

Roundabout

Magazine of the Transportation Group NZ

Issue 189 September 2026

City Rail Link opens!



Also: Level crossing removals
Transport observations from Europe
Bus lane safety - GPS delayed
Hamilton: A city still on the move
What a single word reveals about road safety

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Cover photo: Official opening of CRL. Credit: AT

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 0113-9053



Editorial



Daniel Newcombe

Roundabout Editor

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I often get a bit depressed at election time. I hear politicians promising major transport projects – highways, light rail, bridges – knowing full well that the projects are either unaffordable or never likely to be delivered (I know this happens across the whole of society - “You get a hospital!” “You get a school!” – but I mostly just pay attention to transport stuff.)

This election (so far anyway), it’s been different.

Our politicians (current and prospective) have been remarkably pragmatic with their transport policies. There have been relatively few unrealistic projects promised – some, but not many.

And there has been a surprising amount of conversation about the lack of funding, the need for prioritisation, and even about the need to reconsider the need for certain projects. It is, quite frankly, great to see.

It is hard, though, to get past the legacy of past election promises – for communities who feel they were promised certain transport projects, and are finding out that this was unrealistic and never likely to happen.

The shadow of RONS projects will live on, projects which are apparently still necessary and definitely not canceled, but also aren’t happening. Schrödinger’s roads.

It would have been better for someone to just rip off the Band-Aid and say ‘those four-lane highways through quiet countrysides will never stack up, but the problem remains, so let’s look for another solution’. At least we still aren’t promising them.

There are still many weeks to run, but it feels different to past elections. Maybe that’s what happens in an economic crisis.

I’m also newly aware of how the election affects our youth. I have become involved with helping a young boy from South Auckland who doesn’t have much in the way of opportunities or resources, and I am

learning a lot through experiencing his world.

His family has no car, so roading improvements mean nothing to him. He can only go where the bus goes, and fare increases are an important consideration, much more so than people grumbling about slightly more expensive petrol.

There are entire parts of the city he has never seen (the North Shore!) because they are too hard to get to and he has no reason to go there. Travelling a long way to go to a beach is too much of a luxury.

This has been eye-opening for me, as in my day-job I often deal with ‘the model says this intersection operation is 3 seconds faster’ as if that was important, when in fact this “benefit” is highly focused on just one sort of traveller (a commuter in a car) when so many other travellers – like my South Auckland kid – get no benefit and are in fact almost completely ignored.

The raised pedestrian crossings that some drivers complain about? Those are for him. The cycle lanes to the local school? That’s the only way he will be brave enough to cycle around. A new harbour crossing? Well, he may live to see one built.

I would encourage all of you to think of people other than yourself when you are listening to politicians this election. Don’t just think of yourself (“What’s in it for me?”) but think of what the promises might mean for others (“What might this mean for a South Auckland family without a car?”). Hopefully the emerging political pragmatism will help with this too.



Chair's Chat



Mark Gregory
National Committee Chair
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It's been a very busy three months on all fronts, including significant activity within the National Committee, lots of announcements, something about an election in November... and the worst kept secret in NZ.

Did you watch the recent Engineering NZ-hosted [Big Infrastructure Debate](#)? It was broad, with topics ranging from data centres and, eventually, the second Waitemata crossing. Whilst there was healthy debate, a headline outcome was cross-party agreement to aim for consistency, defined via the National Infrastructure Plan.



Furthermore, the media and the candidates themselves made subsequent references to the debate – meaning that ENZ has hosted one of the major defining moments in the upcoming election. Congratulations to Richard Templar and the ENZ team for promoting the interests of transport and infrastructure at this critical time.

Auckland's CRL will be open by the time this is published. As I write, there are four days to go. A huge amount of mahi has gone into testing and preparing to open, so I'm going to assume it's gone well by the time you're reading – and that it will prove itself to be a true game-changer for NZ's biggest economic engine.



Aside from making it easier to move from one side of Auckland to another, it doubles Auckland's accessible rail catchment, and supports up to 54,000 trips per hour. Whilst the CBD has had some challenges, it is looking fantastic now and the promise of more investment that always follow such city-shaping transport investments. Let's hope to see more of these! The re-opening of stations in Drury and Paerātā brings yet more people within reach of the city, and is a step in the right direction for what could be a good, joined up planning outcome.

There's also been much media speculation around the second Waitemata Harbour crossing. Our Group's initial position is one of supporting the fairly standardised approach of developing a detailed business case. This is a crucial piece of work as the team (including our own members and leaders) uncover the right option for Auckland and secure the best outcomes. There are lessons to be learned from history: for those who are old enough to remember, the design of the original bridge was scaled back to be more affordable but effectively ran out of traffic capacity very quickly.

Staying with Auckland, there was an excellent webinar presented via CIHT, led by Chad Barker on the Auckland Motorway System Plan, showcasing a progressive methodology, applied to one of the biggest assets in the land. In the future, access to CIHT webinars in NZ will be shared with Group members – so if you receive an invitation, I highly recommend registering.

Earlier this year, the Group submitted in favour of changes to the [Land Transport \(Road User\) Amendment Rule 2026](#), which requires road users to provide a 1.5 m wide gap when passing other road users, allows children up to 12 to ride on footpaths, e-scooters to use cycle lanes and road users to give way to buses emerging from bus stops. This is good news. Whilst it is easy to think more about the aforementioned big-ticket, exciting infrastructure projects, these seemingly simple changes will make a difference. The requirement to leave a 1.5 m gap when passing cyclists is a welcome development – and hopefully results in more people arriving home safely to their loved ones. For all the talk of economics and productivity, ensuring the cost of movement should never be paid with life and limb is our most important calling. Ka pai to the new MCERT, supported by NZTA for progressing these changes.

Chair's Chat - continued

There's also been more complex developments in our sector – most notably consensus between the major parties to not increase fuel duty. The rationale, including assisting with the cost of living, makes sense.

However, we know this is not a straightforward issue. Most of our transport funding comes through the National Land Transport Fund, with some Crown funding to top up shortfalls. You may know this has recently been used to support resilience projects.

Whilst many legal hurdles to the introduction of time-of-use-charging were removed (and yes, the Group also submitted on this), there is still time required to implement such a scheme, and in the meantime aversion from the Crown to continue using borrowed money to top it up. But as plenty of evidence points to, under-investing in transport infrastructure results in a decline in overall economic productivity. And so, there is a delicate balance at play.

Speaking of balance, I have managed to avoid mentioning the election (except for the little hook in the intro). We are a diverse organisation in terms of who we are, and our interests and objectives. There are definitely choices available (if you're not up with the play, use your AI or search engine of choice to generate a summary of each party's transport manifesto).

Regardless, as mentioned earlier, there was consensus from the Infrastructure Debate candidates on the need for consistency – possibly due to the level of media attention paid to cancelled projects and claims of wasted resources.

Based on the past eight years, it may be difficult to imagine the second Waitemata crossing being delivered – yet look at the Auckland motorway network and the Waikato expressway – projects which took several Governments through shifts in power to deliver over 30 years.

This is reason to be positive, and that the issue of inconsistency and abortive effort has been in the public eye – and the demonstrated recognition of this by the debate participants. The increased scrutiny on waste and lack of delivery and increased cross-party consensus will hopefully mean you seeing more of your work developed on the ground.



I have personally been very busy, between activities in the Group, TPP, mentoring, family, and the odd excursion. The new Christchurch Te Kaha stadium is a step up, and the Ranfurly Shield Canterbury vs. Bay of Plenty fixture saw 18,000 spectators – more than the capacity of the 'old' stadium.

I'll be running our annual planning workshop with the National Committee in October. Ahead of this time we have our member survey out (see below). Please do complete this, as we will be using the results in a meaningful way to plan more of the kind of events and services that you value.

That's probably enough from me – happy Spring. Enjoy the green shoots. If things still are uncertain or up in the air, one thing you can control is giving your time to support this community and your peers. Be part of making green shoots blossom. If you already do this, then thank you. If you want ideas, there's always support to be given to your local branch. We're easy to get hold of and always welcome new members and supporters.

Kia kaha

Have Your Say: Member Survey

We want to understand what matters most to you as a Group member, including why you engage with events, what you value in your membership, and what would make it even better.

Your feedback will help the Transportation Group deliver more relevant content, branch events, and benefits that truly meet your needs. This survey asks questions about your membership motivations, engagement patterns, event preferences and open feedback.

Take the [survey](#) here

Engineering New Zealand – The true cost of cheap infrastructure



Richard Timpler
Engineering New Zealand
Chief Executive

There's growing political consensus that Aotearoa needs a stable and funded infrastructure pipeline that serves New Zealand's long-term needs.

The evidence has been clear for some time and it's good to see politics catching up. But a fundamental aspect remains unresolved – how we assess the costs and benefits of infrastructure projects.

Since Engineering New Zealand's Big Infrastructure Debate, we've seen politicians blaming "gold-plated" solutions from engineers and consultants for budget blowouts. That characterisation is unhelpful, inaccurate and risks overlooking genuine opportunities to address project costs.

The value of a project cannot be measured by its initial price tag. Decades of infrastructure neglect has taught New Zealanders that deferring maintenance and ignoring future growth does not avoid costs – it compounds them over an asset's life. We must compare whole-of-life costs with whole-of-life benefits – including economic, social, environmental and resilience factors.

Projects also don't exist in isolation. Roads, ports, pipes, public transport, energy networks, hospitals and homes all form interconnected systems. Decisions about one project must consider how it will rely upon, and contribute to, the wider network and society over time.

The renewed discussion around a second Auckland harbour crossing is a good example. The first bridge offers a clear warning about the long-term cost of short-term decisions.

Experts at the time warned that Auckland's future growth would require more capacity, but the final design was scaled back to bring down the initial cost – only for significantly more money to be paid later through retrofitting, disruption, decades of maintenance complexity and, perhaps most importantly, reduced economic benefits.

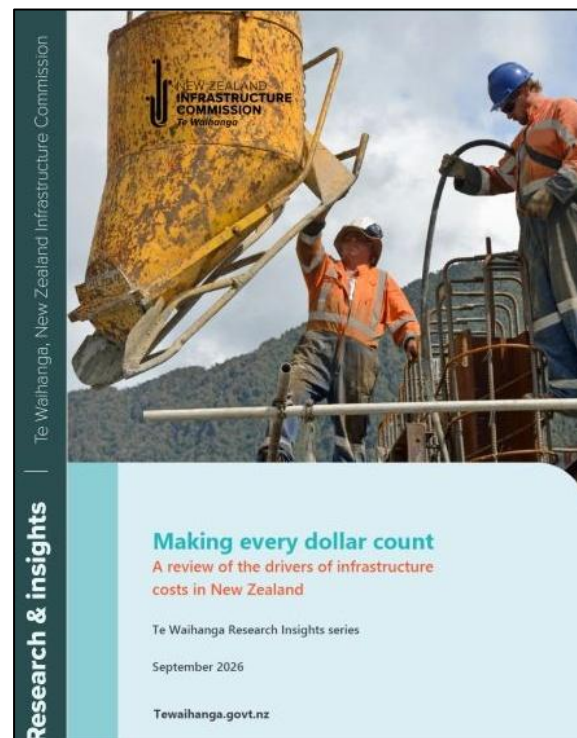
The lesson is not simply that bigger is always better. It's that infrastructure designed with long-term demand in mind

will almost always be cheaper than retrofitting it under pressure later – even when that means spending more upfront.

That's why Engineering New Zealand supports rigorous business cases for infrastructure projects, alongside long-term strategic plans that assess each project in the context of the wider network and community it serves.

Engineers are already incentivised by the tender process to deliver value for money. But it's public discourse and political decision-making that determine the scope and objectives behind the solutions we put forward.

This is reflected in the recent *Making Every Dollar Count* report from the Infrastructure Commission Te Waihanga, which found that some of the best opportunities to reduce costs are during the early scoping and planning stages of a project.



In the lead up to the election and beyond, Engineering New Zealand will continue to push policymakers to strengthen long-term infrastructure planning and ensure the true costs and benefits of what we build are understood. Taking that broader view is essential to making the most of every infrastructure dollar.



Bridget's Rant: pushing the envelope



Bridget Doran
Former National
Committee Chair
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Sometimes if you push the envelope too far, it falls off the table, and under a cupboard, and then your message is lost in a dusty envelope and nobody's any the wiser.

This happened to me recently when a LinkedIn post confused people, and when people on the internet are confused they sometimes translate that as anger and start punching.

I was prompted to create and post this image because of my frustration that some people, when asked about how to prioritise pedestrian infrastructure, say "places like outside a care home".



Let me unpack this statement and why it is so triggering for me. I shall be candid.

My Dad, with whom I was blessedly close, spent over four years in the hospital wing of an aged residential care facility, before he died there. Pretty much everyone who lives in aged residential care dies there, or in a nearby actual hospital. And they say, the staff, that my Dad was 'lucky' because family visited regularly, and we took Dad out.

He used a manual wheelchair but like *literally everyone* in the hospital wing of aged residential care, he did not go anywhere unaccompanied. My family took Dad out once a week to a cafe. My brother would push him in the wheelchair 800 meters to the closest shops, or my Mum would book Driving Miss Daisy for a trip into town.

The streets near Dad's care home were completely normal for New Zealand suburbia which is to say they weren't super easy to navigate while pushing someone in a wheelchair.

But I wouldn't have asked for a fancy crossing right there, because first, the home was on a quiet street and a priority crossing facility was unnecessary. Second, as mentioned, hardly anyone walks out of a care home. The need is low and so was the risk.

There are places elsewhere in every town that have a much more urgent need for a crossing, because they are on fast, busy roads with high actual and latent demand for walking trips.

I don't hate old and disabled people, or their families, or people who work in aged residential care. I would prefer that every street were an accessible street. But the world is running out of resources to splash around. Including concrete and asphalt, and the money that is proxy for materials and effort. If we want to be smart about inclusion, we need to think about who the beneficiaries of investment are, and where they are.

They are everywhere, and they live everywhere. We need safe crossings on busy roads near shops, and parks; beaches and river walks. We need accessible connections to alleyways and lanes. We need safe crossings between every single pair of bus stops in the land, starting with those on the busiest, fastest streets. We need them for children, and teenagers, and the ever-ranting middle aged, and older people. For locals, visitors, and migrants alike.

So please, don't default to "outside care homes" when someone asks where you think safe pedestrian infrastructure should be prioritised.

Now I will go delete that post and un-cancel myself.

Yesterday, Today and Tomorrow

Transportation Conference, 14-17 March 2027

Aotea Centre, Tāmaki Makaurau Auckland

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Another record broken! With 176 abstracts submitted, 2027 is already shaping up to deliver another outstanding programme, bringing together fresh ideas, big conversations and the people shaping the future of transport.

Next year, we're heading to the Aotea Centre in Tāmaki Makaurau Auckland. At the heart of Auckland's cultural and creative hub, Aotea Centre sits right beside the new Te Wai Horotiu Station, putting delegates in the middle of a city that's actively reimagining how people move.

With Auckland itself providing the backdrop for exploring the future of urban mobility, there's plenty to discover, discuss and experience.

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	EXCL. GST	INCL. GST	EXCL. GST	INCL. GST	EXCL. GST	INCL. GST
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Single Day	\$825.00	\$948.75	\$1,025.00	\$1,178.75	\$1,225.00	\$1,408.75
Advocate	\$650.00	\$747.50				
Student	\$550.00	\$632.50				
Life Member	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Exhibitor	\$825.00	\$948.75	\$1,025.00	\$1,178.75	\$1,225.00	\$1,408.75
Non-Member Fee	\$150.00	\$172.50	\$150.00	\$172.50	\$150.00	\$172.50

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GRAND MILLENIUM AUCKLAND

71 Mayoral Drive



6 minute walk to Aotea Centre

Superior King Rooms \$269 per night

CHECK OUT ACCOMMODATION

SOCIAL FUNCTIONS



INFORMAL NETWORKING FUNCTION

Estelle's at Grand Millenium Auckland

Sunday 14 March 2027 | 5:30pm - 7:30pm

Join your fellow delegates the night before the conference for a self-funded networking event.



MATRIX TRAFFIC & TRANSPORT DATA WELCOME FUNCTION

Catering & Exhibition space, Aotea Centre

Monday 15 March 2027 | 5:30pm - 7:30pm

Join us in the exhibition area for a relaxed networking opportunity where you can connect with fellow delegates, meet exhibitors and sponsors, and enjoy light refreshments.



TONKIN + TAYLOR CONFERENCE DINNER

Taiwhanga Rerangi - Aviation Hall at MOTAT

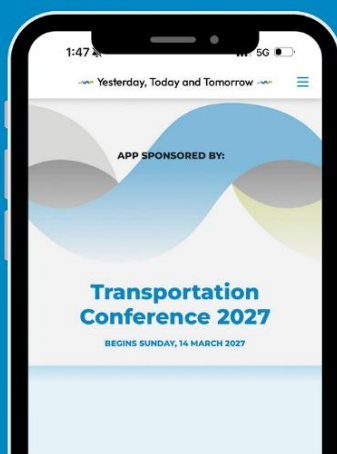
Tuesday 16 March 2027 | 7:00pm - 11:00pm

Join us for an evening celebrating the Transport Excellence Awards and the Trafanz Achievement Awards, alongside valuable opportunities to connect with industry peers.

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**TRANSPORTATION
GROUP** NEW ZEALAND



Transport photos of the month



Phil Harrison, elder statesman from Flow Transportation Specialists, has been in touch regarding his recent trip to UK, which included several episodes of abject confusion.

The non-transport highlight was the potential election of a rubbish bin as the new MP for Clacton (see photo to the right), but Phil reports that in terms of transport, he saw a lot of road signs, and none presented him with as many questions as the one above.

Located in Thetford, Norfolk, Phil drove past the sign most days, and got to wondering.

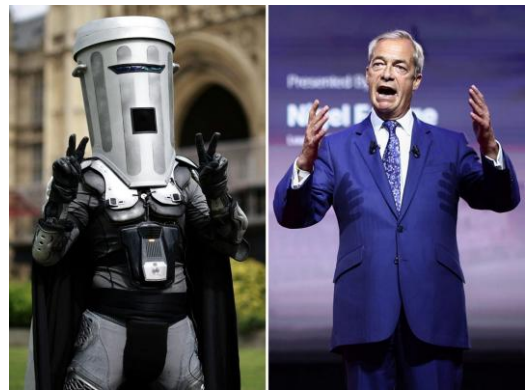
Being off a side street, it clearly wasn't on anyone's way. But is it a suggested detour? Or perhaps, thinking differently, the church itself was under construction?

Phil never got to the bottom of it, though he didn't try very hard. Happily, upon further investigation, Phil was able to report some transport-related news regarding Thetford. The location is notable for two things:

1. Pete Moth, Head of PT Services Planning & Development at Auckland Transport, "nearly" did his thesis on managing tourist traffic in Thetford but didn't.
2. The main tourist attraction in Thetford is the Dad's Army museum, which was used for filming scenes within "Walmington-on-Sea" in the series. It's nowhere near the sea.

So, bins, churches and armies. Who knew road signs could elicit such a broad range of information?

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



Auckland branch

Auckland Branch Forum Examines Transport Decarbonisation Challenges

The Auckland Branch panel discussion on 16 June brought together transport, energy and policy experts to debate the question: Will public transport and other initiatives be enough to lead Auckland's transition to a zero-carbon future?

Co-hosted by the University of Auckland's Transportation Research Centre, the event generated strong audience interest.

Discussion was so engaging that the panel continued beyond the scheduled hour, with the session extended by a further 30 minutes.

The panel featured Stacey van der Putten (Auckland Transport), Doug Wilson (University of Auckland), Saeid Seddegh Kiyaroudi (GHD), and Dr Le Wen (University of Auckland).

A key message from the evening was that while decarbonising public transport is important and significant progress is being made, it will not be enough on its own to achieve Auckland's or New Zealand's emissions reduction targets.

Panellists agreed that transport remains a major contributor to greenhouse gas emissions and that broader action across all transport modes will be required.

The discussion highlighted the scale of the challenge ahead:

- 2005 emissions: ~12 metric tonnes GHG equivalent
- 2023 emissions: ~14 metric tonnes GHG equivalent



- 2030 target: ~6 metric tonnes GHG equivalent (50% of 2005 levels)
- 2050 target: Net zero emissions

Attendees left with a clear understanding that achieving New Zealand's decarbonisation goals will require a collective effort across society and the entire transport system.

The Auckland Branch thanks the panellists, attendees and the Transportation Research Centre for contributing to a thoughtful and timely discussion.





Waikato branch

Quiz Night Brings Out the Competitive Spirit

The Waikato Transportation Group recently hosted **another successful branch event**, this time swapping technical discussions for trivia, teamwork, and a healthy dose of friendly competition at our Quiz Night in Hamilton.

Around 40 members, colleagues and friends joined us for an **evening of good food, great company, and plenty of laughs**. Participants formed teams and put their knowledge to the test across a variety of topics, including sports, arts, general knowledge, and, naturally, transportation.



While some questions proved straightforward, others generated spirited debate around the tables, particularly those **testing participants' knowledge of transportation in New Zealand and around the Waikato region**. The transportation questions challenged even some of the industry's most experienced professionals and helped create plenty of friendly rivalry among the teams.

One of the highlights of the evening was **bringing together transportation professionals, university students, and others with an interest in transportation in a relaxed and informal environment**. Whether attendees arrived with a full team or joined one on the night, the event provided an excellent opportunity to meet new people, reconnect with colleagues, and build new connections across the transportation community.



The **Waikato Branch** was delighted with the turnout and would like to thank everyone who attended and contributed to making the event such a success.

Events like these remind us that some of the best conversations happen outside meeting rooms and project deadlines, often over a slice of pizza and a challenging quiz question.

If you're not already involved with the Transportation Group Waikato Branch, we'd love to **see you at one of our upcoming events. Whether you're an experienced transportation professional, a student beginning your career, or simply someone with an interest in the future of transportation, our events provide a welcoming opportunity to learn, connect, share ideas, and have some fun along the way.**

We look forward to welcoming both familiar and new faces at future Waikato Branch events!



Bay of Plenty branch

Bay of Plenty Branch Update

The Bay of Plenty (BOP) branch has had a busy few months, delivering several successful events in collaboration with other professional groups, particularly the Chartered Institute of Logistics and Transport (CILT) Waikato/Bay of Plenty Committee. Branch chair Matthew Kilpatrick had previously worked with CILT chair Kiri McRae on several events and recognised that increased collaboration would benefit both committees.

Winter Networking Event

On 27 June, the BOP branch held its annual Winter Drinks and Nibbles networking event in partnership with CILT. The event provided an excellent opportunity for members to connect with transport and logistics professionals, share ideas, and gain different perspectives while enjoying a relaxed evening together.



Takitimu North Link Stage 1 Site Visit

On 30 July, BOP branch members, together with CILT members, had the opportunity to go behind the scenes of one of the region's most significant transport infrastructure projects during a site visit to Takitimu North Link Stage 1 in the Western Bay of Plenty.

The visit provided valuable insight into the construction, engineering, and collaboration involved in delivering this major piece of transport infrastructure.



Anthony Pearce, a BOP branch member who attended the visit, reflected:

"What was impressive and interesting to learn about was the scale and size of many of the bridges and the spans they are constructed to, even where streams or rivers may be relatively narrow."

"The amount of restoration planting and stormwater management in place was also really encouraging to see."

The TG BOP Committee and CILT Waikato/Bay of Plenty extend their sincere thanks to the Takitimu North Link Stage 1 team, NZ Transport Agency Waka Kotahi, and HEB Construction for hosting the visit and sharing their knowledge and experience so openly.

Annual Quiz Night

On 13 August 2026, the branch participated in the annual Quiz Night, held at Matua Bowling Club in collaboration with the New Zealand Planning Institute.

The event was a tremendous success, attracting 130 attendees, the largest turnout in the event's history.

The committee would like to thank the organisers for their efforts in delivering another enjoyable and well-attended evening: Zoe Langman, Fiona Fortescue, Ailsa Fisher, Malory Osmond, Sarah Dove, and Gemma Moleta.





Nelson branch

Member Connect Coffee Meetings

The Nelson Marlborough branch has kept its regular monthly coffee morning catch ups in Richmond, Nelson and Blenheim.

This allows member to grab a quick coffee and muffin and informally meet other members before they launch into their busy day.

This is always a popular event for retired engineers who enjoy hearing what engineers are working on and how the community is being improved.

Maitai River Flood Protection Project Site visit

The Nelson Marlborough branch recently had a site visit to the Nelson City Council Maitai River Flood Stop Bank Project. This site visit was well attended and plenty of orange jackets were present.



This is a much-needed project following the recent heavy rain events and so-called weather bombs that hit Nelson earlier this year.

It also helps to mitigate the increased run-off and impact of under-construction Kaka Valley subdivision, in this catchment. It does beg the question what is the collective noun for a group of engineers in orange safety jackets.

The collective noun for a group of engineers is an “engine or train” – perhaps a reference to the historic railway engineer term.

Branch chair Peter Kortegast says this makes him smile as his grandfather was an engineer or train driver in the early 1900’s on the West Coast. But he suggests the term an “Orange Train” or “Orange Express”. This is a good reference for multi-modal transport approach.

Nelson Great Political Debate

The Nelson Marlborough branch invited local political candidates to an informal chat with members this last month.

Each candidate was allowed to present their party’s approach to infrastructure and then attendees were allowed to ask questions. It was conducted with good humour, and no one was ordered by the chair to leave the meeting.

Although some attendees were hoping that there might be a pot of gold at the end of the rainbow for active transport modes, it seems that tight control on budgets was a common theme.

How old is this sign?

Branch chair Peter Kortegast asks the obvious question: How old is this sign? Still in operation in Balmoral Forest, North Canterbury, it may be from the circa 1964 signs series.





Local Speakers from the Transportation Conference

In June we hosted a second session of Highlights from the Transportation Conference, where local presenters shared topics from this year's Conference. Presentations covered the application of pedestrian-focused guidance in private developments, lessons from the Bridge Street project in Nelson, opportunities to improve safety and accessibility through roundabout design, and the value of investing in transport network resilience.



The session featured presentations from Steven Jiang (Stantec), Meghan Walker and Alan Gray (Boffa Miskell), Ann-Marie Head (Abley), and Stephen Carruthers (NZTA). The event was well attended and provided a chance for members to hear conference insights and connect with colleagues.

Brougham Street upgrade and Level Crossing

In August we held an event that included an update from Emily Gardner (Waka Kotahi) and David Mallet (GHD) on the SH76 Brougham Street Upgrade, outlining progress to date and the key features of this major transport project.



At the same event Eddie Cook presented the new Level Crossing Risk Management Guide, covering the significant updates to the guide including; a consistent, industry-wide framework for assessing and managing level crossing risk; the application of the So Far As Is Reasonably Practicable (SFAIRP) framework.

Annual Quiz

Our quiz is so popular we have outgrown our previous venues - our new venue this year was the funky Sydenham Underpass.



This venue is a vibrant industrial style space repurposed for events and was the inspiration for this year's theme of Pop-Up Transport. The winning team was Lane Gain, Traffic Pain, second was Try All & Error, and in third Quiz Luxon. In last place was last year's winners, the Cutipies.



Quiz master Scott Koorey ricks out a specially designed outfit by branch chair Jeanette Ward.



Stops & Goes of Traffic Signals - Updated for 2026

After much ado, the 2026 edition of the 'Stops & Goes of Traffic Signals' is now available.

In the early 2000s, SNUG identified a need to achieve better consistency with the design and operation of traffic signals throughout the country.

Now, about 20 years later, SNUG has identified a need to update the Stops and goes to reflect recent advances at signalised intersections, particularly in terms of providing for pedestrians, cyclists, and buses. Whereas the first edition was produced based on a meta-analysis of a series of intersection audits conducted following a common methodology, the recent updates have been based on professional experience – that of the key authors, the SNUG committee, and advice sought from experienced practitioners.

The purpose of this booklet is to draw attention to those elements of traffic signals that the authors have frequently found to compromise safety and/or efficiency, and to present ways in which these deficiencies could be addressed.

The target audience for this booklet is engineers who design, construct, install, manage and maintain traffic signals. The aim of this booklet is to contribute to safer and more efficient installations and operations of traffic signals in New Zealand.

You can download the updated Stops & Goes [here](#) or on the SNUG website.

SNUG 2026 Workshop Wellington

SNUG 2026 is just around the corner - on September 24th & 25th, in Wellington. To download the early draft programme, click [here](#).

To see more details, and to book your tickets, please [click here](#).

The SNUG workshop is a great opportunity to share what you've been doing with the signals community. The annual SNUG workshop is a great chance to get together with other people who work in the signals industry. This includes contractors, consultants, designers, legislators, and RCA staff.

This email is to give advance notification that the SNUG (Signals NZ User Group) Annual General Meeting (AGM) will be held on the second day of the annual SNUG workshop, in Wellington. The SNUG workshop is on September 24th & 25th.

And we are asking if you want to help us on the SNUG committee, using MS Forms for committee member nominations. These nominations must be made before the end of the first day of the SNUG workshop. If you wish to 'give back' and help the committee for the next 12 months, [please use the nomination form](#).

More details on the SNUG committee can be found on the [SNUG webpage](#).

2026 CONFERENCE

NZMUGS has wrapped up another successful conference in Auckland, held over two days from Monday 31 August. A wide range of quality speakers took to the floor across the programme, with two keynotes, a full slate of presentations and the year's awards.

THE THEME: VISION AND VALUES, DENIERS AND DETAILS

TWO DAYS · AUCKLAND · 31 AUGUST & 1 SEPTEMBER 2026

THE FOUR QUESTIONS PUT TO THE ROOM

- › How have we, do we and will we measure value?
- › What is the long term vision of transport modelling?
- › How have opposing viewpoints shaped the way we think?
- › How do details get in the way of the bigger picture?

THE PROGRAMME

TWO DAYS, ONE BIG QUESTION

Four questions framed the 2026 programme, and speakers returned to them from every direction — practice, policy, research and the courtroom. Presentations ranged from the detail of network coding and data pipelines through to the long view of what modelling is for, and who it is meant to serve.

Between sessions, the conversations did as much work as the slides — the value of a model, and how that value is shown to those who commission it, ran through both days.

KEYNOTE · DAY ONE

THE MBCM, FIRST-HAND

Ian Melsom and Bryce Hartell of NZ Transport Agency Waka Kotahi opened the conference with an update on the Monetised Benefits and Costs Manual, taking the transport planning and modelling community through where the guidance sits and what is changing.

Bringing that update directly to the practitioners who apply it, and taking questions on it in the room, set the tone for the theme: measuring value is a shared problem, not a line item.

KEYNOTE · DAY TWO

EVIDENCE, FROM THE BENCH

David Kirkpatrick of the Environment Court gave day two a view from the other side of the witness box, with insights into how the Court process actually works and where expert evidence earns its weight.

His practical advice — present evidence clearly, and answer questions with confidence and professionalism — landed with an audience whose detailed work is often tested in exactly that setting. NZMUGS thanks all three keynote speakers for their time.

AWARDS



BEST PRESENTER

Caleb Deverell

Automating the Transport Model Life Cycle: From Import Data to Reporting



BEST YOUNG PRESENTER

Jason Meng

RTN station access & park-and-ride modelling



The 2026-2027 NZMUGS committee, Auckland

THE COMMITTEE

A CHANGE AT THE TOP

The NZMUGS committee also saw a change in leadership this year. John Pell and Zoe Chen have stepped into the Chair and Vice Chair roles, taking over from Bevan Wilmshurst.

NZMUGS thanks Bevan for his leadership steering the group over the last four years, and looks forward to the next conference under John and Zoe.

Thanks are due as well to Kerstin Rupp, whose 18 years as NZMUGS Treasurer stand as a remarkable record of service to the group and to the wider modelling community.

THANKS, BEV & KERSTIN!

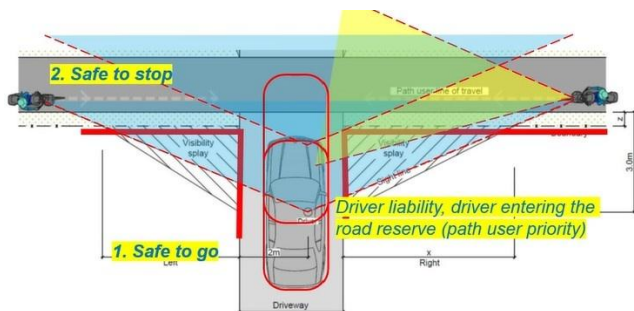


Glen Koorey
AMIG rep
glen@viastrada.nz

I'm back from my travels around Europe (*more on that elsewhere in this issue...*), which allowed me to tune in to the most recent AMIG meeting held on August 20th. In a fairly packed meeting agenda, here's what was discussed:

The **Traffic Control Devices Manual Part 5 (between intersections)** has now been updated and published on NZTA's website as a (rather large) PDF.

Auckland Transport have been working on updating their standard on **shared path sightlines**; this can be particularly an issue near driveways as e-mobility devices get faster. The new guidance incorporates three key principles to apply to both path users and drivers: Safe Path (*can I see where a safe crossing place is?*), Safe to Go (*is there a clear gap?*), and Safe Avoidance (*can I stop safely?*).



At the same time, AT have also been working over the past few months on a new Practice Note for **Rural Non-motorised Users** (NMUs). This guidance covers the different types of facility and crossing options for those walking, cycling or horse-riding in rural areas and also provides advice regarding physical elements, signs and markings, and roadside features like driveways and bus stops. Expect to see this new guideline published in the near future.



Many people will have noticed several recent changes to **NZTA's website layout**; this includes relocating various multimodal design guides. Somewhat counterintuitively, these can be found under the "Partners" section and then going to "Design guidance". All of the guidance for Pedestrians (PNG), Cycling (CNG), and Public Transport (PTDG) can be found here; at the moment, the PNG and PTDG are in PDF format within various sub-sections. The CNG will soon be converted similarly too; for now, NZTA recommend using the CNG **Site Map** webpage to find your way around the various sections.

You may recall mention back in 2023-24 of NZTA work to develop traffic filtering design guidance. This has now morphed into the **Network Optimisation Intervention Knowledge Base** (NOIKB), which aims to present a range of different measures (including traffic filtering) for improving road network efficiency. The aim is for this Network Optimisation Guidance to be ready for approval by the end of September.

I mentioned my recent European travels and in the final AMIG meeting session I presented a picture-show of some **Sustainable Transport Insights from Europe**. This included highlighting various bike share schemes seen/used, lower speed limits, various cycle/pedestrian, and shared facilities, intersection and crossing controls, a few other interesting or intriguing pictures noted, and some overall takeaway thoughts.



Other topics discussed included changes to School Speed Limit signs, Google Earth's new Cycling Data layer, tactile paver surface concerns, and shared path level crossing behaviour markings. While the AMIG webpage still exists (<https://nzta.govt.nz/walking-cycling-and-public-transport/active-modes-infrastructure-group/>), any information on previous meeting minutes will need to be requested specifically from the AMIG team (amig@nzta.govt.nz).

The final AMIG meeting for 2026 will be on Nov 26th. As always, 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).



Living Streets Aotearoa

News from the Living Streets Aotearoa Executive Council

Living Streets Aotearoa held our 2026 AGM on 26 August. In the meeting, there were several changes to the Executive Council. Tim Jones stepped down from his role as President, and subsequently Dr Chris Teo-Sherrell was elected President of Living Streets Aotearoa, having been Treasurer during the previous term. Chris says:

"Thanks to members who elected me as the new president at our recent AGM. And thanks to those members who put themselves forward to serve on our Executive Council. I look forward to working with you all to enhance conditions for pedestrians.

Thanks also to the previous Executive Council for its work and especially to Tim Jones who has been President for 4 years. Tim guided us through meeting the requirements to re-register LSA under the new Incorporated Societies Act, holding a Golden Foot award ceremony, an in-person Walking Summit as well as a more recent online one, redevelopment of our website, managing administrative and communications contractors, investment of Andy Smith's bequest, campaigns against the renewal of the e-scooter Gazette Notice and riding on footpaths and a myriad other things. If you are interested in learning more about our activities last year, please read the [2026 President's Report](#).

Walkers and mobility device users face increasing challenges in New Zealand. Footpaths have for generations been seen as safe places for us to walk or wheel, for people to meet neighbours and for children to play. But they are becoming the dumping ground for any activity that the powers-that-be think would slow motor traffic on the roadway. The thin edge of the wedge was the government in 2009 allowing councils to authorise the use of mopeds and motorcycles to be ridden on footpaths to deliver mail.

Then in 2014, NZ Post introduced its delivery buggies. These were followed by the scurrilous introduction of for-hire e-scooters in 2018, which are allowed to be ridden on footpaths and are often dropped in the middle of the path when not in use. Most recently the current government has decided to allow children up to 12-years old *and accompanying adults* to ride ordinary pedal- and electric bikes on the footpath (see the Letter to Ministers item for more on this).

Then there are the stationary obstacles that get put on footpaths, from shop signs, cafe and restaurant tables and chairs, wheelie bins, crates and bags for rubbish and recyclable collections, not to mention drivers who decide to park on the footpath. And in some places, even sign-, light- and power poles get located on the footpath. Now, delivery robots are just around the corner.

Living Streets Aotearoa believes we need to return footpaths to being places for people on foot or using wheelchairs so that we can move around our neighbourhoods and wider communities safely, comfortably and enjoyably, whatever our age and ability and for whatever purpose we choose to walk.

We need to convince decision-makers, law enforcers and the public that this is the right thing to do and that it has so many benefits. The success of our cities depends on it.

I hope you'll join us by being active locally, working with others who value walking, convincing your council decision-makers that footpaths should be clear, accessible spaces for pedestrians only and that they and other critical walking infrastructure are both provided and managed appropriately for our needs."

You can find the [bios for all Executive Council members on our website](#).

UPDATED AUSTROADS PART 3 & PART 6 GUIDES RELEASED. HERE'S WHAT'S CHANGED

Austrroads has recently released updated editions of two of its most widely used design guides:

- **Guide to Road Design Part 3: Geometric Design**
- **Guide to Road Design Part 6: Roadside Design, Safety and Barriers**

The Safe System Solutions team was heavily involved in these updates, working alongside leading technical experts from across Australia and New Zealand. Our Technical Lead, [Jamie Robertson](#), was instrumental in developing both the updated median treatment advice and the new batter slope guidance. Senior Design Engineer [Ilse Malagamba](#) also made a significant contribution to the median treatment advice. The project also benefited greatly from the expertise and guidance of [Rod Troutbeck](#) and Mark Lensky.

Neither guide represents a complete rewrite. Instead, both build on previous editions by refining guidance in areas where practitioners have been seeking greater clarity and incorporating the latest research and industry experience.

Here are some of the key changes.

PART 3 – GEOMETRIC DESIGN

A stronger Safe System focus

One of the most noticeable changes is the stronger integration of Safe System thinking throughout the guide.

Rather than treating Safe System as something to check at the end of the design process, the updated guidance reinforces that it should influence geometric design decisions from the very beginning.

“The view that something cannot be done to improve safety because it would negatively impact the efficient movement of traffic is not acceptable in a Safe System context and should be discouraged”

Expanded guidance on median treatments

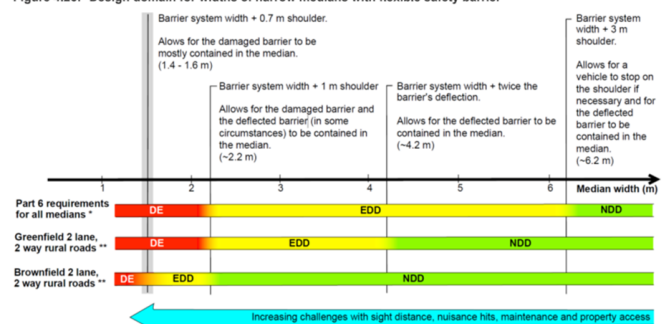
One of the biggest practical additions is the significantly expanded guidance on median treatments.

The previous guidance has been developed into dedicated sections covering:

- narrow median treatments
- wide centre lines
- other median treatments
- selecting appropriate treatments for two-lane, two-way roads.

This better reflects the increasing use of centreline barriers and wide centre lines as median treatments.

Figure 4.26: Design domain for widths of narrow medians with flexible safety barrier



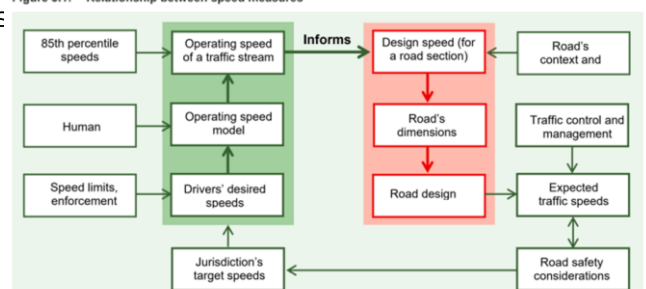
* Part 6 requirements should be used for roads with 4 or more lanes
** These include 2+1 roads.

Clearer guidance on operating speeds

The updated guide also provides a better explanation of the relationship between operating speed, desired speed and design speed.

These concepts are often misunderstood, so the additional guidance should help designers make more consistent decisions when selecting design speeds.

Figure 3.1: Relationship between speed measures



Part 6 – Roadside Design, Safety and Barriers

Better guidance for narrow medians

Probably the biggest practical improvement is the expanded guidance around narrow medians which links to the updated Part 3.

There is considerably more discussion around:

- when barriers should be used
- the number of barrier runs
- where barriers should be located
- separation distances between opposing barriers.

Much of this is reflected in the updated Section 6.8.7 and Table 6.8, providing clearer guidance for constrained corridors and divided roads.

6.8.7 Location of Barriers in Narrow Medians

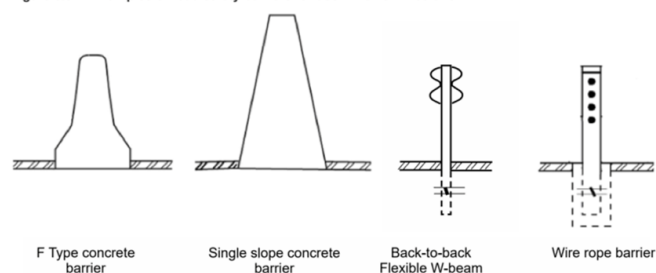
The safety benefits of safety barriers in narrow medians are described in *Guidance on Median and Centreline Treatments to Reduce Head-on Casualties* (Austroads 2016b). A narrow median is defined as being one that is less than 6.2 m between opposing traffic lanes. Desirably, the requirements in narrow medians are the same as those for wider medians documented in Section 6.8.5.

At most locations, the preferred solution is a centrally located barrier that is capable of directing vehicles from either side.

Choice of barrier system

Back-to-back flexible W-beam barriers or wire rope barriers should be used where possible. Concrete barriers may be more appropriate for use in some circumstances, particularly for urban freeway contexts. These are shown in Figure 6.8.

Figure 6.8: Examples of road safety barriers for use in narrow medians



Lower-deflection W-beam and Thrie-beam barriers

One of the more useful additions is new guidance on lower-deflection W-beam and Thrie-beam systems.

These products have become increasingly common where designers need smaller working widths without moving to concrete barriers.

The Guide now better explains where these systems sit within the spectrum of barrier types and where they can provide advantages.

Updated guidance on concrete barrier working widths

The guidance on concrete barrier working widths has also been updated, incorporating more recent research on the Zone of Intrusion (ZOI).

Rather than changing the fundamental definitions of working width, the update provides a more contemporary understanding of the space a vehicle can occupy during an impact with a concrete barrier, helping designers make more informed decisions when determining the clearance required behind barriers.

Table 5.5: Recommended working widths for TL-3 (2.27 t SUV) containment barriers

Barrier height	Working width
815 mm	0.65 m
915 mm	0.5 m

Note: The working widths for TL-3 barriers are much smaller than those for other tests because of the lighter and lower test vehicle.

Source: Based on Stolle et al. (2022).

Table 5.6: Recommended working widths for TL-4 (10 t truck) containment barriers

Barrier height	Cabin and cargo box working width	Cabin only working width
915 mm	2.65 m	1.1 m
1,100 mm	1.95 m	0.8 m
1,220 mm	1.1 m	SW

Note: SW = System width.

Source: Based on Stolle et al. (2022).

Table 5.7: Recommended working widths for TL-5 (36 t semi-trailer) containment barriers

Barrier height	Cabin and cargo box working width	Cabin only working width
1,100 mm	2.6 m	0.8 m
1,370 mm	1.2 m	0.5 m ¹
2,300 mm	0.95 m	SW

Notes:

1 Use the barrier system width if the barrier is wider than the recorded working width.

2 SW = System width.

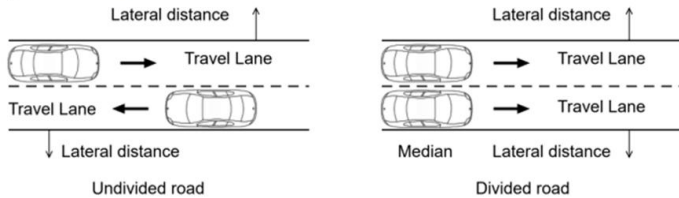
Source: Based on Stolle et al. (2022).

More guidance on impacts with oncoming vehicles

The risk assessment methodology in Appendix B has been strengthened with additional information on impacts involving oncoming vehicles.

This includes updated discussion in Section B.3.1 and revisions to Table B.5, providing better treatment of opposing-direction crashes within the roadside risk assessment process.

Figure B.5: Lateral distance measures



Final comments

These updates are nicely stepping road design in the right direction. They are how good guidance should evolve.

Part 3 strengthens the application of Safe System principles within geometric design and expands guidance on median treatments and operating speeds.

Part 6 refines roadside barrier guidance using the latest research and practical experience, particularly around median barriers, lower-deflection systems and working widths.

We were particularly pleased to see the expanded guidance on median treatments and barriers. Safe System Solutions has undertaken a significant amount of work for Austroads in this space over recent years, so it's great to see that work helping inform national guidance that practitioners use every day.

If you're involved in geometric design, roadside design, road safety audits or Safe System assessments, it's worth spending an hour reading through both updates. There are enough changes that it's worth understanding what's new before your next project.

Road Safety Barrier Design technical training

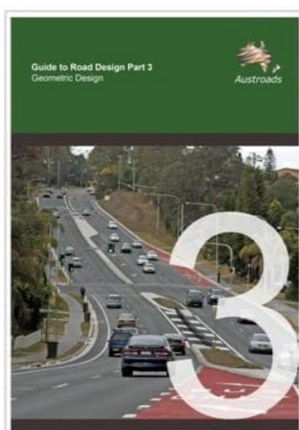
Check the Safe System Solutions website for dates for Road Safety Barrier Design technical training:

<https://safesystemsolutions.com.au/training-workshops/>

Follow [Safe System Solutions Pty Ltd](#) on LinkedIn for more updates and road safety industry news.



Jamie Robertson and Kenn Beer running the Road Safety Barriers technical training course (holding Barry)



Jamie Robertson
Technical Lead
Safe System Solutions



Ilse Malagamba
Senior Design Engineer
Safe System Solutions

**UPDATED PART 3 & 6
MORE SAFE SYSTEM**



The 21st ITS Asia Pacific Forum 2027

May 5th-7th | Auckland, New Zealand

**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: Rethinking Parking; Planning & urban design perspectives by Dr David Mephram



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

Car parking policy is a subject that, like religion or politics, should not be discussed in polite company. Not that it's dull (it really isn't), but car parking is a topic on which pretty much everyone has tiny, focussed, personal perspectives that, when extrapolated to a macro-scale, can seem absurd. *"I shouldn't have to pay for parking", we say. "But everyone else should".*

Is car parking a matter of transport planning? Or highways engineering? Or urban design? Or politics? The answer is that it is all of these disciplines...and much more.

Rethinking Parking by Dr David Mephram takes several steps back to understand the complexity of car parking.

Dr Mephram is an academic and also a planner and *Rethinking Parking* reflects this. Its key point of difference – and one that all transport professionals would do well to follow – is taking an outcome-based approach to car parking. What kind of a city do you want to create? How does car parking need to be designed and managed to support this outcome?

Rethinking Parking identifies two basic outcomes:

- Strong Destinations: Attracting drivers to places worth visiting
- Weak Destinations: Attracting drivers to cheap, easy parking

These outcomes are examined through a series of five lenses:

- Place,
- Politics,
- Policy,
- Price; and,
- Professional practice.

Rethinking Parking book thus takes a multidisciplinary approach to a complex subject. It covers political science, philosophy, history, economics, anthropology and psychology.

A huge amount of material is included in the book, ranging from elite projection to organised lobbying and street design. While demanding to the reader, this breadth emphasises that car parking cannot be simplified. Sensibly, Mephram uses ten case studies, from the USA, Canada and Australia to provide lessons for rethinking parking. All examples have lessons (positive and negative) relevant to New Zealand.

An important thread is the emotional aspect of car parking. This is frequently overlooked (surely parking is a technocratic practice?) but an anxious, stressed person unable to find a parking space at the airport would beg to differ. Same goes for any official seeking to introduce paid parking to a place where it was previously free. Populist opposition to parking reform deliberately exploits emotion and this is rightfully highlighted as something to overcome.

Rethinking Parking is consistent with the parking literature from Birkbeck, Grabar and Shoup and urban designers like Gehl, Mumford and Littman. It has some great turns of phrase ("parking on tap, not on top") and its emphasis on looking beyond the transport planning profession is welcome.

While cities have existed for millennia, car parking is a recent arrival. The inherent tensions of accommodating it into urban design highlights the need for books like this. Mephram's book is thus a welcome addition to the canon.

George Weeks is a transport adviser, planner and urban designer based in Auckland. This review is written in a personal capacity.



City Rail Link finally opens!



After years of planning, construction and preparation, the countdown is over. On Sunday, the City Rail Link (CRL) finally opened, ushering in the biggest transformation of Auckland's rail network in generations.

Ahead of the start of passenger services, Prime Minister Christopher Luxon, Auckland Mayor Wayne Brown, ministers, councillors and mana whenua formally opened the City Rail Link on Friday, celebrating New Zealand's largest ever infrastructure project.

The City Rail Link creates a new rail network in Auckland, with new stations, new train routes and a new timetable that will connect more Aucklanders to more destinations across Tāmaki Makaurau.

"Today is the beginning of a new chapter. We're incredibly proud of what has been achieved and are excited to welcome Aucklanders aboard," says Auckland Transport Chief Executive Stacey van der Putten.

"Our focus now is on helping customers confidently navigate the new network and delivering the safe, reliable service Aucklanders expect.

Over 70,000 Aucklanders experienced the City Rail Link for the first time on opening day, three times more than a usual Sunday.

We encourage people to familiarise themselves with the new rail network and how it connects with the wider public transport system before travelling."

The launch of passenger services will represent one of the largest operational changes ever undertaken on Auckland's public transport network, drawing on more than a decade of planning, delivery and preparation by City Rail Link Ltd, Auckland Transport and KiwiRail to prepare the railway for service.

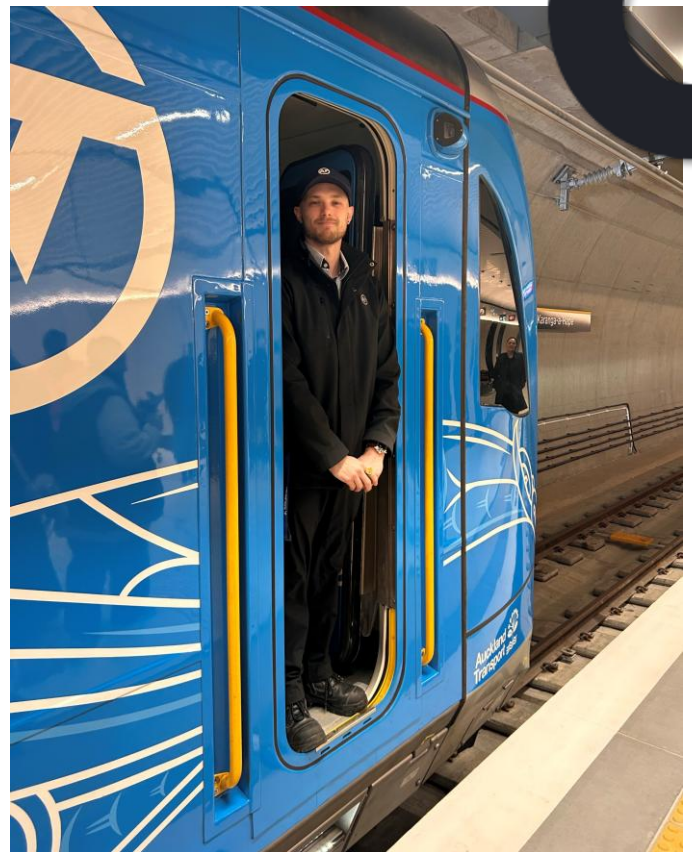
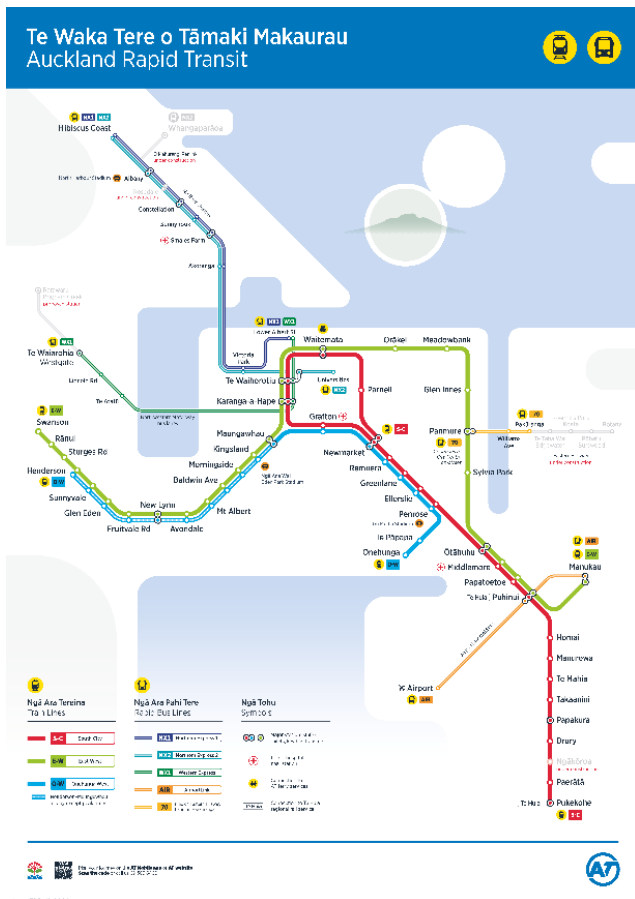
"The City Rail Link is one of New Zealand's most ambitious infrastructure projects," says City Rail Link Limited CEO Pat Brockie.

"Today was a chance to reflect and recognise the thousands of people who have helped bring it to life. What Aucklanders will experience on Sunday is the result of years of engineering, construction, testing and collaboration. We are incredibly proud of the part we played and are excited to see it ready to serve Auckland for generations to come."

In recent months, the focus has been on the extensive testing of trains and systems in the new tunnels and stations as well as preparation for frontline staff involved in implementing and running an entirely new train network.



Above: Passengers explore the new Karanga-a-hape station on opening day



Left: The new map of Auckland's rapid transit network.

Above: Auckland One Rail's Trent Mexted drove the first passenger train through CRL

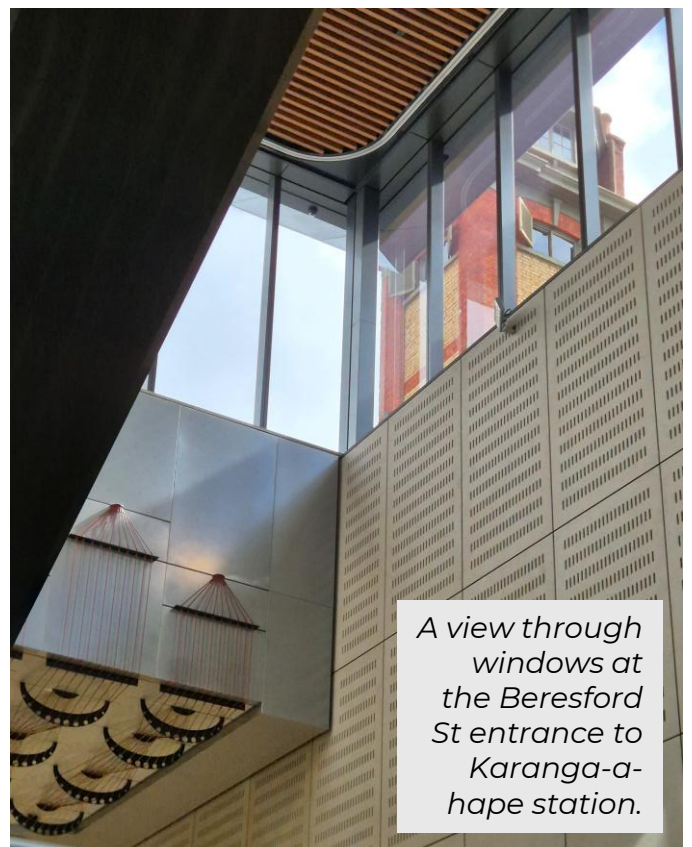
Maintaining Auckland's existing rail services while building and integrating an entirely new underground railway, along with widespread network upgrades and new rail infrastructure has been a significant undertaking.

"Customers will see new stations and new journey opportunities, but behind the scenes there has been an enormous amount of work to ensure the network is ready to operate safely and reliably from day one," says Bevan Assink KiwiRail's Chief Metro Officer.

"It's also been about preparing the wider network to support the CRL. From renewing critical foundations and upgrading rail infrastructure, to installing modern drainage and delivering new stations in Drury, 19kms of electrification to extend the metro and a 6.5km third line to separate freight from passenger rail at the busiest part of the Auckland network. This transformation has been many years in the making. We're all very happy to have made it to this huge milestone."

Auckland One Rail and KiwiRail are deploying extra resources during the opening period, to ensure train services and track infrastructure run as smoothly as possible, and any issues can be responded to quickly.

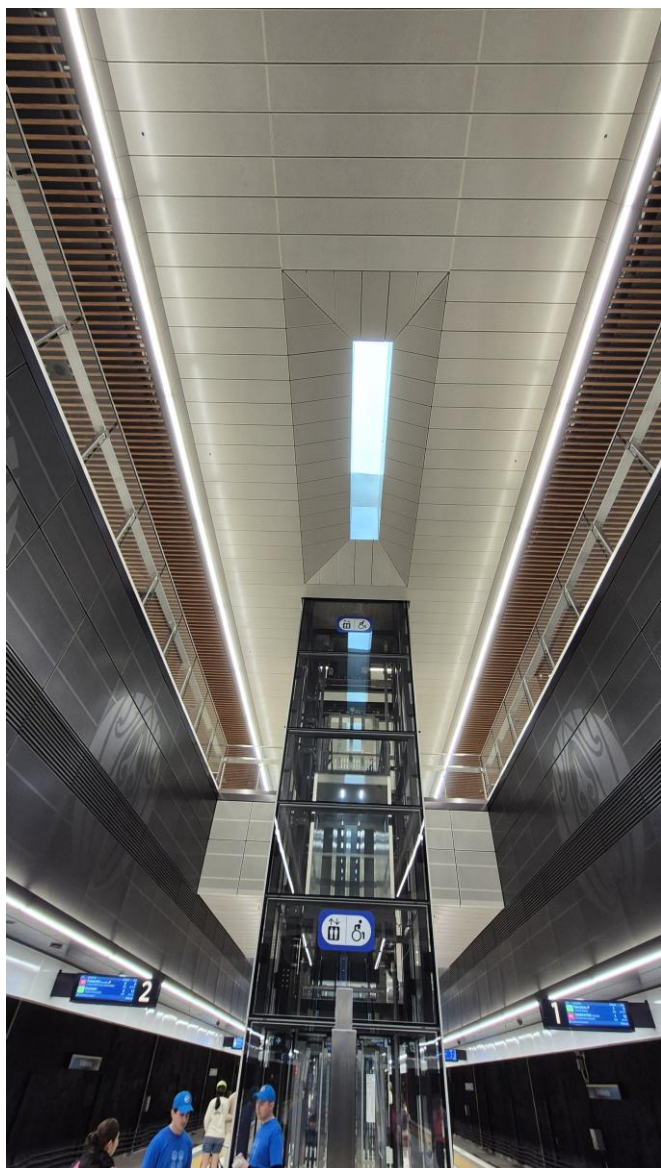
Additional staff will also be at stations across the rail network to help customers navigate the new stations, understand the new routes and answer questions about the new timetable.



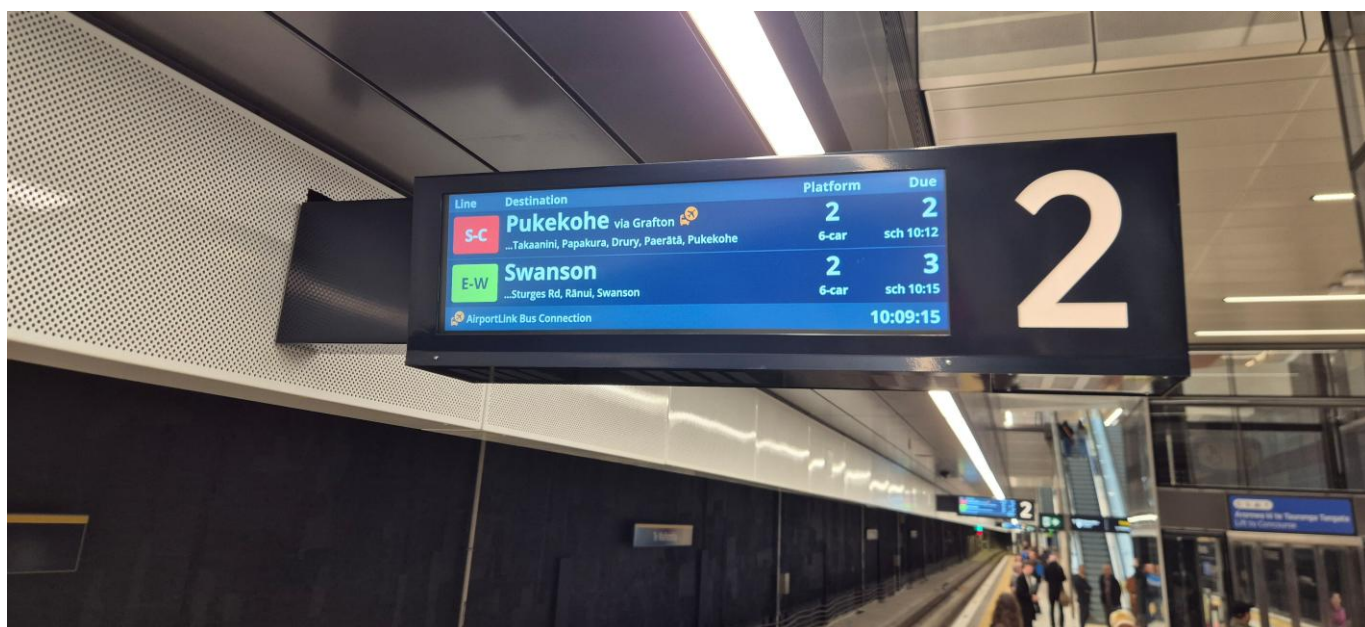
A view through windows at the Beresford St entrance to Karanga-a-hape station.



More opening day photos



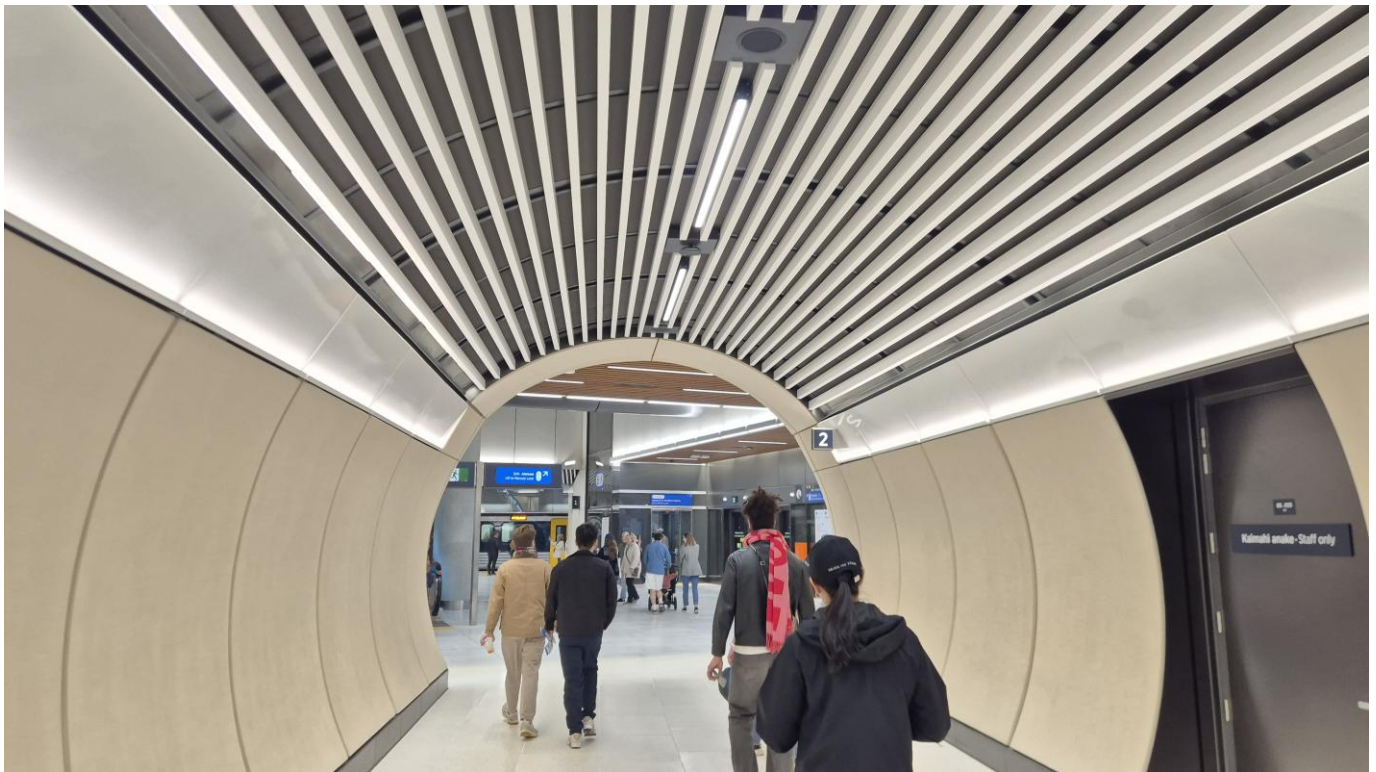
*Above left: Skylights in the centre of Albert St illuminate Te Waihorotiu station.
Above right: Large cross-members mimic Māori weaving at Te Waihorotiu station.
Below: These train headways will be familiar to anyone who has travelled overseas.*



More opening day photos



Above: Incredible artwork at the Wellesley St entrance to Te Waihorotiu station by Graham Tipene and Paraone Luiten-Apirana. Made up of over 4,000 suspended aluminium and golden rods, the artwork mimics raupo (or reeds) and flowing water.



Above: The internal walkway between platforms at the Karanga-a-hape station. The platforms are 33m underground, making it the deepest railway station in NZ.. It also features a 40m-long escalator (the longest in NZ) to the Beresford Square entrance.

First looks at the City Rail Link



The crowd on the concourse at Te Waihorotiu station First Look event enjoys a musical show.

More than 43,000 people were welcomed through the City Rail Link stations during a series of First Look events in August.

"For many people, this was the first opportunity to experience the stations, understand how the network will work and see the scale of the transformation that is about to take place. We've loved seeing those lightbulb moments as people realise how much easier and faster their journeys will become," says Auckland Transport Chief Executive Stacey van der Putten.

The impact extended beyond the station gates, with businesses around Maungawhau, Karanga-a-Hape and Te Waihorotiu Stations reporting some of their best ever trading days.

Business leaders described it as a glimpse of the positive impact the CRL will have, bringing more people, energy and economic activity into the surrounding neighbourhoods.

Brent Kennedy, Uptown Precinct Leader:

"It was a tremendous success. The joy and excitement seen at Maungawhau Station flowed out around Uptown neighbourhood. Hospitality businesses were happily run off their feet with new customers, some registering record sales, people were in a celebratory mood."

Jamey Holloway, General Manager, Karangahape Road Business Association:

"Karanga-a-Hape Station is a game-changer for K Road, opening up this iconic part of Auckland to even more people and inviting them to experience the creativity, culture, food and people that make Karangahape so unique."

Viv Beck, CEO, Heart of the City:

"We're excited that the opening of the City Rail Link and Te Waihorotiu Station marks the beginning of a new era for the city centre, bringing more people, energy and opportunity to local businesses."

The First Look events were funded jointly by Auckland Transport, City Rail Link Ltd and KiwiRail and delivered in collaboration with Auckland One Rail, Downer and local business associations.

"Welcoming more than 43,000 people through the stations has been an incredible milestone. The enthusiasm, curiosity and pride we've seen from visitors has been overwhelming and the big smiles on people's faces demonstrates just how much Aucklanders are looking forward to the CRL opening," says City Rail Link Ltd CEO Patrick Brockie.



The essential look when you cross

KiwiRail joined TrackSAFE NZ and rail industry partners across the country to support Rail Safety Week this August, a national public safety campaign focused on reducing incidents at railway level crossings.

This year's campaign theme was "Be a Trainspotter When You Cross", supported by fashion-inspired messaging including "The Essential Look".

The campaign encouraged people to stop and actively look for trains before crossing tracks.

TrackSAFE NZ Foundation Manager Megan Drayton says the campaign was designed to stand out and make rail safety feel achievable.

"Safety campaigns often rely on warnings and consequences to capture attention. This year we took a different approach and celebrated the behaviour we want to see.

"The essential look when you cross is to check for trains. Whether you're driving, walking or cycling – *be a trainspotter when you cross.*"

There were 11 collisions between pedestrians or vehicles and trains at level crossings in the year to 30 June, down from 18 collisions for the previous year.

"While it's positive to see the total number of collisions decrease, it is still 11 collisions too many," says Megan.



TrackSAFE celebrated its 20th anniversary during Rail Safety Week, recognising two decades of rail safety work and the partnerships that have made it possible.

The essential look before you cross? Looking for trains.

Every time you reach a railway crossing:

- ✓ Slow down
- ✓ Look both ways
- ✓ Wait for lights and alarms to stop
- ✓ Cross only when it's safe

Taking a few extra seconds can make all the difference.

What a Single Word Reveals About Road Safety



Renata Gomez
Senior Road Safety Engineer, CPEng
Waikato branch chair
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In a recent post on LinkedIn, I asked the following:

"One of the most persistent debates in road safety isn't about speed limits, roundabouts, or cycleways. It's about a single word.... Do you say, "road accident" or "road crash"?"



This is something that has always been on my mind because, when I first started working in the transport sector, and more specifically in road safety engineering, I used the word accident. Not necessarily out of preference, but mainly because English is not my first language and I genuinely didn't know the word crash was commonly used in this context.

At that time, almost ten years ago, I had a colleague (and probably a mentor too) who repeatedly told me to use the word crash instead of accident. It took a while to train my brain, but they do say habits are formed through repetition. After hearing it enough times, using crash simply became second nature.

At the same time, I was learning about the Safe System approach and began to understand why many professionals in our field prefer the word crash. The reasoning is that most road events are preventable, and the word accident can imply that an event was inevitable or unavoidable.

After almost a decade in this fulfilling and exciting profession, I still regularly hear people using the word accident. As a diligent former student, I used to correct people (when appropriate, of course 😊). But as time has passed, I have found myself asking a different question:

"Should I be correcting people, or should I first try to understand why they choose one word over the other?"

That question is what inspired my LinkedIn post.

Surprisingly (or perhaps not), a lot of people replied. Some were to the point, and simply said:

"Stop wasting time on word choice and go do something that will actually improve road safety."

Fair enough!

Nonetheless, I cannot spend every waking hour improving road safety, so I decided to read the comments, reply to many of them, and reflect on what people were telling me.

Before going any further, I should be clear that none of the observations below are based on formal research or an in-depth analysis. They are simply my interpretation of the discussion that followed. If I've completely misunderstood something, please feel free to get in touch. A constructive discussion is exactly what this article is about.

My first question was simple: **who had actually joined the conversation?**

I was thrilled to receive responses from New Zealand, Australia, South Africa, the United Kingdom, and elsewhere. Quite broad, isn't it? Or is it??

People from a wide range of professional backgrounds contributed, including:

- Road safety engineering
- Driver training
- Police collision investigation
- Crash reconstruction
- Driver safety education
- Transport safety management
- Human factors and systems thinking practitioners

What a Single Word Reveals About Road Safety



The most common themes?

Almost everyone wants safer roads

Even when people strongly disagreed on terminology, nearly everyone agreed that the real objective is reducing deaths and serious injuries. The disagreement was not about the outcome. It was about whether terminology helps or hinders that outcome.

The “Crash” group focused on preventability

Those favouring crash generally argued that:

- Most road events are unavoidable.
- Accident implies inevitability.
- Language shapes thinking.
- Safe System philosophy requires recognition that road trauma is preventable.

This group generally argued that road events nearly always involve identifiable contributing factors and therefore should not be described as accidents.

The “Accident” group focused on practicality

Those favouring accident generally argued that:

- The public understand the term.
- No one intentionally sets out to crash.
- Changing words alone will not improve safety outcomes.

Importantly, very few argued that road events (crash or accident) are unavoidable. Instead, many argued that the terminology debate risks distracting attention from effective interventions. *Note: I told you people were telling me to stop asking and start acting 🤖.*

Many people preferred context-driven language

An interesting number of people appeared to sit somewhere in the middle and argued that we should:

- Use the wording that is appropriate for the audience.
- Focus on communication effectiveness.
- Avoid getting trapped in semantics.

Yes, I think I got the message now!

The debate wasn’t really about words

The final theme, and perhaps the most interesting and logical one, was a strong undercurrent around responsibility and blame.

Many people weren’t really debating vocabulary at all. They were debating broader questions:

- Are road incidents/crashes preventable?
- How much responsibility rests with an individual?
- How much responsibility rests with the transport system?
- Is our focus on learning or blame?
- Does language influence public attitudes?
- Should road safety be approached through compliance, enforcement, human factors, or systems thinking?

The vocabulary debate often became a proxy for deeper disagreements (and sometimes agreement) about how road safety should be understood and managed.

So, was there a verdict?

Not really.

While many road safety professionals now favour the term crash because it better reflects the preventable nature of road trauma, the discussion revealed no universal agreement.

Most people agreed that terminology matters less than understanding causation and preventing future harm.

The strongest consensus was not on the choice of word, but on the shared goal of creating a safer transport system.

Then again, perhaps I should not have asked this question at all... because we have not even started discussing the word collision yet!

Want to continue the discussion? Or better yet, would you like to help create a safer environment for road users?

Then feel free to get in [touch](#).

I am always keen on a coffee.

(That’s a lie, I don’t actually drink it, but you get my point)

Western Line rail level crossings removals



Proposed options to replace rail level crossings on Auckland's Western Line will allow even more frequent trains in the future and are key to unlocking the full benefits of City Rail Link.

Auckland Transport is asking for feedback on proposed options to replace rail level crossings between Kingsland to Mount Albert as part of a wider programme to separate rail lines from vehicles and pedestrians.

Auckland Transport Head of Level Crossings Tom Willetts says "with the City Rail Link open, people will be using the more frequent trains that come with it.

"We're doing the planning work now to be ready for growing passenger numbers, which are expected to require more frequent trains in the mid-2030s from Mt Albert towards the city centre via Morningside and Kingsland.

"If these crossings are not replaced, they will become a constraint on rail services or result in more frequent barrier arm closures, longer delays and increased safety risks for everyone crossing the tracks.

"Replacing rail level crossings with safer connections will allow more frequent train services in the future while keeping people and traffic moving safely," Mr Willetts says.

Feedback on the proposed options for the six crossings between Kingsland and Mt Albert will be used to help inform the investment case to identify the preferred approach to replace western rail crossings and prioritise when they are built. This means a plan will be ready when funding becomes available.

"There are no easy options. These crossings are often located in densely populated areas and there are a number of challenging trade-offs and impacts on local communities to consider.

So, it's really important we get feedback at every step of the project from people living, working and doing business near the railway," Mr Willetts says.

The options include potential road bridges or underpasses, pedestrian bridges or underpasses and closure with improvements to alternative connections.

Proposed options for the inner west rail crossings can be found here and feedback can be given either online or in person at one of the local community events.

To see a calendar of community events throughout September, and to provide online feedback on the Western Line Level Crossing Programme, please visit the [AT website](#). Feedback closes on 28 September.

Investigations to replace crossings in the mid and outer west, from Avondale to Swanson, continue with options for public feedback expected to be shared in early 2027.

About the Rail Level Crossings Programme

The Rail Level Crossings Programme is funded by Auckland Council and NZ Transport Agency, with Auckland Transport and Auckland Council delivering it with support from KiwiRail.

The Rail Level Crossings Programme allows us to keep increasing train frequencies in the years after City Rail Link opens while keeping traffic moving and safe. People living near rail lines will find it safer and easier to get around their communities, whether they are walking, biking, driving, or catching the train.

16 rail level crossings have been closed or replaced during the past decade, including three new pedestrian bridges built in the past year at Glen Innes, Te Mahia and Takaanini stations. All remaining pedestrian crossings have been upgraded with automatic safety gates.

The next step is replacing remaining road level crossings in Takaanini with new road or pedestrian bridges, with construction due to begin in the second half of 2027.

The investment case for western rail crossing replacements will be developed during the next two years. It will identify the preferred approach and how to prioritise when they're built to be ready for funding decisions.

The hidden network upgrades supporting CRL



To enable the more frequent train services the City Rail Link (CRL) brings, KiwiRail and City Rail Link Limited have added two new Track Sectioning Cabins (TSCs) to Auckland's rail network at Quay Park (Parnell) and Mount Eden (Maungawhau).

While TSCs have long been part of Auckland's rail system, these new additions are an essential upgrade that will help keep trains running reliably as the network grows.

A TSC works a bit like the switchboard in your home. If one appliance causes a fault, the switchboard isolates the problem, so the rest of the house still has power. In the same way, if there is a fault on the overhead power lines or an electric train, a TSC helps ensure only the affected section of track loses power, while the rest of the network can continue operating.

By automatically isolating faults, TSCs help KiwiRail teams respond more quickly, reducing the impact of disruptions for passengers. They also improve the reliability of the rail power network and provide greater flexibility to keep trains moving during maintenance or unexpected issues.

The new TSCs can also draw power from multiple sources, including the new

Western Power Feed, strengthening the resilience of the network and helping ensure a reliable power supply for the CRL tunnel.

Artists Ross Liew and Margarita Vovna recently painted murals on the two new TSCs to improve the appearance of the large buildings for passengers and local communities, taking inspiration from the old Parnell Railway Station and flora and fauna found in Maungawhau.

While much of the work needed for the CRL has been visible across the city, including new stations, track renewals, and other infrastructure upgrades, significant work has also taken place behind the scenes. KiwiRail's Traction and Signals teams have delivered critical improvements to ensure Auckland's rail network is ready to support more trains, more often, with greater reliability.

A huge thank you to the staff and contractors who have helped deliver New Zealand's first underground metro, and to Aucklanders for their patience and support throughout years of construction and disruption. We hope everyone is now enjoying the benefits of faster, more frequent journeys across the city.

Unpacking the safety impacts of bus lanes



By James Wratt (Auckland Transport) and Lorelei Schmitt (NZ Transport Agency)

Buses have a reputation for being one of the safest ways to travel, with roughly 10 percent the rate of death or injury of private cars.

Following this premise, and supported by international research, infrastructure that supports bus use would also be expected to offer road safety benefits.

However, when starting this research,

the NZTA Crash Estimation Compendium included a crash modification factor of 1.25 for bus lanes, suggesting they could be associated with increased crashes. We wanted to test this.

Method

Conveniently, Dudata et al. (2015) have summarised safety impacts from case studies of bus priority systems from around the world in their report, *Traffic Safety on Bus Priority Systems*.

Along with the information from this report and some further research, we completed our own crash analysis of before-and-after bus lane projects in Auckland.

	% change in accidents	95% confidence interval	Source
Arterial BRT (Latin American countries)			
Fatalities	-47%	(-21%; -64%)	EMBARQ analysis
Injuries	-41%	(-35%; -46%)	
All crashes	-33%	(-29%; -36%)	
Arterial BRT (Latin America and India)			
Fatalities	-52%	(-39%; -63%)	EMBARQ analysis
Injuries	-39%	(-33%; -43%)	
All crashes	-33%	(-30%; -36%)	
Bus priority (Australia)			
All crashes	-18%	n/a	Goh et al. 2013
Peak-hour bus and high-occupancy vehicles (HOV) lanes (United States)			
Unspecified severity	+61%	(+51%; +71%)	Elvik and Vaa 2008
Peak-hour bus lanes (United States)			
Injury crashes	+12%	(+4%; +21%)	Elvik and Vaa 2008
Property damage crashes	+15%	(+3%; +28%)	
Permanent lanes for buses and taxis (United States)			
Injury crashes	+27%	(+8%; +49%)	Elvik and Vaa 2008
Unspecified severity	-4%	(-8%; 0)	

Figure 1: Case study summary from Dudata et al. (2015)

1- Litman, Todd. 2014. A New Transit Safety Narrative. *Journal of Public Transportation*, 17 (4): 114-135. DOI: <http://doi.org/10.5038/2375-0901.17.4.7>

2- [Traffic-Safety-Bus-Priority-Corridors-BRT-EMBARQ-World-Resources-Institute.pdf](#)



Bus rapid transit (BRT)

Background research shows BRT tends to be associated with substantial crash reduction. This trend was mirrored in our examination of Stage 1 of the Eastern Busway in Auckland which found a statistically significant drop in both the number and severity of crashes.

This local example had high-quality separation between the busway and general traffic, as well as purpose-built active mode infrastructure, which likely contributed to this outcome. The Dudata et al. (2015) research also identifies significant crash reduction benefits from measures that often complement the development of BRT, such as centre medians, fewer traffic lanes, shorter and safer pedestrian crossings, and the removal of risky turning movements.



Figure 2: Eastern busway. (Source: James Wratt)

Standard bus lanes

Background research shows more variable outcomes for standard (i.e. arterial) bus lanes. Crash frequency impacts can vary, but existing research suggests they are generally associated with reduced crash severity. Before-and-after data from the Crash Analysis System (CAS) for bus lanes on Puhinui Road shows a similar pattern: there was a slight, though not statistically significant, reduction in total crashes, alongside a significant drop in serious and fatal crashes.



Figure 3: Puhinui Rd bus lanes. (Source: James Wratt)

Transit lanes (T2/T3)

Transit lanes (T2/T3) are less conclusive. Dudata et al. (2015) cites one study that found a 61% increase in crashes. However, when we look at the before-and-after record for the State Highway 20B transit lanes, we find significant reductions in both crash frequency and severity.

This may have less to do with the transit lane itself and more to do with the supporting safety infrastructure, including median barriers and separated paths, which are classic road safety heavyweights.



Figure 4: Transit lane. (Source: James Wratt)

So, are bus priority lanes good or bad for safety?

The answer depends on the facility type. BRT and busways are generally associated with meaningful crash reduction. Standard bus lanes can have more mixed results, depending on the design, but they still appear to offer solid potential for reducing crash severity.

The evidence on transit lanes is less conclusive, with mixed results between the literature and our local observations, and further research would be beneficial. Across all facility types, the complementary infrastructure appears to be critical to whether a project delivers safety benefits, which reinforces the importance of getting the design details right.

This work also contributed to a change in the NZTA Crash Estimation Compendium, which now reflects a neutral crash factor for bus lanes and recommends design elements that can help improve safety as part of bus lane projects.

If you would like to learn more about this research, please contact us:

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GPS delayed until after election

Transport Minister Chris Bishop has delayed the release of the official Government Policy Statement on Land Transport (GPS) until after the 2026 election, issuing an [interim ministerial statement](#) instead.

This is summarized below:

This statement will inform the development of the draft GPS 2027, which the Government intends to release for public consultation in early 2027.

A high-performing land transport network is critical to our economy and way of life.

But current planned investment outstrips expected revenue, and with competing demands across government, the Crown is constrained in what it can contribute in the coming years.

Value for money and addressing the critical needs of the system will be front of mind in considering investment priorities. I am undertaking further work to determine how we can return land transport investment to a more sustainable position, in line with the recommendations in the National Infrastructure Plan (NIP).

This statement is to help provide clarity on the fiscal context and how it is shaping ongoing policy development, to support the sector in its planning for Long Term Plans, Regional Land Transport Plans and the National Land Transport Programme absent a draft GPS 2027.

The National Land Transport Fund (NLTF) is expected to face significant pressure over the coming decade. GPS 2024 included \$8 billion of Crown funding and financing, but that support will expire. Increases to Fuel Excise Duty and Road User Charges will take time to build revenue, while the National Land Transport Fund must also repay debt from the 2021–24 and 2024–27 programmes.

Over 2027/28–2036/37, NLTF revenue is likely to be enough only for continuous programmes (for road maintenance, operations and renewals, rail, public transport services, safety), critical resilience activities, debt repayments and projects already underway.

New improvements will require savings, reprioritisation, higher user charges, or further Crown funding. These are hard choices. They either require the system to stop or defer lower-value work, ask users to pay more, or place further pressure on the Crown at a time when fiscal constraints are already significant.

It will be critical that central and local government remain jointly focused on what priority investment needs to be progressed over the next few years, taking into account critical asset needs, wider long term benefits and overall affordability.

With this in mind, the draft GPS 2027 will likely focus on the following:

Value for money and investment and cost discipline (overarching focus) – making better use of existing network, service and system capacity before committing to new infrastructure, and ensuring investments are high value, appropriately sequenced, and supported by robust analysis.

Maintenance, operations and renewals – looking after the existing network, supported by stronger asset management and better information on asset condition and risk.

Resilience – targeting the most critical parts of the network, where disruption would have the greatest consequences for communities, freight, emergency response and the economy.

Transit-oriented development – supporting housing growth through alignment with spatial plans and concentrating development around transit nodes, key corridors, and strategic connections.

Economic growth and productivity – supporting access to jobs and markets, housing and urban development, improving travel time reliability, protecting key freight routes, and making better use of public transport and existing capacity.

Safety – continuing to focus on targeted, cost-effective interventions that reduce deaths and serious injuries and avoid major network disruption.

NZTA will release separate guidance about how it will prioritise bids for inclusion in the next National Land Transport Programme.



Transport observations from Europe

Glen Koorey, ViaStrada, Christchurch

It's been a bit over two months since my partner and I returned from our multi-week sojourn of various European countries. Mostly holiday (*gotta love their beaches...*), but I did take the opportunity to observe some of the transport aspects of the continent (and snap a few related pics...), with an eye to comparing them with how we do things back here in NZ. Some of the things I noted in particular:



Copenhagen – so many bikes!

Their passenger train networks are very extensive and frequent; we certainly got to make use of quite a few of the inter-city services, which were generally efficient and far less worry about security queues and baggage weight like we encountered on our air travel days.



Waiting to board in Vienna

Just turn up at the station, find the platform (and if need be, carriage and seats), store your bags somewhere (*even that could be a lottery at times, especially with large cases...*) and away you go.

It helped having EuRail First Class passes, as it allowed you access to the nicer, roomier carriages - comfy seats with wi-fi and power outlets as well. A useful feature at many train stations was carriage indicator diagrams, letting you know which carriage

was where, and which direction the train was going.



Carriage indicator diagrams – handy...

We still had a few hits and misses along the way picking the right seats and carriages – lessons learned for next time. Oh, to have regular inter-city rail services like this across NZ again though...



Inside the train carriages

Similarly, the city bus/tram/metro systems were also very well organised and pretty regular, and mostly easy to use with tap-and-go payment on them – very rarely did we need to buy a separate ticket. Sometimes it took us a bit of working out which lines to use, which direction to go, and which stops to get off at, but I guess that comes with the challenge of being an unfamiliar tourist...



Trams in Amsterdam



Trams in Stockholm

Most cities also had well laid out and mostly protected cycle networks (including contra-flow cycleways, signalised crossings, shared streets) - and LOTS of people using them. We certainly joined in as well, making use of the available bike share services invariably around to explore the cities – mostly LimeBikes but sometimes other custom city schemes too. Biking wasn't so fun in a few places with cobbled streets though!



Protected cycleway in Oslo



Bikes everywhere in Copenhagen



Ready to ride on an Oslo rental bike



A bumpy ride in Copenhagen...



Cycle rush hour in Amsterdam



A protected cycle roundabout in Amsterdam

Likewise, lower speed limits (typically 30 km/h, but sometimes 20 or 40 km/h) were the norm in most cities we visited.



30km/h in Amsterdam – and textured centrelines

Often these slower speeds were reinforced by good use of raised platforms, cobbled surfaces, and even textured centrelines. No doubt it helped encourage the greater use of people walking, cycling, and scooting around each city. But it also has seen notable effects on reducing road casualties in these locations too - Oslo for example achieving near-zero traffic deaths in most recent years.

It was also interesting to see how most European places (and the UK) use a combined red-yellow signal just *before* the green signal, as a pre-warning heads-up to road users to get ready to go (although often cyclists started riding even when the red-yellow signal first appeared). So, I'll throw a cat amongst the pigeons: Is this something NZ should also be considering? (Maybe a discussion for the forthcoming SNUG Annual Meeting...)



Fietsstraat "shared street" in Amsterdam



30km/h in central Stockholm



30km/h zone in Berlin



Interesting calming markings leading up to a pedestrian crossing in Amsterdam



20km/h shared zone in Vienna



Raised crossings with 40km/h streets in Stockholm

Overall, there were a lot of both wonderful and intriguing transport features I noted while traveling around Europe – my photo collection has certainly gotten rather larger! Some of these features I am also incorporating into my current Research Grant project “Applying best-practice road safety lessons from overseas to New Zealand” (being wrapped up soon). They certainly provide useful pointers to how New Zealand could develop a safer and more multi-modal transport system over time.

What do you think of these initiatives from Europe?



Some examples of red-yellow traffic and cycle pre-signals from Copenhagen - also in other cities too



Starts 16 Feb 2027

Safe System Audit, NZ

This program covers the 2022 Austroads Guide to Road Safety Part 6: Road Safety Audit and the new Aotearoa Safe System Audit guidelines.

ABOUT THIS COURSE

The Safe System Audit combines both the Safe System Assessment framework and the identification of road safety concerns (using the traditional road safety audit procedures), into a single Safe System audit for use throughout the project development lifecycle. This program covers the 2022 Austroads Guide to Road Safety Part 6: Road Safety Audit and the new Aotearoa Safe System audit guidelines and is relevant to individuals who wish to become a Safe System Auditor, those required to manage the Safe System Audit process or current Road Safety Auditors that wish to undertake a refresher course.

WHAT IS COVERED?

- Safe System Principles and Assessments
- Characteristics of a Safe System Road Environment
- Safe System Assessment Matrix
- Safe System Findings
- Vulnerable Road Users in the Safe System
- Design a safe system audit
- Safe System Audit – Process Guidance

[Register](#)

Starts 15 Mar 2027

Roundabout Design

Design safe, efficient, and inclusive roundabouts for urban and rural roads, aligned with Safe System principles and best practice.

ABOUT THIS COURSE

This comprehensive course provides transport and road design professionals with in-depth knowledge and practical skills for designing roundabouts that are safe, efficient, and context-sensitive. The course is grounded in Safe System principles and aligned with Austroads and NZ Transport Agency guidance, covering both fundamental concepts and advanced design considerations across a range of urban and rural contexts.

Through a series of progressive modules, the course delves into the critical geometric elements of roundabouts, detailed design requirements for different environments, and the integration of safe and inclusive design for pedestrians and cyclists. Real-world challenges, common design pitfalls, and implementation strategies are also addressed, with practical demonstrations and CAD-based exercises. Participants will explore the role of roundabouts in the road network, their safety benefits, and performance implications.

WHAT IS COVERED?

- Safe System alignment and network function of roundabouts
- Geometric design fundamentals, including entry/exit curves, central islands, and splitter islands
- Urban and rural roundabout design techniques including swept paths, sight distances, speed management, and vertical alignment
- Design solutions for vulnerable road users, including pedestrian crossing types and cyclist facilities
- Application of inclusive design principles for accessibility and context-sensitive solutions
- Practical guidance on lighting, signage, drainage, grading, and retrofitting challenges
- Integration with complex network environments and emerging roundabout forms

[Register](#)

Hamilton - A City Still on the Move

In the previous edition of Roundabout, we introduced Hamilton City's 1969 Transportation Study, a remarkable document that sought to chart the future of one of New Zealand's fastest-growing cities.

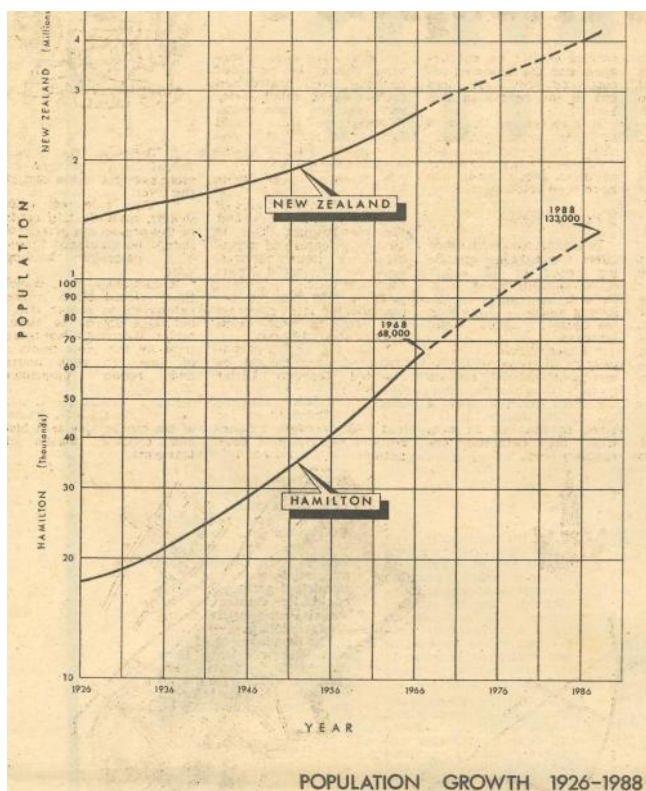
Over the next few editions, we will revisit some of the study's key themes and compare the planners' predictions with what ultimately transpired. We begin with the study's forecasts for Hamilton's growth and transportation demands.

Part 1: Predicting Hamilton's Future

In December 1969, the Waikato Times published a special supplement summarising Hamilton City's \$75,000 Transportation Study, a sweeping 20-year blueprint for the roading, bridging, parking, and public transportation needs of a city then home to around 70,000 people.

The study, prepared over nearly two years by a team of city engineers, town planners, and Ministry of Works advisors, set out a confident programme designed to carry Hamilton through to 1988.

More than fifty years on, it is a fascinating exercise to compare what was planned with what actually happened.



The 1969 Transportation Study projected Hamilton's population would reach 133,000 by 1988, a forecast that proved remarkably accurate.

Objectives

The broad objectives of the study include.—

1. The preparation of a plan to guide the development of transportation of 133,000 with due recognition of the need for extension of the recommended facilities beyond the planning period.

2. The use of a scientific planning process which would enable planning reviews and consequent updating of study recommendations to be made.

3. The provision of sufficient information to allow detailed design of the components of the recommended facilities to proceed.

4. The encouragement of the growth and vitality of the study area with particular emphasis on the central business area.

The constraints imposed upon the achievement of the objectives were the financial capability of the community, community values and town planning requirements.

The study's starting point was demographics. Hamilton's 1968 population of 70,700 was projected to reach 133,000 by the end of the 20-year planning period in 1988. On that measure the planners were accurate: Hamilton's population did roughly double over those two decades.

A City Still on the Move...

Since then, the city simply kept going.

Today Hamilton's population sits well above 180,000, roughly two and a half times what the planners were originally planning for, and the transportation challenges have scaled accordingly.

The study warned that 133,000 residents would generate some 420,000 daily vehicle trips by 1988. The actual demand by the mid-2020s dwarfs even that figure.

The study also projected a 150% increase in car ownership over the 20-year period and a near-tripling of vehicle trips crossing the Waikato River. Both proved conservative in hindsight.

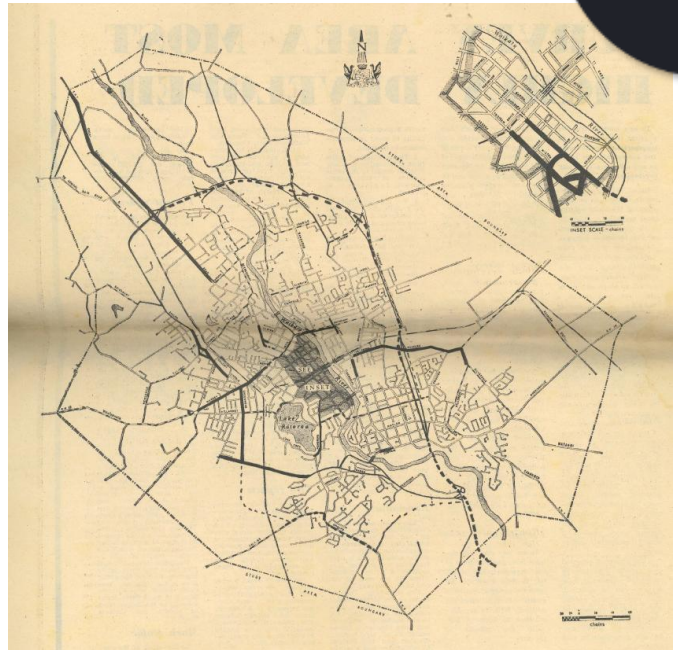
The planners were right that Hamilton's car-centric, radially organised travel patterns would intensify. They simply could not foresee quite how thoroughly motor vehicle ownership would come to define New Zealand urban life.

The study treated 1988 as the planning horizon. What is impressive is not that every projection was perfect, but rather how many of the broad trends were correctly identified.

Growth, increasing travel demand, pressure on river crossings, and the importance of strategic transportation corridors were all recognised more than half a century ago.

One of the key proposals from the study's included for the development of a high-standard limited-access 'Eastern Bypass Motorway' to carry through-traffic around Hamilton rather than through its local road network – what is now referred to as Wairere Drive. The road was however developed as a dual carriageway arterial, rather than as a motorway.

The southern extension to Wairere Drive, across the Waikato River by means of the Te Ara Pekapeka (Pathway of the Bat) Bridge, has been opened to traffic on 6 September 2024 and has been named Kairokiroki Drive after the Kairokiroki Pā, a historic Māori fortified settlement located in the Peacocke development area.



Since then, the Waikato Expressway ('WEX') – a full motorway connection between Cambridge and Auckland - has relieved pressure on Wairere Drive. The Hamilton section of the WEX has also been decades in the planning, and following six years in the building – this section of the WEX finally opened to traffic in July 2022.

The planners recognised early that accommodating Hamilton's future growth would require transformational investment in transportation infrastructure.

In the next instalment, we'll explore how the study's most ambitious proposals for motorways, river crossings, and ring roads compared with what was ultimately built... see you then.

Ngā mihi,

Waikato Branch Committee

Transport Planning Society Aotearoa

Since our June update, TPS NZ has continued to build momentum across professional development, membership and education outreach.

This edition highlights the launch of our TPP applicant support programme, plans for Transport Planning Day, and progress towards a dedicated postgraduate transport planning pathway in Aotearoa.

A growing TPS NZ family

It has been great to see the TPS NZ membership family continue to grow during 2026. Every new member adds experience, fresh thinking and stronger connections across the profession.

Whether you work in public service, consultancy, academia, advocacy or another part of the transport sector, TPS offers a place to learn, contribute and connect. We warmly welcome our new members and thank everyone who continues to support the Society through mentoring, events and professional conversations.

Supporting the TPP journey

On 7 July, TPS NZ held its first online session for people working towards the Transport Planning Professional qualification.

The session was designed to reconnect with applicants, understand where each person had reached, and identify the support that would be most useful at different stages of the process.

Following the session, TPS NZ established TPP support groups for candidates at different stages of their applications.

The groups are supported by Chartered Transport Planning Professional mentors and provide a practical forum for guidance, shared learning, encouragement and regular progress.

The aim is to make the qualification journey feel more connected and manageable while keeping each applicant responsible for presenting their own experience and professional judgement.

If you are interested in participating, please email newzealand@tps.org.uk and confirm where you are in your TPP journey so that we can place you into a small support group.

Transport Planning Day 2026

Save the date: Monday, 9 November 2026.

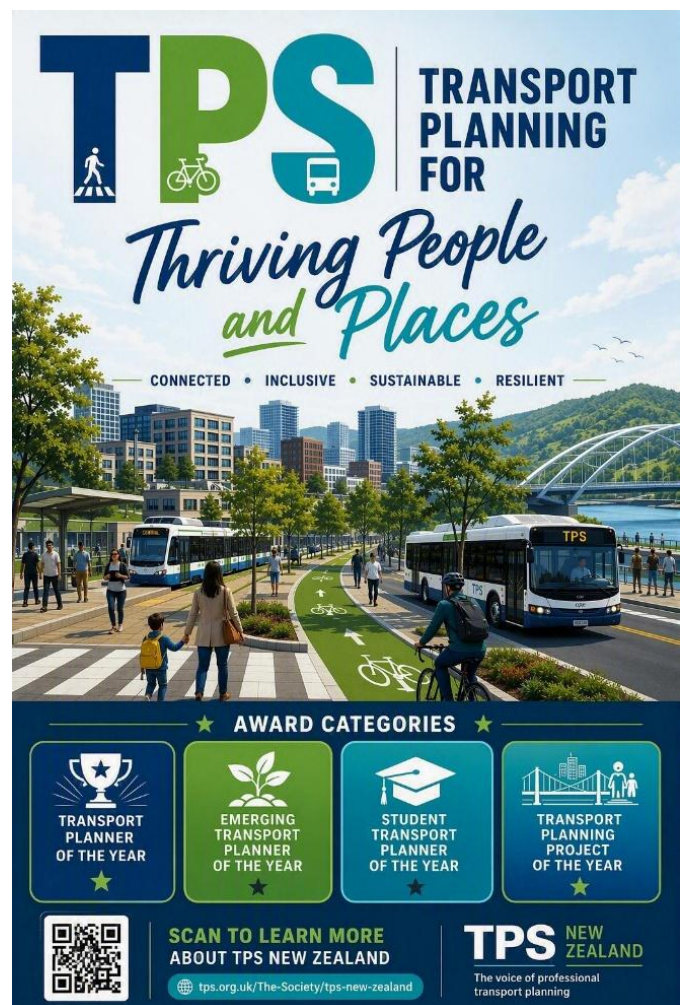
Transport Planning Day is an opportunity to celebrate the value transport planners bring to communities and to raise the profile of our profession.

TPS NZ communications and promotion will begin on Monday, 7 September.

We will be offering the opportunity to enter a competition for:

- Transport Planner of the year
- Young Transport Planner of the Year
- Student Transport Planner of the Year
- Transport Planning project of the year

Help tell the story of transport planning in Aotearoa by sharing promotions through your networks.



TPS | **TRANSPORT PLANNING FOR**
Thriving People and Places
 — CONNECTED • INCLUSIVE • SUSTAINABLE • RESILIENT —

AWARD CATEGORIES

- TRANSPORT PLANNER OF THE YEAR
- EMERGING TRANSPORT PLANNER OF THE YEAR
- STUDENT TRANSPORT PLANNER OF THE YEAR
- TRANSPORT PLANNING PROJECT OF THE YEAR

SCAN TO LEARN MORE ABOUT TPS NEW ZEALAND
tps.org.uk/The-Society/tps-new-zealand

TPS NEW ZEALAND
 The voice of professional transport planning

Education outreach: Canterbury progress

The University of Canterbury has progressed plans for a transport planning master's programme, with a proposed first intake in February 2027.

A Senior Lecturer/Associate Professor in Transport Planning role has been advertised, and the programme is also being promoted.

Delivery remains subject to appointing a suitable senior lecturer who can develop the course content in time for the planned intake.

The University intends to pursue programme accreditation through TPS and the Chartered Institution of Highways & Transportation.

If accreditation is completed as planned, there is potential for the first student intake to receive accredited degrees.

This would be an important step towards strengthening a clear, locally based education pathway for future transport planners in Aotearoa.

Stay connected

Watch TPS NZ channels for Transport Planning Day updates, professional development opportunities and future applicant support sessions.

Members are encouraged to take part, share ideas and help us keep building a visible, connected and supportive profession.

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



GET CHARTERED. GET RECOGNISED.

Become a Transport Planning Professional (TPP) — the only accredited professional qualification for transport planners in Aotearoa New Zealand.



Accredited by
TPS & CIHT



Recognised as
equivalent to
Chartered Engineer



Elevate your
career and
expertise



Join a global
community of
professionals

BETTER CONNECTIONS

Sustainable communities

Smarter moves

Stronger futures

YOUR PATHWAY TO TPP

- 1 Initial Assessment
- 2 Find a Mentor
- 3 Portfolio of Evidence
- 4 Professional Review

Standard or Senior route — either way, you don't go it alone.



**TRANSPORT
PLANNING SOCIETY
AOTEAROA NEW ZEALAND**

SUPPORTING EXCELLENCE IN TRANSPORT PLANNING

✉ newzealand@tps.org.uk | tps.org.uk

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 and the Transportation Group have formalised the relationship between the two organisations. This relationship includes promoting and supporting mutually beneficial activities, sharing information and other forms of cooperation. This update is just one example of this relationship in action.

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

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

Each of these standing committees runs their own events including webinars, research papers, seminars, industry workshops/surveys and other. If you want to know more about these activities consult the ATRF webpage or any of the people below.

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, unlike other groups under the parent Engineering New Zealand Transportation Group is an Incorporated Society.

It is officially reregistered with the Companies Office. Unlike other Groups under the Transportation Group TDB is New Zealand and Australia wide.

TDB is Australasia's premier entity specialising in the science of trip generation and consequential policy development.

We hold an extensive data source that is available for analysis to better understand the drivers of multi modal trip generation.

Tools has been developed for use by TDB members and is set up on a Power BI platform for the analysis of our data sets.

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](#)

Sometimes politeness counts

Group member Mike Mellor has sent in this photo of a sign he came across in North Berwick, Scotland. It sets a new standard for politeness, and it seems to work! There were no tyre marks on the grass in the vicinity.



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. CIHT in New Zealand will assist you in gaining knowledge and skills across the breadth of transportation disciplines from highway engineering to transport planning. *If you need a mentor and/or want to work toward professional qualifications including accreditation, then CIHT can assist you.* We have highly experienced personnel who are keen to help you.

The CIHT in New Zealand has established a committee that has a vision of establishing a formal New Zealand Group and have developed a business plan to support this vision. This will transform CIHT in New Zealand from a loose affiliation of New Zealand resident members to an active formal group actively supporting its members career development and growing sector capability. This vision will see a programme of regular activities such as webinars, networking opportunities, technical and professional mentoring and other.

On 27 August 2026 CIHT held a highly successful webinar featuring NZTA's Gavin Smith and others on Auckland's Strategic Motorway Plan. We had over 160 persons attend. This is an example of but one event of many we are intending to hold. Look out for the next webinar or other event.

CIHT's presence in New Zealand is not limited to online. If you wish to know more about CIHT's activities either contact Tony Brennand tony.brennand@nzta.govt.nz or if you wish to talk to someone in person in your city or town over a coffee, then contact Tony Brennand who will put you in touch with someone in your location. This includes CIHT's activities such as webinars and events and how you can build and grow your career through mentoring and professional qualifications across all transportation disciplines.

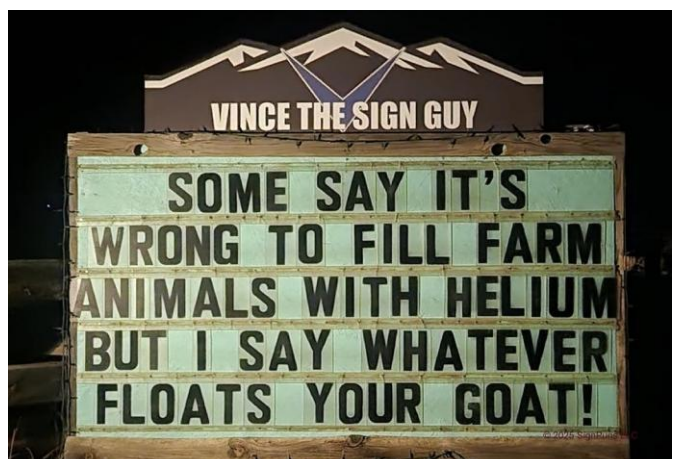
CIHT is where ambitious transportation professionals gain the recognition, tools and support they need to guide the future of the sector. As a member, you will gain exclusive access to resources designed to advance your career and enhance your expertise. As a respected Chartered body, we offer access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

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/>





Australian Roundabout of the month



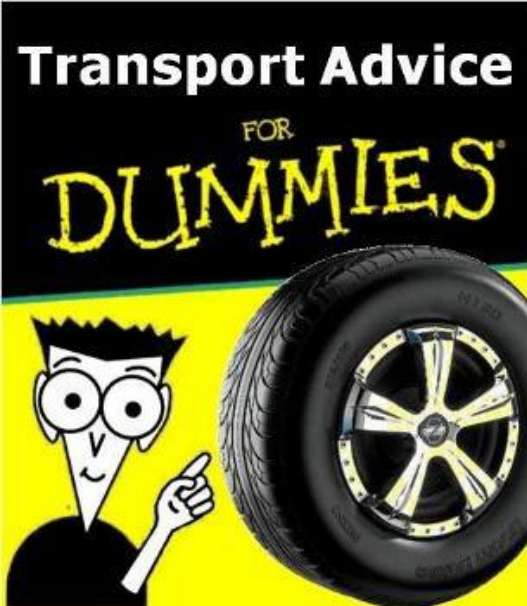
This edition we came across an article in the Sydney Morning Herald listing Australia's worst roundabouts. The 'winner' is above, from Grand Boulevard and Piccadilly Circle, in Joondalup, Perth.

The general complexity is heightened by the use of different coloured surfacing. At least it doesn't have tram tracks through it like the below examples. Below left is from Mt Alexander Rd and Fletcher St in Essendon, Melbourne, while below right is from Elizabeth St and Flemington Rd, North Melbourne.

Finally, my eye was drawn to the bottom example of a curvy roundabout from Abbott and Arthur Sts in Launceston, Tasmania.

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

I see that the Government has announced yet another study into the Waitemata Harbour Crossing. I can recall studies being done all the way back in the 1980's. Why has nothing been done from all of these studies?

Regards,
Heidi, Auckland

Dear High Guy

A lot has changed since the 19080's which means that those previous studies are no longer relevant.

We no longer have cassette tape players in our cars. We no longer have lead in our petrol. We don't have to manually wind our car windows down. (All of those things are quite good, actually)

We no longer let kids ride in the boot of the car (now I think about it, that may never have been allowed). We don't need to put a key in a lock to open or start our cars. We don't have to pay a toll to use the Harbour Bridge (I'm glad we'll never have to worry about paying to cross the harbour! Right? Right?)

We now have electric cars, electric buses and electric scooters that can almost match a car in speed. We have double-decker buses, and cars that can almost drive themselves

Apart from that, everything is the same. The harbour width is the same. The depth is the same. The motorways are in the same place. Metal bridges fatigue in the same way. Buses still can carry more people than cars. People still like driving without congestion. And we still can't walk or cycle across the harbour.

So I think you can clearly see why we need another study.

Regardless
Transport Guy



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Find us on the web:
Transportationgroup.nz

The Final Word



If you feel like cycling to the end of the rainbow, Nelson Marlborough branch chair Peter Kortegast sent in the above photo from Abel Tasman Dr in Golden Bay, Nelson. There is no guarantee that the rainbow will still be there if you visit, but it's worth a shot. Meanwhile, Group Chair Mark Gregory sent in this shot from Christchurch. What is it about cycling and rainbows?

