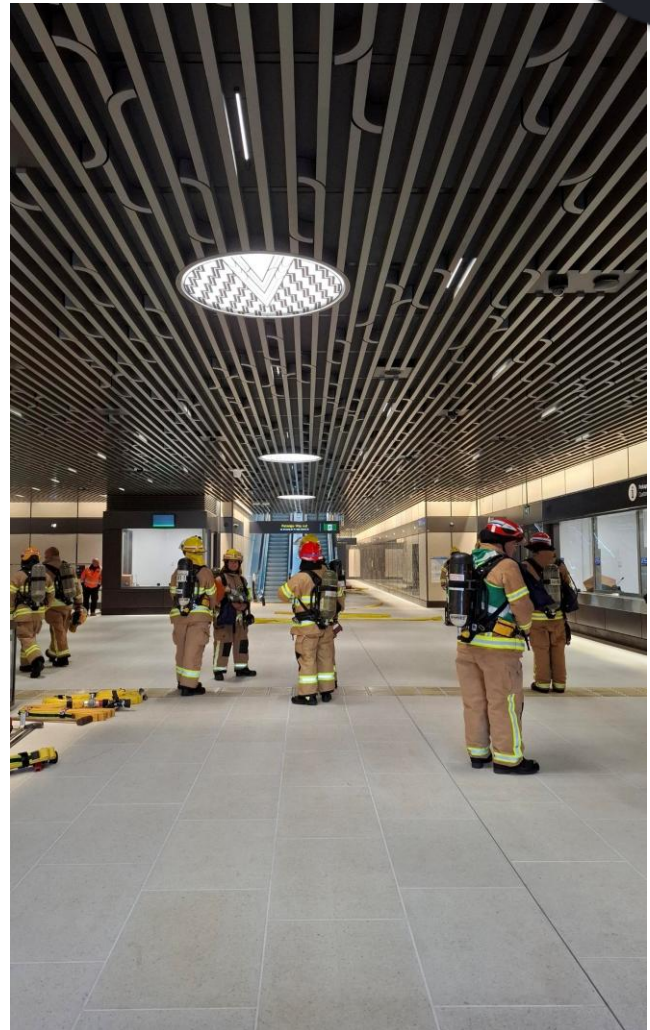
The emergency exercises represent just one part of a much broader readiness programme ahead of the CRL opening later this year. Alongside emergency testing, work continues to integrate new systems with Auckland's existing rail network, ensuring seamless operation across infrastructure, signaling and services.

Attention is also turning to the customer experience, including transitioning all public-facing information across the transport network with more than 10,000 items needing be updated.

This will help passenger understand how to navigate the new network, and show the different options they have to travel across Tāmaki Makaurau.

At the same time, train crew and customer service staff are undergoing training to get familiar with their new new environments and ensure they are ready to assist customers through the change.

Across every workstream, safety remains the overriding priority. Together, the testing, system integration and operational preparation signal that Auckland is entering the final stages of bringing the City Rail Link into service, laying the groundwork for a safer, more reliable and better-connected network.





Road Safety Week



Organised by



Road Safety Week recap

The road safety community came together once again, dusting off the brightest yellow outfits, swapping stories, and proudly celebrating the people who make our roads safer every day. By all accounts, this was the best Road Safety Week yet.

A huge thank-you is due to Brake for leading the charge, alongside the incredible support of NZ Transport Agency Waka Kotahi (NZTA), ACC, Beca, Vector Lights, Auckland Council, Aioi Insurance, and many others who made the week possible.

The week kicked off recently with Part 1 of the NZ Road Safety Conversations in Christchurch, where we were lucky enough to have Dr Ingrid Johnston from the Australasian College of Road Safety (ACRS).

The discussion was thoughtful, challenging, and refreshingly grounded in real-world road safety issues; the kind of conversation that leaves you energised and ready to act.

Throughout the country, and across the week, teams from NZ Transport Agency Waka Kotahi (NZTA), Beca and partner organisations headed into schools, meeting with 6 and 7 year olds to talk about road safety.

There were readings of *My Mum is Queen of the Road / Ko tōku Māmā te Kuini o te Rori*, written by award-winning New Zealand author Jennifer Beck and beautifully illustrated by Lisa Allen.



In some schools, the fun went even further, with kids put through their paces to see who might be New Zealand's next top traffic controller. Even better, the books were generously donated to schools, leaving a lasting legacy well beyond the week itself.

Midweek we celebrated Road Patrol Superhero Day, proudly sponsored by the AA.

This special day celebrated the everyday heroes who get up early and stand with a smile and a "lollipop" sign to help school children get home safe, our school crossing patrol volunteers.

With over 200 schools taking part nationwide, communities paused to recognise the people who make sure tamariki get to and from school safely, rain or shine. Capes were optional, but gratitude definitely wasn't.





Road Safety Week recap - continued

Next was Part 2 of the Road Safety Conversations, proudly supported by ACRS and The Yellow Ribbon Road Safety Alliance.

Once again, Dr Ingrid Johnston led the discussion, joined by Dr Amy Williamson, who guided a robust panel conversation on the influence of strong leadership in road safety.

The panel featured Dr Ingrid Johnston, Councillor Richard Hills, and Damian Light from the Howick Local Board, each sharing candid insights on what leadership really looks like when it comes to safer streets.

The evening then shifted to celebration mode, with Naomh Cusin, NZ Manager of Road Safety Education and Secretariat of the Yellow Ribbon Road Safety Alliance, leading the Road Safety Hero Awards.

Among the awardees was Invercargill's Sergeant Geoff Sutherland, who won the Award for Professionals, having devoted more than 30 years to road safety.

Michelle Nell, Principal of Auckland's Marlborough Primary School, won the Community Hero Award, for being the driving force behind New Zealand's first School Street, removing traffic at pick-up and drop-off times.

The Youth Award was won by Olivia Adie, who has been involved with Students Against Dangerous Driving (SADD) for over 4 years, beginning as the sole member of her school group at Queen's High School in Dunedin, and growing it with such momentum that it has continued to thrive after she left.

Road Safety Week is a timely reminder that heroes aren't always in uniform or on a stage, sometimes they're right outside your front gate. And if there was ever a week to say *thank you*, this was it.



“It’s not worth the risk” – Improving rail safety for pedestrians



All pedestrian level crossings across Auckland’s passenger rail network now have automatic safety gates, part of a city-wide rail safety programme to be ready for more trains when City Rail Link opens later this year.

The final pedestrian safety gates were opened recently at O’Neills Road in Swanson.

To be ready for City Rail Link, 26 pedestrian safety gates have been installed and 15 level crossings have been closed or replaced with a safer connection over the past 10 years. Across the network, a programme of about 250 other safety improvements at rail level crossings are close to completion – including footpath improvements for pedestrians, lighting and signage upgrades, tree trimming and median island treatments.

Auckland Transport Head of Level Crossings, Tom Willetts, says improving safety is an important part of unlocking the benefits of the new network.

“Opening the City Rail Link will mean more frequent trains, faster journeys, and better connections for Aucklanders. We are also strongly focused on ensuring people are safe at level crossings as there’s more trains.”



Rail safety advocate Karamea Matthes (below left), whose son Keenan tragically died in an accident involving a train at Rānui Station level crossing in 2017, says this is a significant milestone.

“We are thrilled to see the installation of electronic safety gates at the O’Neills Road pedestrian level crossing and interim safety improvements across the metro network to ensure that remaining level crossings are made as safe as possible.

“We have long advocated for these upgrades which represent more than just infrastructure. They are a commitment to ensuring that no other family has to endure the preventable tragedy of a crossing accident.”

Matthes says it comes at a poignant time for her family, following the anniversary of Keenan’s passing in April.

“It serves as a powerful reminder of why we do this work. Safety at level crossings is paramount because even a single moment of distraction or human error shouldn’t result in the loss of life.

“We have always supported these improvements because we believe everyone deserves to get home safely, and we’re proud to see this vision finally realised.”

Waitakere Ranges Local Board Chair Mark Allen says the new gates are a welcome addition for the community.

“The local board and Swanson community are very pleased to see the safety gates. It is an important connection for families, and it is wonderful to see after such great community advocacy.”

Additional upgrades at O’Neills Road include a concrete footpath to improve safety and accessibility. This will be completed in late 2026.

Between 2013 and mid-2026, there have been 415 near misses at pedestrian level crossings. Pedestrian level crossing near misses peaked in 2017 and since then have reduced by around 80%, a testament to the ongoing safety improvements across the network.

Mr Willetts says in addition to the safety improvements, AT and KiwiRail are encouraging people to be careful around train tracks.

Improving rail safety for pedestrians



“Always look for lights, listen for bells, and watch for barrier arms and gates. Don’t stop on the tracks or try to cross once the warning lights and bells sound.

“Modern trains are fast and quiet and the consequences of not seeing one can be deadly. Trains can’t swerve and they take time to completely stop. It’s not worth the risk.”

Mr Willetts says automatic gates significantly improve safety, but to unlock even more frequent trains in the future, permanent solutions to replace level crossings are needed to improve safety and keep traffic moving on roads.

A programme to replace level crossings with safer connection across Auckland during the next 10 to 30 years, helping unlock the full benefits of City Rail Link, is progressing well.

New pedestrian bridges at Glen Innes, Takaanini and Te Mahia stations to replace level crossings are due to be opened in the coming months.

In Takaanini, construction enabling works will start later this year for new road bridges to replace level crossings on one of the busiest parts of Auckland’s rail and road networks.

The next step is deciding how to replace or remove the remaining 21 rail level crossings on the Western Line to be ready for more train passengers and housing growth expected along the rapid transit corridor in the years after City Rail Link opens. Two months of public engagement has just been completed.

The Rail Level Crossings Programme is funded by Auckland Council and NZTA, delivered by AT and Auckland Council with support from KiwiRail.

Extending bridge life through innovation



Siva Sivapakkiam
KiwiRail Chief
Infrastructure Officer
KiwiRail

KiwiRail owns around 1300 bridges and a third of them are more than 100 years old. We're using innovative cost-saving solutions to keep these bridges safe and in service for longer.

Recently we trialled a technique known as entombing to preserve Bridge 49 on the Main North Line between Christchurch and Picton, a technique that can extend the life of a pier up to 30 years and beyond.

It's part of our sustainability strategy to make our assets more resilient to extreme weather and create better value from the money that has already been invested in the network.

The project involved multiple stages:

- Carrying out 3D Lidar Drone scans of the bridge piers, to understand the angles, thickness and alignment of the piles to create a CAD model to pre-fabricate the steel casings
- Encasing the timber piles in steel cylinders down to 1.8m below ground
- Wrapping each pile with dense protective tape below the cylinders
- The cylinders were then membrane sealed and backfilled to ground level
- The casings were then filled with 70 MPa high-flow grout.



Before: old bridge piers



After: fully entombed bridge piers

This process completely isolates the timber pile from moisture and oxygen, the two main causes of decay, effectively placing the piles into a preserved state for a long time.

This technique can extend the life of a pier up to 30 years and beyond, delivers great cost savings and can be delivered by internal teams with minimal consent needed.

Replacing a pier might cost three to eight times as much as entombing. Entombing can also be delivered with less disruption to rail services and a fraction of the time compared to full replacement of the pier.

In contrast, if a pier is not replaced, it can eventually lead to full bridge failure which would be far more costly, with new bridges costing between \$5 and \$15 million.

By extending the life of our bridges, entombing can help spread investment more evenly across the large number of bridges that are coming up for renewal over the next 100 years.

These types of innovations to make our assets resilient will become increasingly important, as climate change and warmer temperatures mean that our bridges are exposed to more extreme weather events and other challenges in future.



KiwiRail's beautification initiative transforming the Auckland rail network



Wiri Junction

Graffiti is a persistent issue across rail networks worldwide. The nature of the rail corridor makes graffiti removal complex and expensive due to limited access opportunities and safety requirements.

Not only is graffiti unsightly for communities and rail passengers; it also raises significant safety concerns. When graffiti artists illegally enter the rail corridor, they put their lives at risk.

KiwiRail regularly carries out beautification work across the national rail corridor, commissioning large-scale murals and vinyl-wrapping signal boxes with artwork on an ad-hoc basis.

In late 2024, KiwiRail launched a trial beautification initiative across the Auckland network, identifying graffiti hotspots that could be transformed into vibrant community artworks.

The initiative aims to shift mindsets and community perceptions – from complete eradication of graffiti in the rail corridor to celebrating and supporting artists through commissioning murals in high-visibility areas frequently targeted by taggers.

Through this initiative, KiwiRail has worked with a diverse range of artists, from at-risk youth to established muralists with decades of experience.

All artists are required to complete rail-specific health and safety training, receive a

safety briefing, and wear full PPE when working on these projects.

As a result, artists gain a better understanding of rail safety and can share this knowledge with their networks. KiwiRail has also engaged Mana Whenua partners in this initiative, strengthening relationships and recognising their role as kaitiaki (guardians) of the whenua (land).



Pukekohe signal shed

Transforming Auckland's rail network

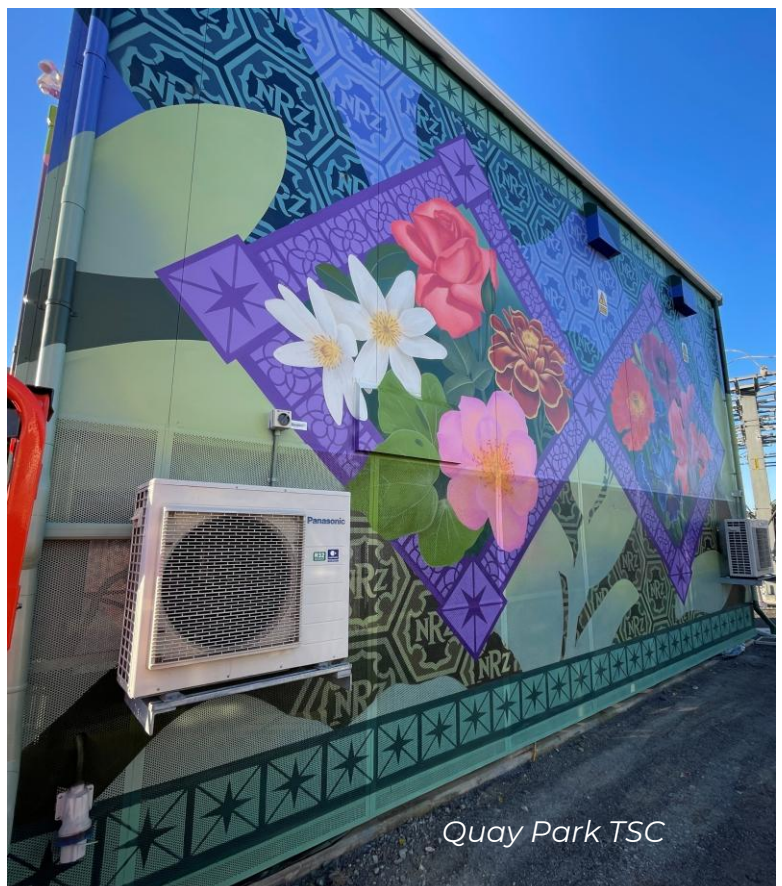


Maungawhau retaining wall

The trial was completed successfully, with additional funding secured for Phase Two. Since July 2024, 29 murals have been installed across the Auckland network.

Creating opportunities for artists from a range of backgrounds to develop and deliver large-scale artworks has been incredibly rewarding. Seeing these murals come to life in public spaces and knowing they will be seen by a large audience every day is a meaningful part of KiwiRail's community engagement efforts.

Planning is now underway for the initiative's third year. Please remember that these artists were invited to paint in the rail corridor by KiwiRail, and measures were in place to keep them safe. Entering the rail corridor without permission and protection is both extremely unsafe and illegal.



Quay Park TSC



The future of ferry travel has arrived with Auckland's first electric-hybrid vessel

After months of rigorous testing and sea trials, Auckland's first plug-in electric-hybrid fast ferry is one step closer to entering service, with stakeholders, dignitaries, and local politicians becoming its first passengers in late May.

Owned by Auckland Transport (AT) and operated by Fullers360, the electric-hybrid ferry is one of two that will soon begin operating between Devonport and Downtown Auckland. The ferries, worth around \$20 million each, were 49% funded by Auckland Council, including support from the Climate Action Transport Targeted Rate, and 51% by NZTA.

Auckland Mayor Wayne Brown says the new ferries will be a welcome addition.

"Commuters and visitors alike will welcome a new, modern, quiet hybrid ferry on this essential link between Devonport and Downtown Auckland," says Mayor Brown.

"Auckland has an aging ferry fleet meaning breakdowns, cancellations, frustrated customers and more cars on the road, so replacing the fleet with brand new vessels is an important part of giving customers confidence in our fleet network."

The first electric-hybrid ferry, named Waitematā 1 (gifted by Ngāti Whātua Ōrākei), is expected to enter service sometime in June, with the second electric-hybrid set to arrive in Auckland in the second half of this year.

"The electric hybrid ferries will be a fantastic asset for our city and support our commitment to reduce transport emissions over time and improve the resilience of our public transport network," says Stacey van der Putten, AT Chief Executive.

"The first vessel has performed well during sea trials and performance of the electric propulsion and onboard systems have consistently met expectations. We're excited to welcome onboard our first customers to the new vessel next month".

Waitematā 1 can carry up to 300 passengers and has been designed for safe, comfortable and highly reliable commercial rapid transit ferry services.

It offers passengers a range of seating options, including tables and USB ports for those that need to work on their commute, fold-up luggage compartments and floor-to-ceiling windows.



Delivering Waitematā 1 for Auckland has been a landmark project for our people as we help roll out the future of ferry travel," says Fullers360 CEO Mike Horne.

In recent months, our crews, engineers, and operational teams have tested the electric-hybrid ferry across real routes and harbour conditions. This hands-on validation is critical.

"New technology succeeds when the crew who operate it every day trust it, understand it, and believe in its performance, and our team couldn't be more excited about bringing this vessel into service.

"From the outset, Fullers360 has helped shape the next generation of ferries, co-designing vessels grounded in operational reality and customer needs. The result is a smoother, quieter ferry that is built to serve Auckland for decades.

"Working in partnership with Auckland Transport, Fullers360 has turned decarbonisation ambition into an operational ferry, leading procurement and project management and ensuring the vessel would perform on Auckland's harbour, not just on paper.

"Fullers360 testing shows this ferry can deliver energy costs around 70–75% lower than an equivalent diesel vessel when operating electrically. On the Devonport route, with charging infrastructure in place, replacing one equivalent diesel ferry with an electric-hybrid could cut diesel use by 790,000 litres a year and reduce CO₂-e emissions by 2,500 tonnes annually," says Horne.



Tunnel vision: scenario planning for smart risk decisions

Winner of the Best Practice Paper, at the 2026 Transportation Group Conference
By Roger Burra & Laura Goodman

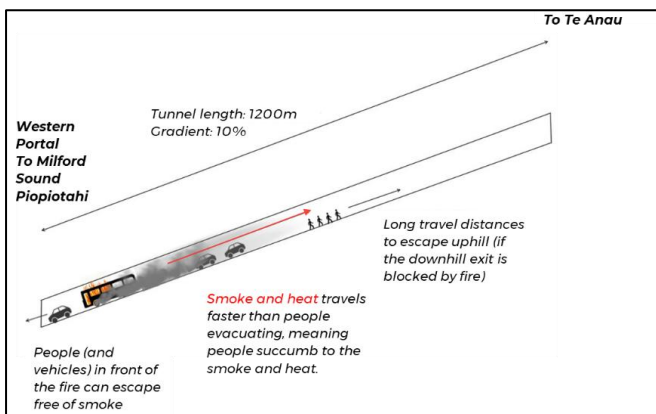
When one risk solution makes another risk worse, how do you decide what to do? That is the deceptively simple question at the heart of *Tunnel Vision: Scenario Planning for Smart Risk Decisions*.

The [paper](#) examines Homer Tunnel on State Highway 94, the only road access to Milford Sound Piopiotahi - one of New Zealand's most iconic destinations. For transport engineers, it is an extraordinary case study: a long, steep tunnel in a remote alpine environment where users are exposed not to a single hazard, but to a complex mix of tunnel fire, rockfall, and avalanche risk. Add to that growing visitor demand, changing travel patterns, and pressure to protect a world-renowned natural environment, and the result is a decision-making problem with no easy answers.

What makes this paper stand out is that it does not treat risk as a static engineering problem. Instead, it shows how future travel demand can materially alter both **exposure to hazards** and **the consequences when things go wrong**. That insight matters, because another project (the Milford Opportunities Project) was exploring changes that could reshape how visitors travel to Milford Sound, including shifting more people into coaches and smoothing travel demand across the day.

That trade-off is the paper's central engineering challenge, and also its most compelling contribution. Rather than pretending the future can be forecast with precision, the authors use scenario planning to test how different travel futures would affect risk and the performance of intervention options. In doing so, they move beyond the traditional "predict and provide" mindset and show the value of asking a more practical question: **which options still make sense if our assumptions about the future turn out to be wrong?**

The analysis led to a particularly useful insight for practitioners: not every plausible future needs to be modelled in full detail. Although four demand scenarios were initially developed, two "bookend" scenarios proved sufficient to test the robustness of options and communicate the findings clearly. That is a valuable lesson in itself for engineers working in complex, uncertain environments.



This is more than a paper about one tunnel in one spectacular corner of New Zealand. It is a thoughtful demonstration of how engineers can navigate uncertainty when safety, resilience, operations and demand management are tightly intertwined. For readers involved in tunnel safety, resilience planning, network risk, or transport strategy, it offers both a memorable case study and a practical framework with wider relevance.

If you are interested in how scenario planning can support smarter infrastructure decisions under uncertainty, this [paper](#) is well worth reading in full.

Acknowledgments: The winning paper was written by Laura Goodman and Roger Burra of WSP who worked within a wider multi-disciplinary project team that included Mark Gregory, Peter Routledge and Mike Cowan.

On the surface, that sounds beneficial. More coach travel could reduce the number of vehicles on the road, cut portal queues, and lower exposure to rockfall and avalanche on the tunnel approaches. But the paper reveals the catch: the same mode shift could worsen the consequences of a tunnel fire. Coaches carry more people, are more likely to catch fire in mountainous conditions, and can create particularly dangerous scenarios if a tunnel fire occurs.



NZTA Mode-Shift vs Safety model update



Glen Koorey
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Previous research for NZ Transport Agency (NZTA research project “Mode-shift impacts on safety”, RR #728, Koorey *et al.*, 2024) sought to determine the actual and potential safety impacts of achieving mode shift from private motorised vehicles to public transport, active modes and micro-mobility, in conjunction with making changes to the overall volume of travel by all modes.

It aimed to identify the individual and collective safety profiles of different travel modes, and the potential safety outcomes for different demographic groups that could arise from mode shift away from private motorised vehicles in New Zealand (NZ).

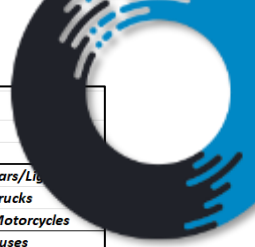
Following extensive literature review and data analysis, an Excel spreadsheet-based model was developed to enable mode-shift scenario testing for various situations. The model allowed users to select a combination of city/region and demographics across NZ, and adjust the future mode usage for this combination.

Users could also adjust the overall amount of travel (VKT) to reflect any longer-term changes in transport policies. From this, the potential road-safety outcomes can be calculated, both in total numbers of deaths and serious injuries (DSIs), and by exposure (DSIs per km or hour travelled).

Not all potential factors identified were built into this initial model, so the original research made several recommendations for future enhancement of the model, and for strengthening the data underpinning it.

Below: FrontEnd tab of the model – Existing mode usage/DSIs

MODE SHIFT MODEL v4		OVERVIEW							
Select AREA to model		EXISTING mode usage/yr						Base	
		'000 PKT/yr	%PKT	'000 VKT/yr	'000 Hrs/yr	%Hrs	'000 Trips/yr	%Trips	
Wellington	▼	Cars/Light Vehs	3,894,743	86.3%	3,245,619	876,355	81.3%	491,766	68.2%
		Trucks	13,143	0.3%	12,517	2,567	0.2%	2,667	0.4%
Select AGE GROUP to model		Motorcycles	29,598	0.7%	29,598	9,306	0.9%	2,569	0.4%
All AGES	▼	Buses	174,564	3.9%	18,659	55,142	5.1%	29,836	4.1%
		Trains	181,163	4.0%	2,238	80,493	7.5%	9,921	1.4%
Select GENDER to model		Ferries	32,645	0.7%	1,763	13,466	1.2%	3,082	0.4%
All GENDERS	▼	Cycles/E-bikes	45,734	1.0%	45,734	13,958	1.3%	11,906	1.7%
		Wheeled Devices*	589	0.0%	589	135	0.0%	411	0.1%
Select ETHNICITY to model		Pedestrians	141,498	3.1%	141,498	26,182	2.4%	169,204	23.5%
All ETHNICITIES	▼	TOTAL	4,513,677		3,498,216	1,077,603		721,362	
Note: only one demographic group (age, gender, ethnicity) can be selected at a time		*Note: Wheeled Devices includes e-scooters, skateboards, pedestrian mobility devices, etc.							
		EXISTING mode DSIs/yr		Casualty rates					
			DSIs/yr		per Bn P.kms	per Bn hrs			
		Cars/Light Vehs	78.3		20.1	89.4			
		Trucks	0.7		50.7	259.7			
		Motorcycles	29.8		1,007.9	3,205.9			
		Buses	0.7		3.8	12.1			
		Trains	0.7		3.7	8.3			
		Ferries	-		-	-			
		Cycles/E-bikes	21.0		459.2	1,504.6			
		Collisions	17.2		375.4	1,229.9			
		User only	3.8		83.8	274.6			
		Wheeled Devices	12.5		21,230.4	92,853.8			
		Collisions	0.7		1,132.3	4,952.2			
		User only	11.8		20,098.1	87,901.6			
		Pedestrians	132.0		932.9	5,041.6			
		Collisions	27.3		193.2	1,044.0			
		User only	104.7		739.7	3,997.6			
		TOTAL	275.7		61.1	255.8			



Note: the values below are absolute percentage point changes

FUTURE mode usage											
	Updated Base %		Change ->	New %Trips	Estimated New '000 Trips/yr	Estimated '000 PKT/yr	Average '000 VKT/yr	Average VKT Pct Diff	Average '000 hrs/yr		
Cars/Light Vehs	55.0%	-49.6%	(Abs %)	49.0% - 43.6%	317,992 - 345,594	2,289,514 - 3,041,187	2,211,915	-31.8%	599,729	Cars/Light Vehs	
Trucks	0.4%	-0.4%	+0.0% ±	0.4% - 0.4%	2,400 - 2,934	10,753 - 16,064	12,678	+1.3%	2,619	Trucks	
Motorcycles	0.4%	-0.4%	+0.0% ±	0.4% - 0.4%	2,312 - 2,825	24,217 - 36,175	30,196	+2.0%	9,494	Motorcycles	
Buses	6.4%	-6.8%	+1.5% ±	7.9% - 8.3%	51,417 - 65,698	273,487 - 427,102	36,622	+96.3%	110,653	Buses	
Trains	3.3%	-3.3%	+1.0% ±	4.3% - 4.3%	27,622 - 33,934	458,538 - 688,487	6,944	+210.2%	254,818	Trains	
Ferries	0.4%	-0.4%	+1.0% ±	1.4% - 1.4%	9,266 - 11,325	89,230 - 133,294	5,891	+234.1%	45,896	Ferries	
Cycles/E-bikes	4.9%	-5.6%	+1.0% ±	5.9% - 6.6%	38,079 - 52,507	132,975 - 224,106	178,541	+290.4%	54,489	Cycles/E-bikes	
Wheeled Devices	0.2%	-0.3%	+0.5% ±	0.7% - 0.8%	4,249 - 6,098	5,531 - 9,703	7,617	+1193.7%	1,742	Wheeled Devices	
Pedestrians	29.2%	-33.4%	+1.0% ±	30.2% - 34.4%	195,889 - 272,583	148,921 - 253,277	201,099	+42.1%	37,210	Pedestrians	
Overall travel change (trips):			0.0%	=====	649,226 - 793,498	3,433,166 - 4,829,395	2,691,503	-23.1%	1,116,650	TOTAL	

FUTURE mode DSIs/yr				Casualty rates				
	Estimated DSIs/yr	Abs Difference		Est. Risk per Bn P.kms	Ave Pct Diff	Est. Risk per Bn hrs	Ave Pct Diff	
Cars/Light Vehs	34.8 - 44.5	-55.6%	-43.1%	15.2 - 14.6	-25.8%	67.6 - 65.1	-25.8%	Cars/Light Vehs
Trucks	0.4 - 0.6	-42.8%	-17.2%	35.5 - 34.4	-31.2%	181.6 - 176.0	-31.2%	Trucks
Motorcycles	16.5 - 25.7	-44.9%	-13.8%	679.4 - 710.6	-31.0%	2,160.7 - 2,260.2	-31.0%	Motorcycles
Buses	0.6 - 0.9	-3.6%	+42.1%	2.4 - 2.2	-40.2%	7.4 - 7.0	-40.2%	Buses
Trains	0.8 - 1.1	+27.1%	+58.2%	1.8 - 1.5	-54.1%	4.2 - 3.4	-54.1%	Trains
Ferries	0.0 - 0.0	N/A	N/A	- -	N/A	- -	N/A	Ferries
Cycles/E-bikes	25.8 - 37.4	+22.7%	+78.3%	193.8 - 167.1	-60.7%	634.9 - 547.5	-60.7%	Cycles/E-bikes
Collisions	15.0 - 19.6	-12.4%	+14.3%	113.1 - 87.5	-73.3%	370.4 - 286.9	-73.3%	Collisions
User only	10.7 - 17.8	+180.0%	+365.1%	80.7 - 79.6	-4.4%	264.5 - 260.7	-4.4%	User only
Wheeled Devices	1.2 - 1.9	-90.4%	-84.8%	217.2 - 196.4	-99.0%	950.0 - 859.0	-99.0%	Wheeled Devices
Collisions	0.7 - 1.0	+4.4%	+54.8%	125.9 - 106.3	-89.7%	550.4 - 465.1	-89.7%	Collisions
User only	0.5 - 0.9	-95.7%	-92.6%	91.4 - 90.1	-99.5%	399.6 - 393.9	-99.5%	User only
Pedestrians	117.9 - 185.5	-10.7%	+40.6%	791.7 - 732.5	-18.3%	4,278.7 - 3,958.9	-18.3%	Pedestrians
Collisions	17.8 - 23.6	-34.8%	-13.8%	119.6 - 93.0	-45.0%	646.6 - 502.5	-45.0%	Collisions
User only	100.1 - 162.0	-4.4%	+54.8%	672.1 - 639.6	-11.3%	3,632.1 - 3,456.4	-11.3%	User only
TOTAL	198.0 - 297.7	-28.2%	+8.0%	57.7 - 61.6	-2.3%	214.9 - 226.9	-13.6%	TOTAL

Above: FrontEnd tab of the model – Future mode usage/DSIs

These included:

- Investigating likely changes in average trip lengths when people change modes
- Investigating typical vehicle-occupancy factors for private/public motor vehicles, to allow for increased person-kilometres travelled (PKT) without increasing VKT to the same extent.
- Identifying and separating out casualty figures for active mode crashes/falls involving and not involving motor vehicles (e.g. slip/trip, hit object, etc).
- Investigating the safety and mode shift effects of introducing lower speed limits to parts of urban areas.
- Updating the model to present a range of possible high and low values (i.e., error margins), to highlight the likely range and uncertainty in some of the estimates.

Recent funding by Transportation Group NZ and their NZMUGS sub-group allowed the researcher to explore these factors further and develop an updated model. The original model (v3) has now been further updated to include these additional features.

You can download the **latest model version (v4)** and accompanying **User Guide** with background calculations from ViaStrada's website [here](#).

This latest model version still allows users to select a combination of region and

demographics, and adjust the future mode usage for this combination. From this, the potential road-safety outcomes will be calculated, both in total numbers of Deaths & Serious Injuries (**DSIs**), and DSIs by exposure (per person-kilometre or per hour travelled).

The **Instructions** tab of the spreadsheet tool explains details further. The **FrontEnd** and **Settings** tabs are where all inputs and outputs are presented – these are the *only* tabs the end-user is required to interact with. There are separate (hidden) back-end tabs that hold processed data and perform the bulk of the underlying calculations.

- Once a geographic urban area and (if desired) a demographic group has been selected, modal usage statistics (up to +10% absolute mode shift in non-car modes) and total overall travel (up to +/- 20% relative change) can be adjusted to generate a future scenario. Other adjustments can also be made:
- cycling facilities can be added to adjust the cycling mode share and improve safety outcomes
- pedestrian quality of service can be modified to adjust the walking mode share and improve safety outcomes
- public-transport access can be enhanced to improve safety outcomes for those walking to public-transport services



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
<p>CIVIL763 – Smart Infrastructure Analytics</p> <p>(Extended mode classes every Monday 9-12 Noon)</p>	<p>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.</p> <p>Assessments: 100% Course works, No Final Exam</p>
<p>Civil 765 – Infrastructure Asset Management</p> <p>Online (TBA)</p>	<p>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.</p> <p>Assessments: 60% Course works, 40% Final Exam</p>
<p>CIVIL 771 – Planning and Managing Transport</p> <p>(Block 1 – 29, 30 July)</p> <p>(Block 2 – 19, 20 August)</p> <p>(Block 3 – 30 September, 1 October)</p>	<p>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.</p> <p>Assessments: 100% Course works, No Final Exam</p>
<p>Civil 773 – Sustainable Transport: Planning and Design</p> <p>(Block 1 – 6, 7 August)</p> <p>(Block 2 – 27, 28 August)</p> <p>(Block 3 – 8, 9 October)</p>	<p>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.</p> <p>Assessments: 50% Course works, 50% Final Exam</p>

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

For Admission / Enrolment or Course options contact: **Bevan Clement DDI** (09) 923 6181 (M) 021 022 65184

Email: b.clement@auckland.ac.nz

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

<https://www.calendar.auckland.ac.nz/en/courses/faculty-of-engineering.html>



Transport Planning Society Aotearoa

The **Transport Planning Society (TPS)** helps shape the transport planning profession and at the heart of this is the **Transport Planning Professional (TPP)** qualification.

This qualification provides a recognised benchmark of competence, demonstrating that individuals can apply sound judgement, technical expertise, and strategic thinking to real-world transport challenges.

We are pleased to spotlight one of our TPS members Kelly Blackie, Principal Transport Planner at NZ Transport Agency Waka Kotahi, who is working towards achieving the TPP qualification.

Kelly's journey reflects a strong commitment to professional growth. She has applied structured development through the process, having submitted her Portfolio of Technical Knowledge (PTK) and is now aiming to submit the Portfolio of Evidence and Professional Review September 2026 – there are 2 a year.

Kelly's Journey



My journey into transport planning started around 20 years ago as a civil engineering cadet moving from topographical survey and geometric design into project development. Over my career I have worked in consultancy and the public service, gaining valuable experience across

transport planning.

The following are my useful hints and tips and own perspective for those starting out:

- Transport planners come from a range of backgrounds and that's what makes us special. We each bring our unique perspective to our mahi and this is reflected in the numerous pathways to becoming chartered.

- Having a CTPP mentor is such a blessing. They are there to guide you through the process and I have found their feedback, motivation and support invaluable.
- **How do you eat an elephant?** One bite at a time. Do it in bite sized chunks and get feedback from your mentor regularly to ensure you are on the right track.
- If you are early in your career, make sure you document everything. Some of my later project work is available online but remembering my early career has been a challenge.
- Start thinking about your future development now. It's easy to get busy but understanding where your knowledge gaps are will help you in the long run. Target your development to filling these gaps.
- Focus on showcasing your knowledge but don't forget to include what you learnt through different experiences and projects. This is critical to show your deeper understanding and growth.
- Artificial Intelligence is useful for editing and refining your writing to meet the word limit, but not very useful at doing it all for you. This is about showcasing your unique human knowledge and no one can do that better than you.
- The assessors are located in the UK so you need to go back to basics explaining how transport funding, legislation and project development works in NZ.

Transport Planning Society NZ

The Transport Planning Society is excited to offer support to members wishing to achieve the Transport Planning Professional (TPP) qualification.

You don't have to be a member of TPS to attend these sessions.

If you are keen, reply to newzealand@tps.org.uk by June 19th 2026 to receive an invitation to the first session.

Contact TPS NZ: [LinkedIn](#) | [Website](#) | [Email](#)

“ This journey is an investment in you and in our profession. **Take it one step at a time – you've got this!** ”





ATRF update

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

The **2026 Australasian Transport Research Forum** (ATRF) will be held from 24-27 November 2026 in Sydney, New South Wales, Australia. Hosted by the University of Technology Sydney (UTS), the conference will focus on the theme of Transforming Transport Futures: Integrating People, Place and Technology.



This theme reflects the ongoing changes in transport systems as cities and regions respond to growth and major infrastructure investments. 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.

atrf2026.org

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.

For more information or general inquiries, contact atrf2026@uts.edu.au. Otherwise atrf2026.org

The ATRF is in discussions with the Transportation Group regarding a formal relationship between the two organisations. This includes promoting and supporting mutually beneficial activities, sharing information and other forms of cooperation.

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

The main benefits of membership are:

- Networking with researchers & policy analysts across Australia, New Zealand and beyond
- Being on the email list to receive information on the annual conference
- Invitations to webinars on research topics, mainly presented by fellow ATRF members
- Opportunities to share new research, publications and employment opportunities and experiences with members
- Emails on events and topics outside ATRF but judged to be relevant to members
- The possibility of being involved and setting up local chapters. A Wellington chapter has been set up and had one meeting.

The ATRF promotes a broad range of transport research disciplines and includes specialist committees for:

- Public Transport Research
- Research into transport behavioural analysis
- Research into transport asset management and capital planning
- Transportation Economics

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

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

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

Webpage

<https://australasiantransportresearchforum.org.au/>



Trips Data Bureau update

TDB has recently confirmed its status as an Incorporated Society. It has officially reregistered 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 including sites with multiple 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. This includes the impact of shocks like COVID or conflict in the Middle East but also underlying trends.

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

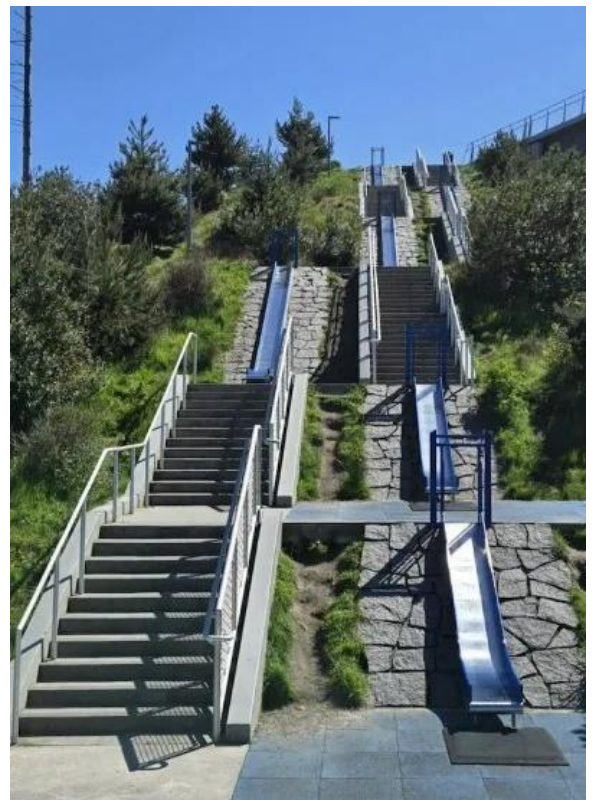
Caron Greenough
tripsdatabasebureau@gmail.com
(Executive Officer)

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

Webpage [Trips Database Bureau - Transportation Group NZ](#)

Stairways to heaven?

I'm no engineer, but good luck



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.

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

This is planned for August. 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.

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).

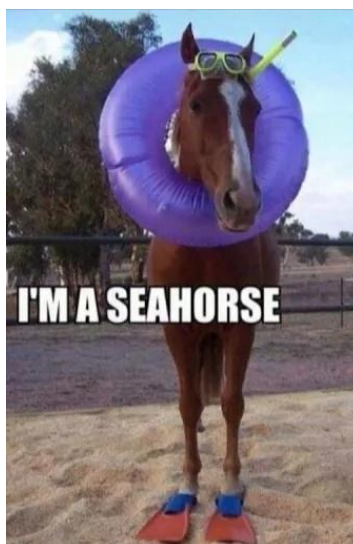
CIHT members are industry leaders and set the standard for the profession. Join CIHT and we will help you develop the skills, confidence and credibility to deliver smarter, safer and more sustainable transport systems and infrastructure to power the future.

- 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

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)

Webpage <https://www.ciht.org.uk/>





Roundabout of the month



We have two roundabouts this month, each quite different to each other.

Adam Sampara (Stantec) has spotted the above multi-use, multi-lane roundabout, this [one](#) in Valencia, Spain.

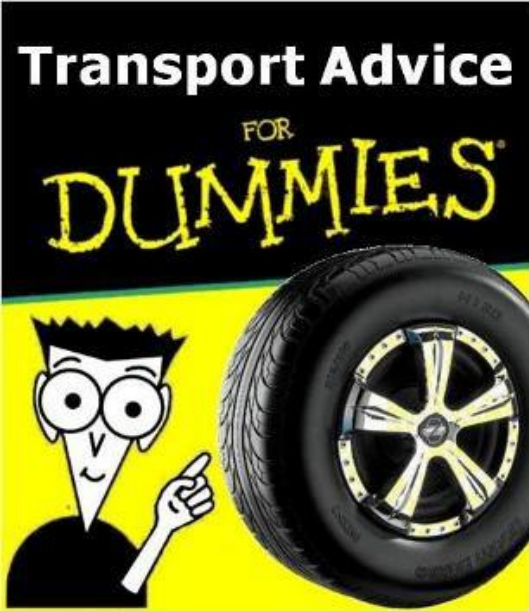
As well as being a fairly over-sized roundabout, hidden underneath is a large carpark and an Iberdrola Charging Station for your Spanish EV.

It looks a bit tricky to safely exit, by merging into circulating traffic, but you can always drive around the roundabout and try again.

And to the right, Luca Ware (daughter of National Committee member Peter Kortegast – WSP) has created an actual roundabout cake, complete with road markings, tactile pavers and sharrows.



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



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

With the massive increase in fuel prices recently, isn't this the perfect time to pivot our transport sector to more sustainable modes – electric cars/trucks, more public transport, more walking and cycling?

Regards,
Mehmet, Auckland



Dear Meme

Have you ever heard the phrase 'never waste a good crisis'? Well, that's what we are doing.

Instead of supporting a transition away from fossil fuel dependency, we are instead supporting people to stick to it. The financial support that could go to subsidies for electric cars, e-bikes and better public transport is instead going onto subsidies to pay for higher fossil fuel prices as people are encouraged to just keep on driving.

So while you are correct in your view of what good leadership would be, you appear to not have met our current leadership.

Fear not though (well, fear a little less), there are some agencies and leaders out there trying to do the right thing.

To all those Councils and RCAs out there responding to the crisis by promoting active modes and public transport (while not rapidly raising fares to keep up with fuel prices), we see you. And we look at you quizzically.

Regardless
Transport Guy

Group contacts

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Find us on the web:
Transportationgroup.nz

The Final Word



The Waikato branch would like you to know that their local events are very well catered, and you really should attend if you are in or around Hamilton.