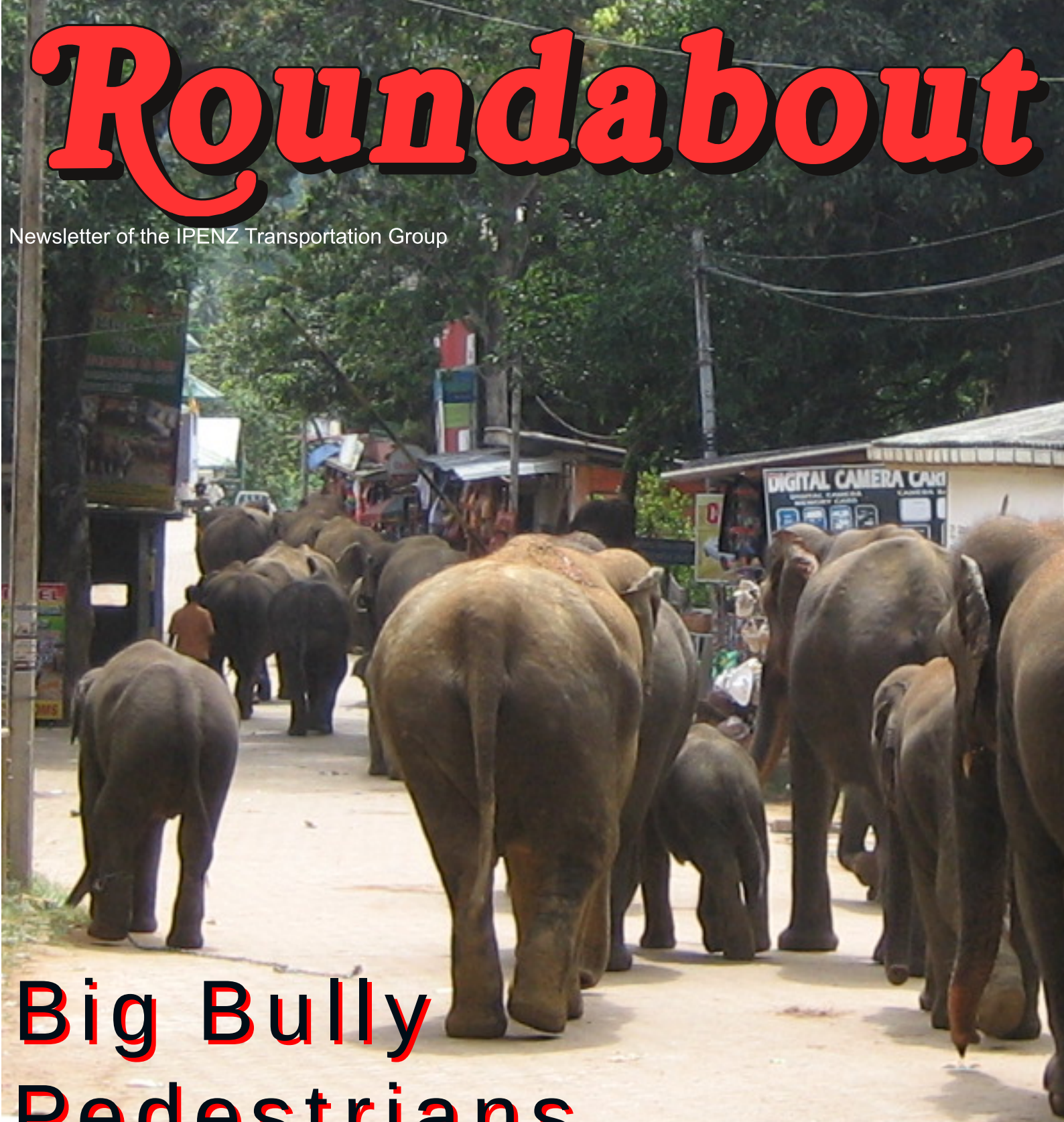
Roundabout

Newsletter of the IPENZ Transportation Group



Big Bully Pedestrians

Should they obey the road rules?

Alternate modes: Hamish Mackie challenges how we view rural school safety

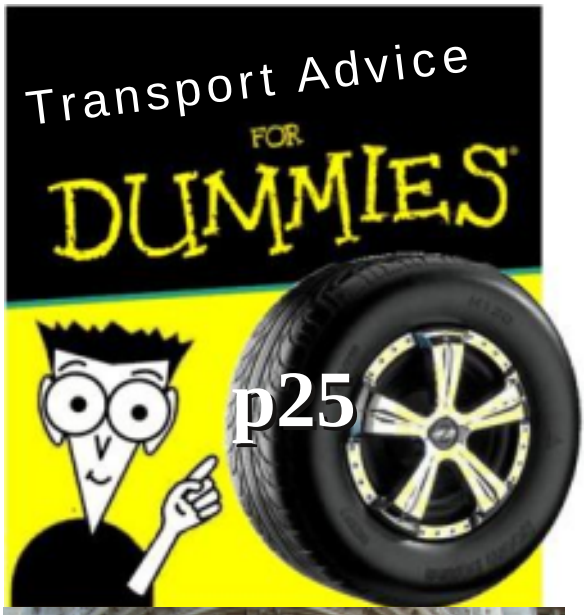
Photography competition: The art of the road cone

What I did on my holidays: members show us their stuff

Issue 133

September 2012

CONTENTS



Cover image: A self-explaining one-way street, Sri Lanka. Photo sumbitted by group member Norm Robins (see more p14)

CHAIRMAN'S CHAT

There are a number of key things that come to mind as I sit down to pen this piece. I might rattle them off with a brief commentary, just to put it all out there:

Conference 2013: The Dunedin team is well advanced for this and is looking forward to seeing another strong attendance in the south. I encourage you to make it a key fixture in your calendar in the new year. There will be particular emphasis on key issues for territorial authorities and government agencies as well as the latest range of technical transportation developments. See later in Roundabout.

Growth in membership: Just think, if we all made an effort and encouraged just one new member each between now and conference, we could double the size of the Group. I challenge the membership in this regard. To set the ball rolling, I've recently secured membership from the national chair of CILT, fostering cross pollination with that Group.

Succession in TG leadership: You'll see in this issue a call for nominations for vice-chair, this under the new rules we have been practicing for nearly 2 years now. I've mentioned a couple of times, there's a great, active and engaged committee and support team that's moving the Group along steadily. It would be healthy for the Group to have a number of nominations, some of which might also lead to branch involvement. I would encourage members to consider how the Group is represented and make a nomination. The committee is looking forward to this.

Shared Spaces: With the support of the Group Study Award Mairi Joyce has all but completed the "Shared Space in Urban Environments" guidance note. This is part of the Group building its knowledge base. We expect to publish this on the website shortly.

Group Administration: The strategic plan provides some guidance toward an enhanced administrative support structure for the Group. The national committee has recently commenced investigations on this, consulting with IPENZ and other special interest groups as to the structure, role, function and cost of such a position. There is no doubt this would generate some stronger go forward for the Group. Expect more on this in the new year.

Submissions: The Group's sub-committee has again been active on our part, submitting to the Road Maintenance Task Force on a "Review of Road Maintenance Regime", and partnering with IPENZ on "Mitigating the Risks of Natural Hazards". Our environment is ever moving, and it is vital that we continue to inform the development of policy with the collective wisdom of the Group.

Special Interest Groups: It's wonderful to see the busy activity of our Special Interest Groups. If you're not sure what it's all about, find out more on the website at http://www.ipenz.org.nz/ipenztg/index.htm. MUGS, SNUG and TDB all have conference or workshop sessions imminent, and by all accounts they're shaping up to be really interesting events.

With these snippets, and the branch reports, we can see the Group is actively engaged in the communities to which it relates. This is testament to the charitable efforts of a wide cross section of the membership. One gets the feeling that we're starting to come together much more strongly in representing the profession and our practice. Maintaining this momentum will deliver substantial advancement and recognition for the Group in the coming years.

I look forward to seeing you at one of these coming events, and remember, bring along a friend.

Mark Apeldoorn, Chair, IPENZ Transportation Group

EDITORIAL

Roundabout is the newsletter of the IPENZ Transportation Group, published quarterly. It features topical articles and other relevant tid-bits from the traffic engineering and transport planning world, as well as details on the latest happenings in the NZ transportation scene. All contributions, including articles, letters to the editor, amusing traffic-related images and anecdotes are welcome.

Many thanks are due to Opus International Consultants (see their advertisement on p34), who sponsor the printing of Roundabout for those members who prefer to receive a hard copy.

Correspondence welcome, to
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Or c/o Beca, PO Box 448, Hamilton 3240

Issue contribution deadlines and publication dates for coming issues are:
December 2012: Contributions due 5th December for publication by 15th December
March 2013: Contributions due 5th March for publication by 15th March
June 2013: Contributions due 5th June for publication by 15th June
To join the IPENZ Transportation Group, fill in an application form, available from the Group website:
http://ipenz.org.nz/ipenztg/files/TG-App.pdf

www.twitter.com/ipenztg

www.facebook.com/ipenztg

Maybe it's just eternal optimism putting a slant on my perception, but there seems to be an increasing support for investment in walking and cycling. This year featured NZ's first combined walking and cycling conference (2Walk & Cycle), and there are new cycleways opening up all over the country. Enthusiasm is building.

Along with this enthusiasm is ongoing concern for the way that we look after cyclists in particular, when they share road space with high-speed traffic. If we were to design our transport system again from scratch I don't think we'd mix the two modes. Alas, we don't have that luxury. We add bits and pieces to what was the old farm track when the settlers arrived, and the modern day speed differential (between motor vehicles and pedal cycles) is just put-up-with. As a transport engineer, I think I use the phrase 'competing objectives' on a weekly basis, and it's particularly relevant to this issue of on-road cyclists mixing with high-speed traffic. Most cyclists I know have had a crash or a near-miss when cycling on the road. It's made me wonder whether, from a 'safe system' perspective, we ought to even allow this mixing to take place. Ban cyclists from busy, high-speed arterials unless there is a consistent shoulder… now that's a contentious statement if ever I wrote one… and I'm a lycra-loving cyclist myself.

"No longer can we trade lives with seconds of travel time savings"

This got me thinking about objectives and how we balance them. Indeed, why we think they all need to be balanced. Maybe sometimes we need to be brave and say "Actually, safety is the most important objective here. No longer can we trade lives with seconds of travel time savings".

Is anyone brave enough to argue with that?

Bridget Burdett, Roundabout Editor

LETTERS

In last month's issue I neglected to inform readers that the letter from Ian Clark, on behalf of NZMUGS, was abridged. I apologise for this and have re-printed the letter here in full Ed

Dear Mark,

NZMUGS / IPENZ TG Conference Amalgamation

The New Zealand Modelling User Group (NZMUGs) has held a Conference for the last four years, and will hold our fifth annual Conference in September 2012. In recent years NZMUGS has become a sub-group of the IPENZ Transportation Group (TG), and therefore the Conference is held and accounts administered under the umbrella of the TG.

The TG National Committee has proposed the potential amalgamation of the NZMUGS Conference (and others) within the annual IPENZ TG Conference. The objective of this initiative is to boost attendance and interest in the national TG Conference, and therefore make it more financially viable. We understand that the National Committee is requesting feedback on this proposal, and NZMUGS appreciates the opportunity to provide comment for your consideration.

This letter is to outline our discussion and opinions on this issue for feedback to the National Committee. The discussion represents the various individual views of persons on the NZMUGS Committee and is not suggested to necessarily represent the views of the wider membership. We have not formally consulted the entire NZMUGS membership, although we note that most have had a separate opportunity to provide feedback via the recent IPENZ TG online survey (as TG membership is mandatory for NZMUGS members).

There are many advantages and disadvantages of the proposed Conference amalgamation as outlined in the next sections. We have endeavoured to steer away from commenting on what we find good or not so good about the IPENZ TG Conference, as this is more an issue for the IPENZ TG to address. However we have commented where some of these aspects affect NZMUGS and what our group is trying to achieve.

The comments in this letter are directly relevant to the on-going discussion on this issue and are hopefully helpful to the National Committee and future Conference Organising Committees.

1. Advantages of Conference Amalgamation

1.1. It is recognised that having a range of viewpoints and technical areas would add some diversity to the Conference from both the TG and NZMUGS perspectives, and that cross exposure is important for attendee's professional development;

1.2. To facilitate this, there is the opportunity (if the Conferences were to be amalgamated) to hold parallel sessions to ensure that attendees could more easily choose to attend presentations of relevance to them. For example, non-modellers may be able to attend a few NZMUGS sessions where they would not justify attending the NZMUGS Conference in their own right (and vice versa);

1.3. There may be some efficiency to be gained in terms of costs and administration for a combined Conference through venue hire, catering and other economies of scale etc. However as the current NZMUGS Conference is organised voluntarily, the saving is likely to be in organisational effort rather than monetary terms to NZMUGS members;

1.4. It is recognised that the 'fracturing' of the TG Conference into subgroups (such as NZMUGS, SNUG and other conferences) may be eroding the value of sponsors for the TG Conference, as it is natural for sponsors to want the most value and exposure for their dollar;

1.5. For those that attend both conferences, employers are likely to pay less for an amalgamated Conference in terms of registration fees, travel costs, accommodation and other disbursements. However, we believe that this overlap is currently relatively limited.

2. Disadvantages of Conference Amalgamation

2.1. NZMUGS exists primarily to: develop standards and guidelines, liaise with the industry as a collective, and share technical information via the NZMUGS Conference. We believe that the NZMUGS Conference is very successful in achieving knowledge sharing for our attendees. We do not hold technical sessions throughout the year, such as those arranged by the IPENZ TG Branch Committees. Therefore the NZMUGS Conference is key to our identity as a group, and if this were to be lost or diluted, then there may no longer be sufficient reason for NZMUGS to exist;

2.2. The NZMUGS Conference is currently financially sustainable, mainly as a result of the voluntary organisation donated by the Committee, and also due to sponsorship. These funds enable other NZMUGS initiatives, such as developing national standards and encouraging revisions to the NZTA Economic Evaluation Manual. If this source of funding is no longer available, then these activities would not be possible without an alternative source of funding;

2.3. It was pointed out that a recent article within Roundabout outlined that the TG Conference has lost significant amounts of money over the last three years. While acknowledging the possible efficiencies from amalgamation (Para. 1.3), were the two conferences to be combined it would likely be NZMUGS

that would have to accept some losses from the TG Conference;

2.4. There is some scepticism that there are sufficient overlapping areas of interest to bring some specialist areas together in an amalgamated Conference, especially due to the very technical elements of some subgroups such as NZMUGS;

2.5. With a limited available schedule, there is likely to be much less emphasis on modelling for an amalgamated Conference. This may result in the more specialist attendees, in particular international delegates, losing interest in attending the Conference altogether. Therefore we believe that the combined attendance is not as simple to forecast as adding the two attendance lists together;

2.6. Also it is considered that technical presentations are often (or are often perceived to be) not accepted for the TG Conference. This is thought to be linked to the broad and non-specific conference themes from recent years. Conference themes from recent years have been tended to be related to higher level planning and policy, which has not lent itself to the inclusion of technical presentations. It is felt that it is often very hard to link technical presentations to these kinds of conference themes, which deterred potential submitters;

2.7. It would be unlikely that we can have Transportation Modelling software suppliers present at the conference (in terms of time allocation). Also, technical suppliers presenting to a more general group would have less appeal for them. Currently we provide a targeted audience at NZMUGS;

2.8. Recently we have moved towards attracting 'headline' technical Transportation Modelling speakers at the NZMUGS Conference, and this often requires a financial incentive to achieve. These speakers may have little appeal for non-technical attendees, and therefore would not be considered a good use of funds for an amalgamated Conference;

2.9. As the NZMUGS Conference is a small and less formal forum, our presenters are often very frank about 'lessons learned' and / or where the project could have been improved for the benefit of our attendees. Feedback from our attendees suggests that this is one of the biggest sources of benefit to them. As a result we actively discourage 'showboating' and 'hard selling' from presenters trying to promote their latest 'widget' to clients. There is a concern that in the more formal atmosphere of the TG Conference, that there may be less willingness to openly communicate the less successful aspects of projects. Indeed this seems to be a complaint from NZMUGS members about past presentations at the IPENZ TG Conference;

2.10. Related to 2.9, we also run open workshop style sessions at the NZMUGS Conference which most attendees find very beneficial, particularly for younger members to converse with the more experienced practitioners from outside their home organisations. These would be very difficult to shoehorn into an amalgamated Conference as they consume a large amount of time and are technical in nature. This concern may be mitigated somewhat by holding parallel sessions;

2.11. Specialist Transportation Modelling teams and staff are less likely to be able to obtain permission from their parent organisation to attend a more general Conference. This is evident in the strong attendance for NZMUGS, and the limited attendance of NZMUGS members to the TG Conference;

2.12. The TG Conference is significantly more expensive at $985 ($875 Earlybird) for a three day Conference, versus NZMUGS at $400 for a two day Conference. Therefore NZMUGS attendees would pay more to attend the TG Conference, while potentially receiving less relevant content to them (Paras. 2.4 to 2.10);

2.13. It was felt that NZMUGS sponsors tend to specialise in the Transportation Modelling industry so they are not likely to be 'cannibalising' sponsorship from the TG Conference. It is not known what sponsorship costs are for the TG Conference, but these may be outside the financial capability of NZMUGS sponsors.

3. IPENZ TG 2012 Conference Survey

3.1. The recently published 'Survey results for IPENZ Transportation Group Conference 2012' reflected a neutral to positive position (63% approval) on the possible inclusion of NZMUGS / SNUG as parallel sessions. It is unclear from the question whether 'negative' respondents preferred the NZMUGS to have their own conference, or whether they did not support NZMUGS inclusion in parallel sessions (preferring one single session with NZMUGS incorporated?). However we note that a not insignificant 37% did not support the proposal, with comments:

- Modellers tend to get carried away with detail!;
- SNUGS and MUGS are not applicable to my line of work;
- These are focus areas and are worthy of their own conference; and
- These are better left as less formal small user group workshops.

The NZMUGS Committee has discussed the proposed amalgamation of the NZMUGS and IPENZ TG Conferences, and considering the points in this letter, held a confidential vote on the proposal. The Committee does not support the proposed Conference amalgamation .

We believe that the NZMUGS Conference is very successful and is key to the identity of NZMUGS, so should not be changed without very good reasons. The general opinion of the Committee is that the disadvantages of amalgamating the Conferences outweigh the advantages for

NZMUGS members.

If the Conferences were forced to amalgamate, then there was a strong preference was for the idea of using parallel sessions or ‘streams’ for the conference. Therefore it follows that there was also support for the combined Conferences to be for a total of three days (plus a Sunday afternoon) rather than joining two conferences together into a five day event (e.g. three days for TG, two days for NZMUGS).

I hope that this feedback is useful to the National Committee and future Conference Organising Committees. I am happy to answer questions on any issue we have raised. I reiterate that these are the mixed views of the NZMUGS Committee and do not necessarily represent members’ views.

Kind regards,

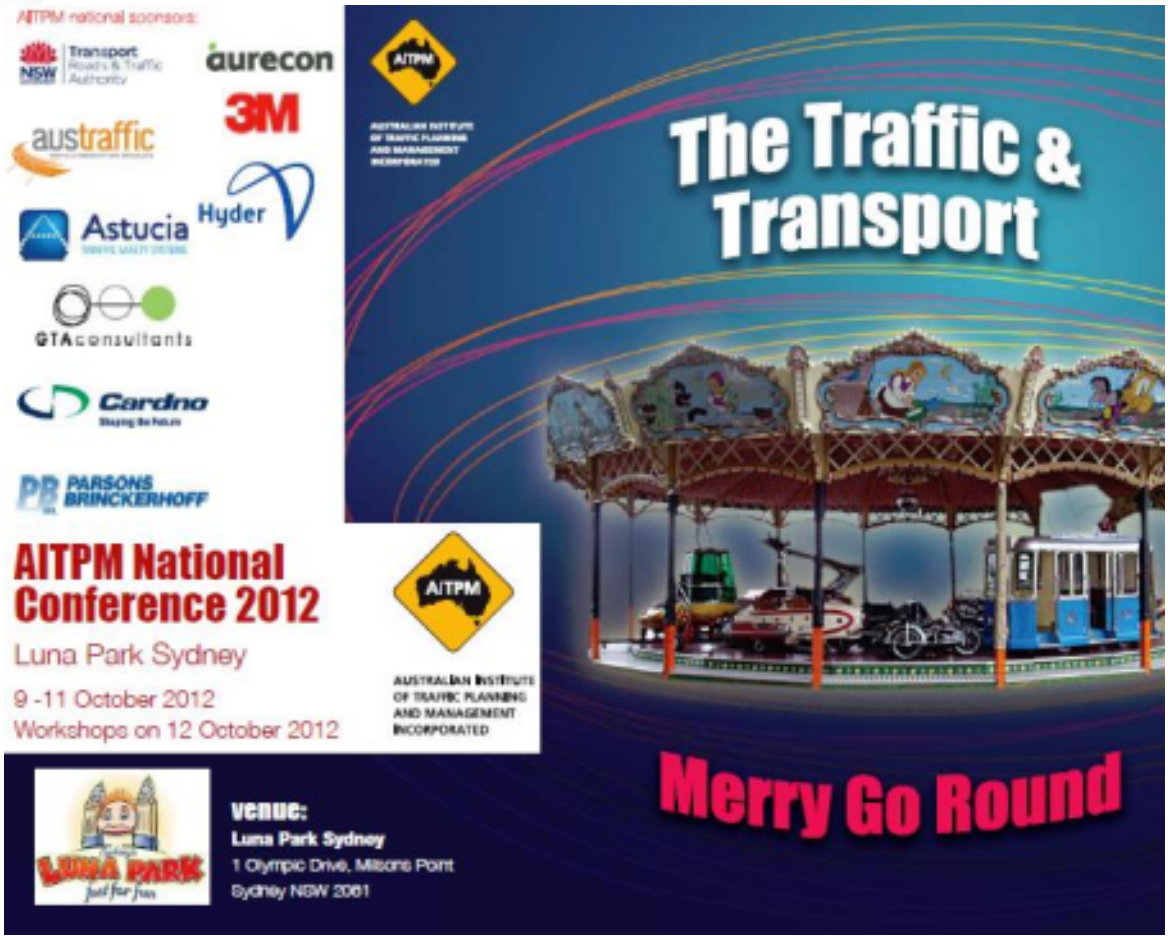
Ian Clark

NZMUGS Chair, On behalf of the NZMUGS Committee

CC. Editor, Roundabout Magazine

MEMBER INFORMATION

The IPENZ Transportation Group is pleased to announce that Angus Bargh (from the Stronger Christchurch Infrastructure Rebuild Team) won the AITPM national conference sponsorship of NZD$1500 to support his attendance at the conference. The awards panel was impressed by his commitment to gather and then disseminate AITPM conference information to his local Canterbury branch and wider membership, and we look forward to receiving that material post-conference. We particularly hope that the material gathered is useful to the Christchurch rebuild.



Snoopy: New News on Old Members

Ann Fosberry has left GHD and will be joining Aurecon (Tauranga) in October. GHD has closed its Tauranga Office.
Ann's new email (in October) will be ann.fosberry@aurecongroup.com

Know a potential member? Send them a copy of our membership form

http://ipenz.org.nz/ipenztg/files/TG-App.pdf

Election of National Vice Chairperson for the IPENZ Transportation Group

Later this month the national committee will begin the process of electing a new national vice chairperson. Mark Apeldoorn, our current chairperson, will end his tenure as chairperson later this year. In accordance with our rules, David Wanty (currently vice chairperson), will fill the role.

"Are there any further nominations?"

The first step in electing a new vice chairperson will be a call for nominations from engineering members of the group.
After two years in post, the elected vice chairperson will automatically become the national chairperson. This means a commitment of four years on the national committee.

Those interested in the national committee or the vice chairperson role should contact their branch chairperson or one of the other national committee members listed on our website

http://www.ipenz.org.nz/ipenztg/Committee-members/index.htm

New members: The following new member applications were approved between October 2011 and August 2012...

Abley Transport
Jay Baththana
Laura Bates
Kylee Galbraith

AECOM
PWT Su
K Wanigasekara
Sid Scul
Cathy Wang
Nick Bristed
Tim Comyn
Nathan Sidwell
Selva Gounder

Armitage Systems
Ian Leach

Auckland Council
M Peng
Hamish Mackenzie

Auckland Transport
R A Cruz
J E Stone
A W Peddie
T Ahuja
B McMichael
H P Singh
A Brandt
PMG Menezes
F N Vorster
Christina Robertson
Ian Blundell
Amit Patel
Meera Kanaganayagam
Carl Chenery

Beca
Morsalin Sakib
Paul Addy

Bloxam Burnett & Olliver Ltd
C B Inder

EECA
Liz Yeaman

FLOW Transportation
Anusha Rajasooriya
Lennart Nout

GHD Limited
J D Fletcher
D B Larsen

Gray Matter Ltd
S A Pahina
Halcrow (Aus)
Nix Pokasamrith

MWH
Shaun Bosher
Jamie Povall
James Watt
New Plymouth DC
John Eagles
NZ Transport Agency
G J O'Connell
R M Haseley
A R Rowe
Susan McMillan

Opus
Thayalan Sivachelvan
Sarah Baxter
Martin Butler
Steven Allen
Luke Donald
J P Fitzgerald
N R Hartley
A Nicholls
P D'Evereux

Parsons Brinkerhoff
Andrew Trust
Russell Turnbull
Stuart Allabush
Innes Flett

PB Power New Zealand
W L Williams

Self Employed
N J Bevan
Kirsten Shouler
Steve Forbes-Brown

Sinclair Knight Merz
G E Ryan

Tonkin & Taylor
Chris Thurlow

Traffic & Transportation Engineers Ltd
Kinder Jin
J P Gregory
N L McWalter

Traffic Design Group
Craig Richards
Judith Makinson
Nick Etherton

Transfield Services Ltd
P R van der Wel

University of Auckland
G G Surja
A Mohamez Bahar
JYS Chu
Y Roh
R J L'Amie
I Chen
W Wu
AHA-P Subagio
M Smith
M Y Chan
N A Yousafi
M X Ye
J P Moeono
S J Moon
R Sachdeva
H M Kao
G Diep
K Neal
D Chong-Nee
GCT Tay
A A Hing
Z Y Lim
JKN Bagsic
E M Foulkes
C Jones
C Wu
C Davis
C Cheng
P Kitaeff
EHM Chan
K Lim
S Wong
G V Vanapalli
M L Roberts
F Ghanima

University of Canterbury
D J Hopper
M B Smith
S G Rudge
CHE Pacey
PSR McFadzean
H Trumper
U Easwarapadcham
M G Topp
M A Aitken
RML Velvin
Pritesh Karan
Brendon Pickerill
John Edward
Rikash Kumar
Francis Lin
Ben Wilshere
Chan Kim
Janice Asuncion

Viastrada
Jon Ashford

Waikato District Council
R T Mathew

Organisation not listed…
Hamish Young
P C Denmead

Hamish, a Human Factors scientist with a PhD in Ergonomics from Massey University, is director of Mackie Research and Consulting. His career to date has covered a range of topics relating to transport (and other stories), with a focus on the way that humans interact with facilities, and the transport that connects the two.

http://www.mackieresearch.co.nz/

Rural School Travel – towards a 'user-centred' system

School travel is an interesting issue that tends to trigger a range of different of perspectives. To some it is a trivial side-show that gets in the way of more important transport issues such as large motorways. To others it is an area of great importance that is never quite taken seriously enough. It is often debated whether there are indeed any problems with school travel or not.

In urban places, there may be a number of very good economic reasons for attempting to optimise school travel. For example, it is pretty well established (at least in NZ, the UK and USA) that school travel accounts for around 20-30% of morning peak time travel, and so school trips are clearly implicated in the dis-benefits associated with congestion. Public health benefits from active school travel are potentially significant, given the growing evidence for the health costs of physical inactivity and obesity. There are also good safety, environmental and community reasons for safe and effective school travel. Young people learning about risk management may also be an important benefit from active school travel. Better to learn about road safety risk gradually as a pedestrian and cyclist, than to be 'cotton wooled' and then given free run of a motor vehicle when they are teenagers? In response to all this, school travel plans and associated system changes have resulted in school zones, walking school buses, lower variable speed limits , along with other initiatives such as 'Chaos at the school gate' enforcement. There are still many questions about the compatibility of school aged children within our current transport systems (e.g. cycling to school), but at least some progress is being made.

For Rural schools, the issues are a bit different. Walking or cycling to school is not an option in most cases, as no-one would surely suggest that a school student should make their way to school along a high-speed road, where a sealed shoulder may or may not exist, let alone any physical separation. There are some exceptions, where a cleverly designed link (Wainui and Snells Beach Schools North of Auckland) between a school and where some students live, is supported by a separated foot-path, in the road reserve or across a paddock. But for most rural schools, the land-use that has evolved over time – a school next to a major highway, is clearly less than desirable.

For rural schools, really the key issue is safety – for those travelling to and from school by car or bus, and the pedestrian activity that takes place at each end of these trips. But there is debate about the magnitude of the safety problem for rural schools. We know that each year approximately one school student each year

is killed and two are seriously injured while getting to and from a school bus. In addition to this, approximately two school students are killed or seriously injured each year within 250m of a rural school, during school commuting times. This may seem like a very small issue compared with the other many issues that result in a road toll of around 300. But the repeated concern about rural school road safety raised by rural communities, may be telling us that the value placed on children's lives is so high that no school transport related deaths or serious injuries are acceptable – sort of like the Swedish 'Vision Zero' approach, for our kids. It may be that from the wider community's perspective 'not all deaths are equal' and if a value of statistical life (VOSL) process was used to value one school travel related fatality, it would be much higher than is currently attributed to a generalised road fatality in New Zealand (around $4m). The death of a child might be one of the most devastating events that could happen to any parent, and when a child travelling to or from a country school is killed, an entire rural community is likely to be severely affected. In contrast, the community may place a lower value on the life of "boy racers" who try to evade the Police.

For a long time now we have expected people to behave rationally (or behave like a responsible adult) when using transport systems, ignoring the characteristics of the many different road users. For children, we know that their brains are generally not capable of the level of judgement that most adults apply to road environments. Children are impulsive by their very nature and therefore expecting them to behave in an adult way is irrational. A child, faced with the choice of waiting for passing traffic to clear or running across to the road to a waiting parent, will often not apply the prioritisation that adults would to the situation – in their eyes it may be really important, in the split second they make their decision, that they are re-united with their parent.

So how do we design a safe road system for such unpredictable users? Taking an ergonomics or human factors perspective (terms used interchangeably by various countries), for a long time now we have known that if systems are designed around the characteristics and capabilities of system users, then the likelihood of human error reduces and the consequences of errors are less serious. This multi-disciplinary field developed considerably during the two world wars and has since been used extensively in aviation, space, military, health and safety and workstation and product design, to name a few areas. Over time there has also been a growing acknowledgement that people's safety is not only affected by the things they use and their immediate environment, but also by wider less direct factors such as system and organisational design.

The Safe System approach, adopted within government's Safer Journeys Road Safety Strategy, has two core principles of "People make mistakes" and "People are vulnerable". This is a great step forward in acknowledging that we need to consider the capabilities and limitations of system users, if we are to really to reduce serious harm on our roads. I also believe we need to do more to understand why different user groups make errors in the first place, and then design more intuitive road transport systems accordingly. For rural school road safety, effective education and training will no-doubt help, but an inherently safe system should be designed with typical, and even extreme, child behaviour in mind using the concept of 'human centred design'.

But the motorist perspective is also important as it is their vehicles that have the potential to cause serious

harm around schools and school buses. For motorists, rural schools are often invisible and if they do notice the school, it may be when they are right next to it, still travelling at a very high speed. And so at these locations the incompatibilities of high speed motor vehicle traffic and those turning into or out of school grounds, or dropping off and picking up children is obvious. The same incompatibility exists when children get to and from school buses on high speed roads. Taking the Self Explaining Roads or Dutch Sustainable Safety approach, the concept of Homogeneity – consistency in type, speed and direction of roads users, especially at higher traffic speeds, certainly does not apply in many rural school situations. The good thing is that most people are sympathetic to measures that are employed to keep school children safe and so generally good compliance with school zone variable speed limit signs has been shown in urban environments over the years. NZTA is currently trialling rural school variable speed limits and early data from before/after studies look promising in terms of reducing speed during school times.

Speed past school buses seems to be more problematic as people's understanding of the speed limit past a school bus that has stopped to pick up or drop off children, is generally very poor and rarely enforced. In recent field trials of illuminated signs to remind motorists of the speed limit past a stopped school bus (20 km/hr),mean speed reduced from 95km/hr to around 60 km/hr. However the variability of speeds increased significantly, with some slowing to achieve the speed limit and others completely disregarding it. This variability is important because it affects the predictability of road user-behaviour, another very important Sustainable Safety principle. However, I don't believe this would always be the case. If motorists were expecting to have to slow to 20 km/hr, perhaps though an intense advertising campaign, saturation of LED speed limit signs on buses on an area-wide basis and a gradual introduction of speed enforcement, then a culture of much slower speeds past schools buses would follow. Previous work by TERNZ has shown that such an initiative would have net positive benefits.

Minimising the presence of children from high speed road environments is crucial. In practice this means giving serious thought to bus stop and school drop off and pick up areas, to remove child pedestrians from situations where they might be exposed to high speed traffic wherever possible. Taking a shared responsibility approach, this needs to be achieved via efforts from road controlling authorities, schools and rural communities together. A safe rural school road safety system will never be achieved if road controlling authorities take on the issues alone. At every school that we have visited as part of the NZTA rural school road safety trials, while there have clearly been concerns about the highway, equally there have been issues raised about school property design, procedures and parent behaviour.

If we take the position that not a single child should be killed or seriously hurt on the road while travelling to and from school then there are certainly system improvements that we can make that are relatively costs effective. Taking a human-centred approach to improving this system will be crucial.

Janice Asuncion, PhD candidate at the University of Canterbury, was this year's winner of the Young Author prize at the IPENZ Transportation Group conference in Rotorua, for her paper New Zealand Intermodal Freight Network and the Potential for Mode Shifting. We caught up ith Janice to find out about her research and motivations...

RWhy did you decide to put forward a paper for the IPENZ TG conference?
JA Logistical decisions in freight transport usually involves optimisation and tradeoffs between 2 main parameters - operation costs and time. However with topical issues of the peaking of world oil production and climate change, it is also important to factor in fossil fuel consumption and greenhouse gas emissions. This is the main goal of my paper which creates a Geographic Information Systems (GIS)-based model integrating road, rail and shipping freight network in New Zealand.

RWas this your first conference paper?
JA This is my first conference paper in the field of Transportation research. My background is actually in Mathematical Cryptography and I wrote papers on algorithm implementation and optimization before. I think my previous area of research is also useful in transport logistics.

RWhat do you find most challenging about presenting at the conference?
JA At first, I was apprehensive how the concept of constraints on energy and emissions used in freight transport modeling will be accepted and appreciated by other experts of the field. However, it seems that the audience were actually interested with energy and environmental factors in transportation.

RWhat do you like most about transportation engineering?
JA Transportation engineering is a multi-faceted field and even though my research is not part of the mainstream approach, I think it is necessary to explore the discipline in the context of impending decline of fuel supply and the climate change scenarios. As a member of the Advanced Energy and Materials Systems Laboratory (AEMS) headed by Dr. Susan Krumdieck, our objective is to create modeling tools that assessed the risks and vulnerabilities of transport activities of different urban forms to these kinds of constraints.

RWhat are your plans after graduation?
JA I would like to seek employment as a transport engineer. If given the opportunity, I would like to continue working in the area of New Zealand freight transport systems modeling.

RWhat do you think are NZ's biggest transport challenges in the coming decades?
JA At present the policies from the public sector does not seem to be oriented towards full support for less-energy and emissions-intensive modes of transport. This is reflected in the current infrastructure developments and improvements projects. I think the primary focus of the current policies are concerned mostly with solving traffic congestions and

HOLIDAY TALES

Transportation Group member Roger Boulter recently spent time in Europe. Here Roger talks about some of the interesting transportation features he saw on his holiday.

Braunschweig – Sitting Pretty

In the main square of Braunschweig, or Brunswick, in Germany, sit two equestrian statues, each marked 'Herzog', which my dictionary tells me is German for Duke. Behind said Dukes is their large former palace, and around them is a large paved area, thronged with pedestrians taking strolls. In front of this area are two pairs of lanes of motor traffic (one each direction), between these two tram lines (one each direction), and outside the traffic lanes two bikes paths marked in the pedestrian areas, with bike stands and dedicated light-controlled crossings at each intersections. Opposite all this the restaurants do a brisk trade, with many people eating at umbrella-covered tables, including myself munching a pizza.

While noting that this was an uncommonly good pizza, I couldn't help noting that the traffic was so light it seemed there was only one traffic lane in each direction; and that had this been NZ the traffic would have been dominant, with a congestion problem, and no tram lines, no bike paths, the mounted Dukes surrounded by parked cars, and an awful lot less money pumped into the economy via pizzas, doner kebabs, ice creams and the like. Yet it seems to work – why? Plus on Sundays, the traffic lanes are closed and replaced by a bouncy castle and ball-game courts (and no indication of where the traffic had been diverted to). My hotel is in a side street which is open for traffic, but with few cars.

Sceptics would say that this is a high density European city, so the population concentration makes public transport etc viable in a way it wouldn't be in NZ. Yet there was a time when European cities like this were as I described above – car-spaces with everything else either shoehorned in awkwardly, or just lacking. In most cases, in European cities, there came a time when someone took a bold decision, took a lot of the car parking and movement space out, and found that it not only worked, but boosted the place's economy and quality of life. In all my two weeks here, I didn't see any congestion, not even at peak commuting times.

Roger's hotel is in the left distance; 'shared space' sign in the foreground, 'einbahnstrasse' means 'one-way street', and beneath the sign a parking ticket machine.

Braunschweig does have motorways around it, and even some biggish traffic arteries in the city itself, but they're in their place. I know this because I saw them on a map. I never used them, because I came by train from Frankfurt, and wheeled my case from the station to my hotel; although I could have caught a tram, or a bike (maybe even a cargo bike – there was a good few of these around) from the bike station, both next to the train station, and without any steps to labour up or down.

How did a city like this reach this point? Certainly it cannot have been through traffic modelling serving as the lynch-pin of local transport strategy. I'm not a modeller, but my impression is that this is a powerful servant while a tyrannical master. No doubt they use traffic modelling in Braunschweig, but no doubt to inform strategic decisions, not to primarily guide them. The key strategy decisions will always be what they have always been – judgments. By their nature, trade-offs between different things which we all want, but which conflict with each other. Something has to go, somewhere. Something needs to give way to something else.

This isn't always a pleasant truth to be faced with. It may seem unscientific, or political, or 'subjective', but really it is just accepting the reality that we must make choices. Is the well-being of the city best served by the free-flow of motorised traffic, or by safeguarding the opportunity for people to walk and interact in public spaces, and for business and cultural exchange to take place in public places? We would really, really like both of these to be the same thing, but all too often they aren't.

Sometimes a motorway or major traffic artery will be needed, but never let us get into thinking that if there's congestion somewhere, it's a major disaster. People manage, and sometimes the non-motorised and sophisticated public transport measure reaps the best all-round results – even if the motorised traffic has to fit in around this as best it can (or can't). If it's a pain getting about by car, people will choose something else – just like in NZ many drive because they feel they have no alternative. Of course it does help if we widen the opportunities for that choice, like Braunschweig's tram or bus systems, which generally can't be provided overnight, but take a consistent working at, and not a few dollars, over a significant time period. However, if this seems off-putting and unrealistic, let's remember that it is with this sort of long-term dedicated and consistent investment over time that we have built up our motorway and arterial road systems that we are blessed/ saddled with (take your pick) today.

I think the Dukes of Braunschweig would be proud of what their successors have made of the city they once ruled. I wonder if they would be equally proud of what we've made of NZ cities?

Braunschweig, the street described in the article; two photos from the same spot.

Berlin - Don't mention the wall

The Mauerpark (Wall Park), on the site of the Wall and former death strip

You have to hand it to those Germans – they don't do things by halves – especially in Berlin, which is 'a city of two halves' no longer.

When I came to Berlin by night-train from Paris in 2007, I needed to ask where the main line station was. The previous time I'd been there in 1980, it had been Zoologischer Garten, but the Wall had come down since then. Was it Friedrichstrasse, I wondered, the previous big east-west interchange station?

Ask a silly question, get a silly answer. It was Hauptbahnhof – which is German for 'main station'. It took a while for me to gather that this was a new station, which hadn't been there during my 1980 Berlin visit.

Well, it had, actually. It had been Lehrter Bahnhof, a small, local station just next to the Spree River. Yet now, as I arrived, I gawped at this crystal palace around me, an impressive hall of glass and metal. Multiple platforms on the east-west line (between Paris and Moscow). Beneath these, three levels of a large shopping centre, and on a further level beneath this, underground, more multiple platforms for the north-south lines.

The north-south lines hadn't existed either in 1980. After the Wall came down, the lines that had come into East Berlin's Ostbahnhof main station from the surrounding East Germany were diverted into a new tunnel, passing just west of the famous Brandenburg Gate, so that all could meet at a single interchange point. A bold move, which has reaped huge benefits already. In Germany, they just do it – unlike in Auckland, where a similar if smaller proposal becomes the touchstone for political posturing, huffing and puffing (no pun intended) and limp-wristed poo-pooing of the economic and lifestyle benefits which would result from the liberation of movement on the wider Auckland transport network.

And now the Germans are doing it again with their capital city's airports. In the 1970s West Berlin expanded Tegel Airport to take over from the elderly, too small and too central Tempelhof Airport (which is now a public park). Meanwhile the East Germans, bereft of an airport through Tempelhof falling within West Berlin, built their own Shoenefeld Airport on the edge of the city. And so, I had thought, the situation would remain – after all, surely a city this size needs two airports?

Not for the Germans. During my recent visit I've discovered they have almost completed a massive new 'Willy Brandt Berlin Brandenburg' airport, to replace both Tegel and Shoenefeld, named after one of their more statesman-like Chancellors who had before this been Mayor of West Berlin. This is almost finished, next to Shoenefeld, but significantly bigger, and – this being a civilised country – it comes with a rail system link as standard. Tegel is planned to become a science park. The closure of the two airports was due this year, but running out of time, the change to Willy Brandt will happen next year. You could say they planned to close Tegel this year, but were too chicken (sorry I couldn't resist that).

Meanwhile, Shoenefeld has not received 'rebuild treatment' and stands as a fascinating example of all that is boring, sanitised, 'modern' and burdensome about the 'workers' and peasants' state' – reminding me of the 1960s 'concrete jungle' period of town planning. Some 'Stalinistic' tower blocks also survive in the city centre, on a street I was surprised is still called 'Karl Marx Allee'.

My main contact in Berlin is Paul, a young man of 33, who with his partner and two-year-old son lives in an apartment in former East Berlin. Paul was born in the West Berlin suburb of Kreuzberg, which at the time was a low-income, un-sought-after area, because it was surrounded on three sides by the Wall. Now Kreuzberg is up-

Berlin Hauptbahnhof

market and trendy, partly through being connected to a swag of former East Berlin suburbs beside it. Here, and in many other places throughout Berlin, the property market and social mix has been transformed out of all recognition through the connectivity which the fall of the Wall brought. This has largely affected the inner suburbs, but not entirely – an example of the latter is Potsdam, which was formerly to the south-west of West Berlin, in East Germany, and thus isolated, but which is now (with the help of some elegant historic architecture and lakes) a desirable place for better-off Berliners to live while keeping an apartment 'in town'.

Paul took me to the teeming Prenzlauerberg district, formerly East Berlin and therefore subject to very little property redevelopment – still older six-storey blocks interspersed by cobbled streets. Now it's a 'trendy' rather arty area, mixture of low-income people and free-thinking spirits of any income, amidst fleamarkets and people just milling around enjoying the place. It's fascinating observing the street scene. No streets I could see closed to motor traffic, but far more people on foot, and regular flows of cyclists every few seconds, cars the exception rather than the norm, and much space occupied by tables, groups of bike parking stands and – people. Paul, his partner Mischi, their 2-year-old son Julian-Paul and myself were on foot – why would we go any other way?

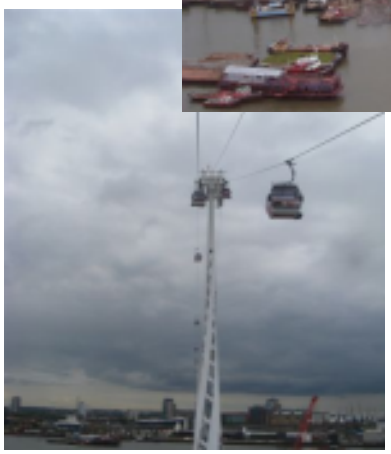
After our tour, I caught the tram (Eastern Berlin has these, but they were replaced long ago in the West; familiar story, although my tram has been extended across the former boundary to connect with a major suburban station), to the Mauerpark, on the former site of the Wall together with its accompanying 'death-strip' patrolled security zone, now like Prenzlauerberg the scene of much life, a place to be and to be seen, as the occasional bunch of musicians strutted their stuff. Berlin always was rather a party city (think the film 'Cabaret'). In another part of the city, alongside the river, the Wall has been retained and painted over with frescoes as the 'East Side Gallery', again thronged with people.

The connectivity change brought by the Wall's demise has melded two separate transport systems into one. With the Wall in place, the U-bahn (underground) and S-bahn (local rail) systems were each separated between eastern and western systems, which only met at Friedrichstrasse, where those who were allowed to could pass through a passport control (after buying with mighty western Deutschmarks their requisite quota of must-be-spent aluminium-coined Ost-marks). Now, U-bahn and S-bahn lines go throughout the city in a seamless network. During my stay I rode the now-reconnected Ring Line, through the inner suburbs (a good way further out than London's more famous 'Mind the Gap' Circle Line) to find that four stations each at a point of the compass – Ostkreuz, Westkreuz, Suedkreuz and Gesundbrunnen – had been substantially rebuilt and expanded into spanking new bustling interchanges, in yet more examples of the Germans raising their new capital city from the Cold War ashes.

Cars do exist in Berlin, but they struck me as more a residual form of transport, than a major one. I never saw much car parking in Berlin, but then if Berliners don't drive so much, then they don't need so much land for parking, do they? More space for other things – like having fun. ~Roger Boulter

HOLIDAY SNAPS

Many members have been busy traveling recently. If you have traveled locally or abroad and would like to share some photos or stories with Roundabout readers, send them through to the Editor.



I was in London before the Olympics and I went on this gondola across the River Thames at Greewich. The point of sending you these photos is because the gondola seemed to have no useful transport function. It was a stunt on for the Emirates airline. I presume they paid for it. What is more, I didn't get a cheap fare for being an OAP, and they did not recognise Winston's Gold Card. Shame!
~Ian Appleton (Retired, Wellington)

I recently returned from a trip to Sri Lanka, spending a week helping build houses with Habitat for Humanity then spending a week travelling around part of the country. It was a great experience. Unfortunately the engineer in me couldn't help making a few observations along the way... here's a photo of elephants using a pedestrian crossing (almost)
~ Norm Robins (AECOM, Hamilton)

...look out for Norm's Postcard from Sri Lanka in the December issue of Roundabout, complete with ultra-rumble strips, equal-opportunity contracting and the importance of unswerving faith... Ed

Roundabout's Nationally Significant 'Road Cone Art' Photography Competition is Here!

This competition was inspired by a recent art installation in London - see photos on this page, submitted by Group member Helen Preston Jones (Opus, Auckland).

Simply take a photo, any photo, including a road cone somewhere in the shot. It can be arty, or technically interesting, or amusing, or taken from a unique angle... anything goes. Send in your photos to the editor, bridget.burdett@beca.com and the winner will be announced in the December issue of Roundabout.

BRANCH UPDATES

Canterbury/West Coast Branch — Chair, James Park

The Committee attempted to meet on 6 June 2012 however heavy snow in the city threw Christchurch and our plans into disarray. We instead met a week later on 13 June 2012 and also on 25 July 2012. The Branch Committee has organised many successful events for Branch Members this year and this quarter was no exception.

At the July committee meeting we agreed a strategy to make a branch submission to Christchurch City Council (CCC) on the draft Christchurch Transport Plan. A discussion document was put together to circulate to members. The responses and committee input provided direction for a submission, on behalf of the branch. The submission was lodged with CCC on 23 August 2012 and we hope to be offered the opportunity to be heard as well. Many thanks go out to all those members that contributed to the final document.

The first event of the quarter was held in June from Alexandre Torday from TSS who presented a seminar on the latest AIMSUN transportation planning software. The discussion was focussed on multi-tier modelling, with a particular focus on meso-scopic modelling applications from around the world. This essentially means that the model incorporates a strategic and micro-simulation model in the one application. TDG hosted the very informative and interesting event.

In August the CCC invited those in the transport field to a presentation on the draft Christchurch Transport Plan (CTP). This was well attended by TG Members and also those from the local NZPI and CILT branches. Following drinks and nibbles the CCC staff who developed the draft CTP presented an overview of the philosophy and content of the document. The CTP was open for consultation at the time and attendees were encouraged to provide feedback through the CCC 'Have your say' website. Interspersed with the questions from the floor after the presentation the CCC team received generally positive feedback. This event gave a useful insight to assist with our eventual Branch submission on the Plan. For more information see:

http://www.ccc.govt.nz/thecouncil/policiesreportsstrategies/transportplan/index.aspx

Attendees at the Christchurch Transport Plan (CTP) discussion evening, August

We also heard in August from Angus Bargh of the Stronger Christchurch Infrastructure Rebuild Team (SCIRT). The presentation overviewed the challenges of ensuring that Christchurch can keep moving around the rebuild. The strategies being developed include transport models, web development, communication strategies, and new business processes. SCIRT's role in the context of other rebuild programmes (vertical, utilities, etc) was also discussed.

Next committee meeting is planned for 12 September 2012. Ideas for events or other branch activities from members are welcome, to the Chair James Park james.park@opus.co.nz, or Administrator Jared White jared@abley.com.

BRANCH UPDATES

Central Branch Chair, Roger Burra

On the 15 August, the Central Branch Committee hosted a mayoral forum in which members could question three of Wellington Region's Mayors: Mayor Wallace (Hutt City Council), Mayor Leggett (Porirua City Council) and Mayor Wade-Brown (Wellington City Council), pictured.

Left to right: Mayor Wallace (Hutt City Council), Mayor Leggett (Porirua City Council) and Mayor Wade-Brown (Wellington City Council)

Mayor Wallace (Lower Hutt City Council) talks with Central Branch Members

The evening got off to a good start with Mayor Wallace clarifying that it was the traffic rather than Mayor Wade-Brown, which made their bicycle trip along SH2 between Petone and Ngauranga cycle facility feel like a near death experience. It's no surprise that a scheme to provide enhanced cycling facilities along this stretch of SH2 now has a budget confirmed for the next three years.

Each of the mayors gave us a politician's view of the region's transport needs and how decisions are made at the Regional Land Transport Committee. They each helped us to see their vision for transport and answering some pretty challenging questions. It was interesting to see how their views differed and also the apparently limited understanding of the transport-land-use conundrum from some.

There was a lot of interest from the floor in the Mayor's views on regional amalgamation of territorial authorities. In anticipation of some argy-bargy Brian Hasell (Transport Group Life Member and Fellow) was brought in to chair the evening and to referee any punch-ups. Brian did a tremendous job and really engaged the mayors. It was not without some disappointment that on the night, the Mayors presented a united front indicating that they all got along very well with the status quo.

Thanks to everyone that submitted questions to the Mayors in advance of the evening. Doug Weir won a prize for the best question.

The evening was a great success and thoroughly enjoyable. In fact, the Mayors have indicated that they would be interested in speaking to the group again in 12 to 18 months' time when we know a little more about the potential amalgamation in Wellington Region. One member said it was "the best event I've attended this year……".

Particular thanks to Brian Hasell for chairing the session and to Glen Prince and Josephine Draper for organising the evening. The event was sponsored by MWH and Opus.

BRANCH UPDATES

Auckland/Northland Branch Chair, Daniel Newcombe

In July the branch hosted the annual panel debate and it was again an entertaining and popular event (see a comprehensive review elsewhere in Roundabout). Thanks to the panellists, organiser Pippa Mitchell and MC Ian Munro. In August the branch was fortunate to hear from a visiting Canadian expert Professor Susan L. Tighe on "Transport Sustainability and Pavement and Materials Engineering - are the two compatible?". Her presentation challenged the audience to consider methods and technologies that not only promote sustainability in transportation but that also lead to cost savings.

Coming up in the next few months, the branch is planning presentations on two of the largest transport projects in Auckland, the City Rail Link (September) and the Additional Waitemata Harbour Crossing (October). If possible, these events will be streamed live on the internet for anyone to view and will also be recorded for later viewing on the IPENZ TG website. The branch is also hoping to run an 'alternative views' discussion event, to challenge the current approach to transport planning, and provoke lively debate. A presentation by the Serious Crash Unit is currently planned for November.

Hot off the Press: Another presentation on the Auckland Public Transport Network Plan is being arranged for October. Stay tuned for further details.

Survey into cyclist behaviour at traffic lights

In order to better understand cyclist behaviour and issues at traffic lights, an Auckland researcher is investigating cyclist, pedestrian and motorist behaviour at traffic lights. As well as monitoring actual user behaviour at a range of Auckland intersections, the researcher has also developed a short survey for cyclists. If you are a cyclist, your assistance would be greatly appreciated in helping complete this survey (just click on the link below). The survey should only take a couple of minutes. Thanks.

http://www.surveymonkey.com/s/FZYNJ5H

Bicycle Parade, New York. Fancy Costume Division.

COVER PAGE FEATURE: PANEL DEBATE

Auckland Branch Annual Mid-Year Panel Debate

Daniel Newcombe

Fast becoming a 'must-attend' event on the Auckland social scene, the recent panel debate between transportation professionals was an enjoyable evening of light-hearted banter. This year's topic was on the need for cyclists and pedestrians to follow the road rules, cleverly titled 'One Rule To Rule Them All: Pedestrians and Cyclists Should Follow The Road Rules'.

Timing is everything in comedy and unfortunately the day before the debate there were some announcements from the coroner investigating recent cyclist deaths. This left a couple of key Auckland Transport and NZTA representatives in an awkward position of not wanting to make light of the situation, and they regretfully pulled out of the debate. Fortunately two last minute replacements were found, so the show went on! Unfortunately operator error meant the evenings' events were not recorded on video, so what follows is the only true and complete record.

Following the tradition set last year, the true star of the debate was the MC. This year Ian Munro from Urbanism+ opened the debate and proceeded to hilariously 'roast' each speaker whilst announcing their backgrounds. The evening would have been sufficient at that point, but as the panel had made the effort to attend, it was agreed to actually hold the debate.

For the Affirmative team, branch chair Daniel Newcombe spoke amusingly of the implications of people ignoring the rules, somehow invoking the image of his children brushing their teeth with peanut butter! Although Daniel ran over time, like many cyclists he insisted that the red signal to stop talking 'didn't apply to him'. He was followed by Thad O'Higgins for the Negative team, who for some reason thought he was on the Affirmative team and therefore made a completely team-undermining speech.

Jenson Varghese, the sole survivor from last year's debate, spoke next and the general audience consensus was that he'd either had too many wines or too few. He was followed by engineering student Adelia Nataadmadja, whose introduction appeared to be an application for a job at Auckland Transport. As to be expected from a student, her arguments were logical and to the point. In contrast, the Affirmative team's final speaker Stuart Donavan descended into bizarre references to his hair colour and some kind of shady liaison with the following speaker. The evening was rounded off in suitable fashion by photographer/blogger Patrick Reynolds, who impressed and distracted everyone by wearing a hat.

To everyone's surprise, including their own, the Affirmative team were determined as victors by audience vote, but by the end of the debate it was unclear which team was arguing for which moot! An enjoyable night was had by all and big thanks to Pippa Mitchell (T2 Engineers) for organising the debate and the IPENZ Auckland branch for sponsorship.

SUBGROUP UPDATES

SNUG (Signals NZ User Group) Adam Francis

The 2012 Signals New Zealand Users Group (SNUG) workshop is planned for the 29th and 30 November at the Beca Auditorium, 21 Pitt Street, Auckland. This is a first call for registrations of interest and for abstracts for remits. If you would like to be on the SNUG mailing list or would like to submit an abstract of a remit, paper or workshop topic please provide your contact details to Amanda Miller at Amanda.Miller@Aucklandtransport.govt.nz. Jeff Greenough will be co-ordinating the technical programme and arranging for review of the technical papers. It has been almost two years since the last SNUG workshop and the Committee is keen to get papers and remits that showcase how technology is moving and highlight the innovations that are being used in New Zealand.

A key discussion topic will be on the review of the National Traffic Signal Specification. The Committee is doing some initial work on this so as to make the discussion as informative as possible and enable decisive outcomes on the direction of the National Specification. The Committee is also looking at the possibility of a trip on the Northern Busway and a visit to the Auckland Joint Transport Operations Centre. The key contact people on the SNUG Committee and their e-mail addresses are Ken Lee-Jones ken.lee-jones@aucklandtransport.govt.nz, Matthew Hoyle Matthew.Hoyle@nzta.govt.nz, and Andrew Prosser andrew.prosser@tdg.co.nz.

Further details of the workshop will be made available in the October notice.

The object of the Signals NZ User Group (SNUG) is the advancement of the fundamental knowledge of the art, science and practice of design, operation and maintenance of traffic signals. SNUG is a subgroup of the IPENZ Transportation Group. Membership of SNUG is open to anyone with a membership of the IPENZ Transportation Group. If you wish to join then please email techgroups@ipenz.org.nz

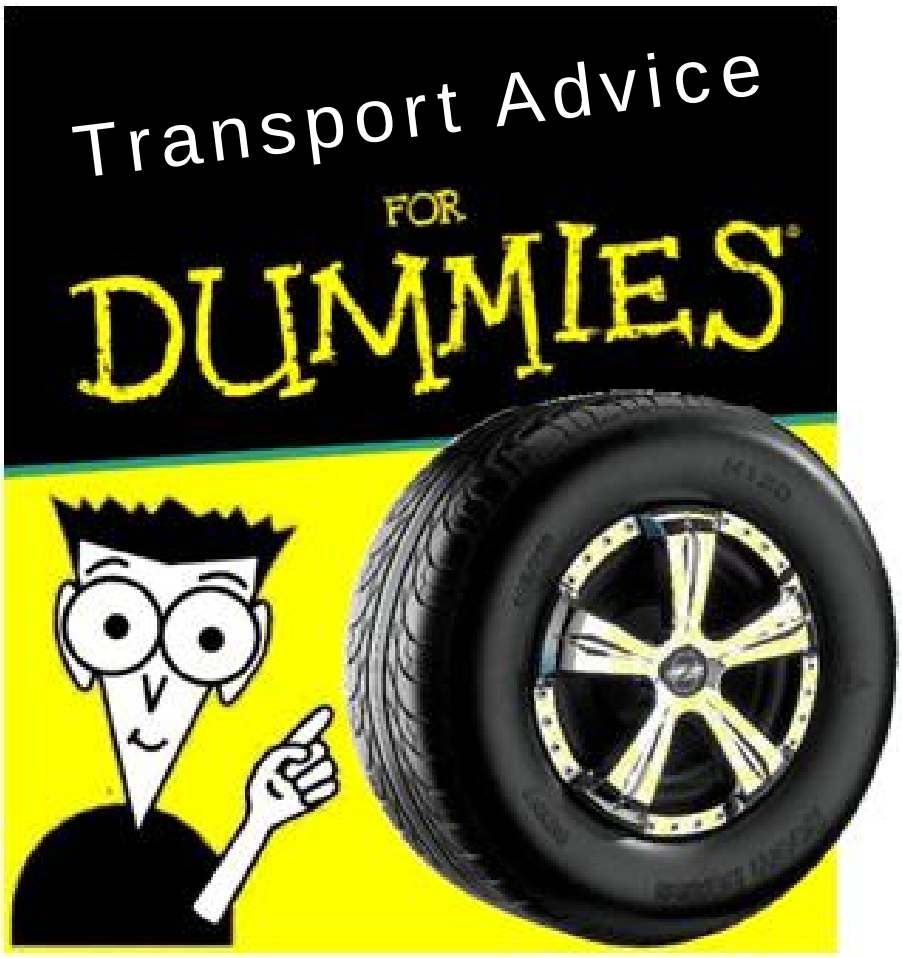
NZMUGS (New Zealand Modelling User Group) Gavin Smith

Thank you for the wonderful response from NZMUGS members in registering for the 2012 NZMUGS Conference at the Sky City Convention Centre in Auckland, to be held Monday 10th September. It is likely to be the biggest conference so far! Registrations are now closed.

We look forward to providing a synopsis of the two day NZMUGS Conference in the next edition of the Roundabout.

The NZ Modelling User Group (NZMugs) is a sub-group of the IPENZ Transportation Group dedicated to promote the interests of modelling within the transportation industry in NZ. It is the intention that the group will represent all aspects of modelling including static deterministic, micro-simulation, wide-area strategic modelling, passenger transport modelling as well as emerging areas as pedestrian and accessibility modelling. Membership of NZMUGS is open to anyone with a membership of the IPENZ Transportation Group. If you wish to join then please email techgroups@ipenz.org.nz

Transport Advice



A new tongue-in-cheek column on transport matters by The Transport Guy. The contents do not represent the views of the IPENZ Transportation Group, or anyone else for that matter. Follow the advice at your own risk.

I'm constantly told that roading projects are all about travel time savings. We seem to be very good at calculating time and speed and delay, but not all the other things that are important in making good transport decisions. How do we make better project decisions if we have to use travel time as the main determinant?

Concerned of Nelson

Dear Constrained

Travel time savings are similar to daylight savings – they change depending on what day it is and much of the magic happens at 2am. I would recommend that if you have an intersection causing 20 minute delays, the best value project would be for an overseas call-centre to be employed to phone up everyone who uses that route each day and tell them to leave 20 minutes early.

~Transport Guy

Travel time savings are similar to daylight savings... much of the magic happens at 2am

I am very interested in skid resistance and frequently undertake 'sustained loss of control' experiments using my suitably high-powered and carefully-calibrated car. In the interests of public safety I undertake these tests in the middle of the night and in industrial areas with nice wide roads. To impartially record the results I usually invite a range of observers to watch whilst I undertake the experiments. I often add lubricants such as diesel to the road surface in order to test the effects on macrotexture. Recently I was apprehended by the Police who accused me of some kind of crime. How do I convince them I am an engineer upholding the honourable tradition of experimenting to improve industry knowledge?

Barry, Riccarton

Dear Boy Racer.....Nice try. ~Transport Guy

Do you have a dumb question for Transport Guy? Email it to transportfordummies@gmail.com and he'll do his best to answer...

Transportation Engineering

Postgraduate Courses 2013

The University of Auckland
NEW ZEALAND

NZ TRANSPORT AGENCY
WAKA KOTAHI

Department of Civil & Environmental Engineering University of Auckland
For Master of Engineering Studies (MEngSt) and Graduate Diploma (GradDipEng), with / without Transportation specialisation, or for one-off Certificate of Proficiency (COP).

COURSE	DESCRIPTION
Semester 1 (Mar-Jun '13)	
CIVIL660 - Traffic Engineering & Planning (mixed mode*)	A range of selected topics in traffic engineering and transportation planning which will provide a basis for extension into further studies. *(Diploma course which is a pre-requisite for several other 700 series courses).* *** 1 x 3-days and then integrated with Civil 758, a BE course.**
CIVIL764 - Highway Safety & Operations (block mode)	A range of topics on the operation of two lane highways and their safety including highway capacity, LOS, passing/climbing lanes, and economic evaluation methods. Skid resistance, materials and roadside safety.
CIVIL766 – Road Asset Management (block mode)	Road asset management concepts, levels and functions; data requirements; evaluation of functional and structural performance; deterioration modelling; economic evaluation and lifecycle analysis; prioritisation and optimisation; risk management; pavement management systems.
CIVIL770 - Transport Systems Economics (block mode)	Fundamentals of transport economics incl. supply, demand, pricing, congestion and other externalities; principles of economic evaluation in transport planning.
Semester 2 (Jul-Oct '13)	
CIVIL661 - Highway & Pavement Engineering (mixed mode#)	A range of selected topics in highway engineering and pavement materials which will provide a basis for extension into further studies. *(Diploma course which is a pre-requisite for several other 700 series courses).* **# 1 x 3-days and then integrated with Civil 759, a BE course.**
EITHER CIVIL763 – Transportation Network Analysis (block mode)	Introduction to logistics and scheduling; Definitions of graph and network theory; Max-Flow problems; Minimal spanning trees and shortest path; Minimal-cost networks; Location problems.
OR Civil 772 – Public Transport – Planning & Operation (block mode)	PT Data Collection; Frequency and Headway Determination; Alternative Timetables; Vehicle and Crew Scheduling; Short-turn Design; PT Network Design; Reliability; Design of Shuttle and Feeder lines; Bus priority and BRT
CIVIL765 – Infrastructure Asset Management (block mode)	The integration of planning and infrastructure asset management, resource management, institutional issues and legal requirements. The process of undertaking asset management plans and specific asset management techniques across all infrastructural assets.
CIVIL 771 – Planning & Managing Transport (block mode)	Integrated planning of transport and land use, Outline of transport planning modelling, District Plans, Requirements of the NZTS, LTMA and RMA, Travel, trips and parking. Integrated transport assessments with multi-modal transport, Travel demand management, Intro to Intelligent transport systems.

Other relevant courses at Auckland or Canterbury or elsewhere may also be suitable for credit.

For more details on the courses, please contact the Course Coordinator: Civil 660 + Civil 760 + Civil 761 + Civil 762, (Dr Prakash Ranjitkar), Civil 661 + Civil 765 (Dr Theuns Henning), Civil 766 + Civil 767 (Dr Seosamh Costello), Civil 764 + Civil 768 + Civil 769 (Dr Doug Wilson), Civil 770 (Mr Bevan Clement), Civil 763 + Civil 772 (Prof. Avi Ceder), Civil 771 + Civil 773 (Assoc. Prof. Roger Dunn).

For Admission / Enrolment inquiries contact: **Assoc. Prof. Roger Dunn**, Director of Transportation Engineering
Phone: (09) 373-7599 x87714 or (09) 923 7714 DDI Email: rcm.dunn@auckland.ac.nz

Further details, including the course outlines, can be found at:
http://www.cee.auckland.ac.nz/uoa/home/about/ourprogrammesandcourses

Fundamentals of Traffic Engineering

Organisation Development Institute
Capable people, capable organisations

Advance Notice

11–15 February 2013, Christchurch

Introduction

Alan Nicholson, University of Canterbury, **Roger Dunn**, University of Auckland, and **Glen Koorey**, University of Canterbury, are pleased to jointly offer a five-day programme covering the Fundamentals of Traffic Engineering. This will be the 17th time this programme has been offered, with the most recent course held in Auckland in 2012.

Aim

The aim of this five-day programme is to provide you with a solid grounding in the fundamentals of traffic engineering and the contextual issues related to planning and managing transport operations.

Learning Outcomes

By the end of this programme, you will:

- have a solid grounding in the fundamentals of traffic engineering
- have practical skills and knowledge of how and when the fundamentals should be applied
- understand the theory of good traffic engineering practice
- recognise and deal effectively with situations where standard methods are unlikely to work well.

Target Audience

This programme is for practising engineers, technicians, planners and designers with relatively little or no formal training in traffic engineering and transport operations. Previous participants have been from a range of occupations such as:

- Traffic / Road Safety / Highway Engineers
- Traffic Planners / Transport Managers
- Land Use / Resource Planners and Engineering Consultants
- Transport Policy Analysts, Design Engineers and Technicians

Further Information

www.development.org.nz — Click on Short Courses tab, then Task Management heading

Course Inquiries

Cathy Anderson, Organisation Development Institute
PO Box 20395, Bishopdale, Christchurch 8453
Phone: 03 943 2373
Email: cathy.anderson@development.org.nz

Fee

Standard fee $2,450 + GST
Early Bird fee $2,200 + GST (for enrolments more than 6 weeks before the workshop)

Senior Transportation Planner / Engineer

Closes: 17 September 2012
Appoint: As soon as possible
Start: By mutual agreement

We are looking for an ambitious transportation professional in their early to mid career to take the leap to a more senior role. This role includes direct client relationships to provide the highest quality transportation advice from your supporting team as well as an expectation for continued growth within the company. The role also includes liaising with other consultants, providing robust analysis and design with a focus on sustainable transport solutions and the opportunity to develop and mentor other rising stars.

To be successful in this role you will have:

- Work experience within a transportation consultancy or a clear understanding of how consultants work, their business objectives and client interface.
- A clear determination for providing the best quality advice, both technically and professionally.
- Experience of understanding and solving complex transportation problems and presenting clear outcomes to decision makers.
- A relevant tertiary qualification.

You will report to the Managing Director and be supported by the other team members. Ideally you would be making strong progress towards competence based recognition such as Charted Professional Engineer status or you will already be chartered either in NZ or have an equivalent overseas qualification.

Prospective applicants can obtain a full position description from Steve Abley (steve@abley.com). All enquiries will be treated in the utmost confidence.

Graduate Transportation Engineer

Closes: 5pm Monday 10 September 2012
Appoint: Late September 2012
Start: Late 2012/Early 2013 (by mutual agreement)

We are seeking to employ an undergraduate or post graduate engineering student in their final year of study in late 2012. This person will be introduced and developed and build on the cutting edge thinking and analysis we provide for a wide range of clients. The role is an ideal opportunity for a student with high quality grades and a can do attitude to join a team that supports each other in a nurturing and progressive environment.

To be successful in this role you will have:

- A very good academic record in a range of papers some of which should be transportation related.
- A strong interest in transportation and providing for better quality community outcomes.
- Ideally some experience working in a consulting office.
- A personality that is 'can do' and orientated around quality outputs wherever possible.

Applicants will have a proven track record studying successfully and a personality that is a good 'fit' with our office environment.

You will report to a Director and be supported by the other team members and assisted by the Senior and Principal Transportation professionals.

To learn more about how we support graduates through the IPENZ Professional Development Partner (PDP) programme click here.

BRANCH CONTACTS

Auckland / Northland
Chair: Daniel Newcombe
daniel.newcombe@aucklandtransport.govt.nz
Administrator: Doris Stroh
Doris.Stroh@ama.nzta.govt.nz

Waikato / Bay of Plenty
Chair: Norm Robins
norm.robins@aecom.com
Administrator:Liam Ryan
liam.ryan@tdg.co.nz

Central
Chair: Roger Burra
roger.burra@opus.co.nz
Administrator:Joshua Wright
joshua.wright@tunnelsalliance.co.nz

Canterbury / West Coast
Chair: James Park James.Park@opus.co.nz
Administrator: Jared White Jared@abley.com

Southern
Chair: Phil Dowsett phil.dowsett@nzta.govt.nz
Administrator:Lisa Clifford lcliffor@dcc.govt.nz

MANAGEMENT COMMITTEE

National Chairperson, Treasurer, Conference Liaison:
Mark Apeldoorn mark.apeldoorn@tdg.co.nz

Vice Chairperson, Membership Coordinator, Submissions Coordinator:
Dave Wanty David.K.Wanty@nz.mwhglobal.com

Administrator, Website Administrator:
Roger Burra roger.burra@opus.co.nz

Technical sub-groups liaison:
James Park James.Park@opus.co.nz

Awards Coordinator, Roundabout Coordinator
Daniel Newcombe daniel.newcombe@aucklandtransport.govt.nz

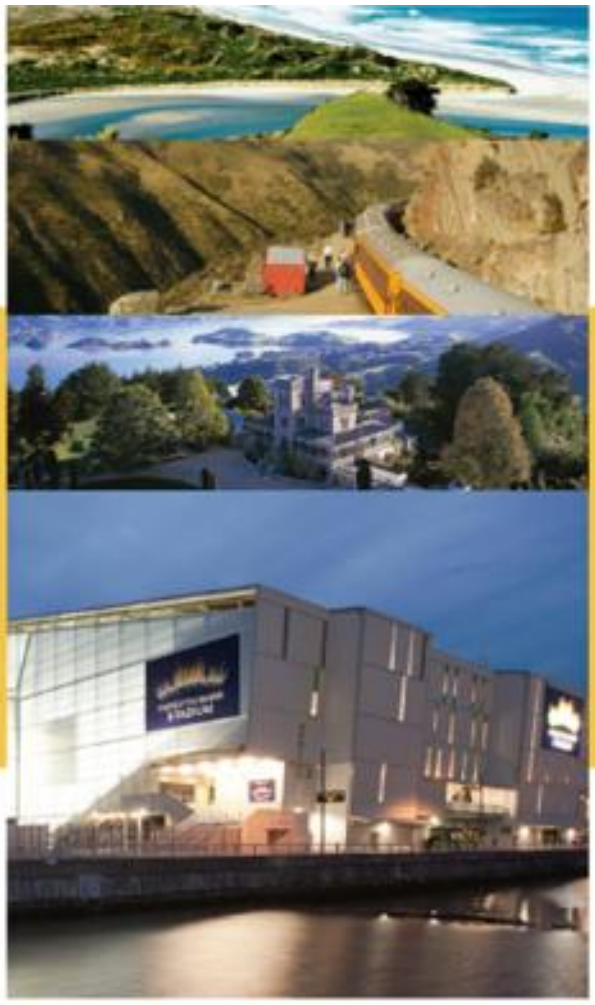
IPENZ

Collaboration
Transporting us through

IPENZ Transportation Group 2013 Conference

Forsyth Barr Stadium, Dunedin, 14-16 April 2013

The IPENZ Transportation Group's annual conference is New Zealand's premier forum for the traffic engineering, road safety and transportation planning community. It is intended to stimulate debate and collaboration amongst peers. Around 200 professionals attend the annual event, which has been running for more than 40 years.



A Call for Papers for our very own conference has now been announced. Click here to visit the website
http://conf.hardingconsultants.co.nz/ipenztg2013/programme/
and to download the Abstract Form.

To check out the latest information on the conference visit the website

www.ipenztgconf2013.co.nz