

Roundabout

Newsletter of the IPENZ Transportation Group

Photography competition Readers and their road cones

Obituary: Dave Gamble

Alternate Modes: Visually
Impaired Pedestrians

Holiday Tales:
Birmingham

ARRB Conference Report

Issue 134

December 2012

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Cover image: Road cone art exhibition, London. Photo submitted by group member Helen Preston Jones (see more p5)

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Roundabout Issue 134 December 2012

As the new Chair for the next two years I'm delighted to have this opportunity to "chat" and to hope that you made it to your nearest NZTA office for our AGM, last Friday 7th.

Our branch chairs who form the bulk of the National Committee have been doing a great job, and we hope to be able to meet up at the Dunedin conference, just before the welcoming session on Sunday 14th April. Thanks to Mark for ably leading us for the past two years – Mark is assisting our new vice chair Pravin in taking over the Treasurer role but will be retaining the oversight of the Strategic Plan and engaging an Executive officer. Thanks also to Bruce who leaves us as previous chair but has agreed to continue assisting me with our submissions. He remains very active as the chair of the IPENZ Dunedin branch and is standing for the IPENZ Board – I encourage those eligible to vote for the Board candidates and in particular Bruce as a long standing active Group member (our last member on the IPENZ Board was Steve Abley).

Coincidentally recently I flew standby to Dunedin, first time since student days, and enjoyed peaceful driving (apart from Andersons Bay Road). Unfortunately the day before, a cyclist was tragically killed outside Dunedin Hospital where my GP siblings studied. This reminded me of a (Sep 2009) finding from ITS Leeds University (where I studied for a year), about drivers giving a greater separation to cyclists when there are flush medians compared with cycle lanes alongside parking. It also raises the idea of following some overseas countries' legal minimum separation distances between cyclists and motor vehicles. For more on cycle safety contact Glen Koorey, who thankfully has just agreed to head our research sub committee, taking over from Shane Turner who initiated it.

The ODT also included a nice picture of a proposed hotel and potential overbridge to cater for vulnerable road users - the next day this made the national news, the project being supported by the mayor but not by Council officers and not by the community (record number of submissions).

These are two typical examples of issues which, as individuals and as a Group, we can contribute, adding our professional analysis and judgment toward the betterment of our society.

Conference 2014

You are of course wondering why raise the 2014 now? Well it's the centenary year of IPENZ and its predecessors (History of IPENZ). IPENZ are already planning some special events with the theme for the year being "Prosperity through ingenuity". With the Transportation Group conference most likely to be held in Wellington, we have started to plan for the conference since we hope to make this a special event and coordinate with key partners – watch this space!

A Wheel on Each Corner

With dwindling supplies offset by the fortunate recovery of a CD from the Canterbury earthquake rubble, new members will no longer automatically receive a copy of this excellent publication. However it will be available as a PDF in the Members-only area of our website.

National War Memorial

Leaving aside why special procedures were needed to fast track the project to meet the Anzac Day centenary in 2015, this project and the associated Basin Reserve project have suffered a number of issues that we could hopefully learn from. When I first came to Wellington in 1984 I attended a Polytech language lab class in a temporary pre-fab where the highway is to be finally relocated. Buckle Street was two-way and the Basin had no traffic lights (and our test cricket team was worth

"This led me to think we had lost the plot somewhere..."

watching there). Later when I came back to Wellington in 2005 after four years away I was surprised that plans for an Inner City Bypass had reverted to at-grade and the Western Link Road

David Wanty, Chair IPENZ Transportation Group

approval was languishing. This led me to think as a country we had lost the plot somewhere along the way - you might well be thinking that is still the case!

Anyway, I hope that as members we help to influence sensible option choices from the onset, and to communicate well the pros and cons, and why the obvious might not be so straightforward. I believe we need to be challenging our colleagues and authorities with probing questions and raising matters from a professional viewpoint. Our ancestors fought to maintain our freedom to live and contribute to a healthy society, and as we face the centenaries of IPENZ and the Gallipoli campaign, let's work together so we can take pride that our contributions help influence the decision makers to the betterment of New Zealand.

Wishing you a great and creative holiday and safe journeys.

David Wanty



PS: It was sad to hear of the passing of Dave Gamble from Dunedin. Above a photo I took last year when Dave (left) was thanked (by Stuart Woods, right) for his service chairing our Trips Database Bureau sub-group.



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.

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Contributions are due by the 5th of each publication month.

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>



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www.facebook.com/ipenztg

This month, I was sent the article that you will find on page 10, about safety for vision-impaired pedestrians. The article was recommended by Bruce Conaghan (former Group National Chair) and fits in nicely to our 'Alternate Modes' section, where we feature writing from people other than transportation professionals.

As some of you will know, I have a personal interest in transportation design for pedestrians with disabilities, so while I was happy to receive the article, I don't want you all to think that I solicited it, or that I have any intention to be biased towards articles aligning with my personal interests. Given that spontaneous contributions for Roundabout are, like traffic accidents, rare and somewhat random, I'm reluctant to refuse something just because I am interested in it.

So, since it's here, let's have a think about design for the visually impaired. Have a read of the article. It's interesting that in New Zealand we have a particular design guide (RTS14) for visually impaired pedestrians. Despite the excellent Pedestrian Planning and Design Guide, there is nothing specific for child pedestrians, or the elderly, or intoxicated, or those with large suitcases, yet all of these people also experience varying access challenges. What would be nice is if we could design for the universal person and their journey. As engineers however, we tend to focus

on a piece of a journey, and apply best practice to that piece.

And so we end up with sites like one on my commute, where there is a rural roundabout in the middle of the countryside with no footpath connections – but with tactile paving on all four splitter island approaches. Best practice for the neighbouring few metres perhaps, but where's the big picture thought process? Once the planned development happens and this roundabout is connected to other

"I'm reluctant to refuse something just because I am interested in it."

footpath networks, presumably there will be much higher traffic flows. So we'll have tactile paving directing visually impaired pedestrians to cross uncontrolled lanes where traffic is accelerating out of a roundabout.

My local Royal New Zealand Foundation of the Blind representative tells me that she estimates half of their local membership don't even know what tactile pavers are. Let's take the holiday break to step back and think big. We are transportation professionals – whose journeys are we going to help or hinder, in 2013?

**Bridget Burdett,
Roundabout Editor**

Roundabout's Nationally Significant 'Road Cone Art' Photography Competition Results!

Entries to the Road Cone Art photography competition are displayed on this page. After careful consideration (and a random draw from those who took the photos themselves), the winner is coincidentally **Helen Preston Jones** (Opus International Consultants), who spontaneously sent in the photos inspiring the competition... congratulations Helen. A \$50 book voucher is on its way to you.

Many thanks to all of those who entered.

We will run another photo competition next year.



Photo credits, clockwise from above: Helen Preston Jones (Opus International Consultants); Jeanette Ward (Abley Transportation Consultants), The Internet, Richard Galloway (Traffic Design Group), Helen Preston Jones



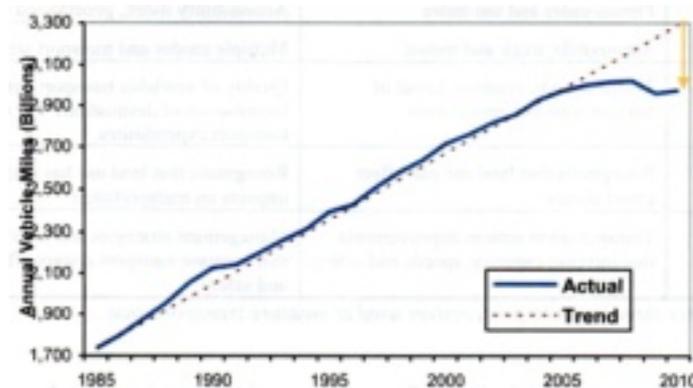
A Wake-Up Call to Transport Professionals

by Ross Rutherford

My committee membership of Engineers for Social Responsibility plus my lecturing on urban transport at Unitec has broadened my horizons and made me think more about some key issues facing us. Among other things it has resulted in me preparing two positions papers for ESR, one on transport and one on climate change. The following is based largely on these two papers.

National transport policy and urban transport policy typically assume that vehicular traffic growth is a given and that demand for vehicular travel will continue to increase for the foreseeable future. The available information does not necessarily support that position and importantly suggests that past growth may not be a good indicator of future change.

A paper to the US Transportation Research Board 2012 Annual Meeting (*Smart Congestion Relief: Comprehensive Analysis of Traffic Congestion Costs and Congestion Reduction Benefits*, 12 September 2012, Todd Litman, Victoria Transport Policy Institute) states that “vehicle travel growth has peaked in most developed countries (Figure 1)



Vehicle travel peaked around 2006, while demand for other modes (walking, cycling and public transport) is growing. It is now rational to shift resources previously devoted to roadway expansion to support other types of transport system improvements.

1) and demand for alternatives is increasing due to demographic and economic trends including aging population, rising fuel prices, urbanisation, health and environmental concerns, and changing consumer preferences”.

While the data in Figure 1 relates to the United States, the available state highway

Table 1 Growth in traffic vehicle-kilometres

Unites States		New Zealand	
Annual Vehicle Mileage Trends, US DOT data		State Highway Vehicle Km., NZTA Website	
Year	Approximate Ratio	Year	Approximate Ratio
1989	1.00	1989	1.00
2005	1.40	2005	1.69
2010	1.40	2010	1.69

traffic data presents a similar picture for New Zealand. Table 1 shows traffic growth over the 21 years to 2010 for both the US and NZ with 1989 taken as the base year.

The table data indicates that over the 16 years between 1989 and 2005 national traffic growth was 40% in the US and 69% for state highways in NZ. However, over the 5 years between 2005 and 2010 there was no increase in recorded vehicle mileage in the United States, and there appears to have been little or no growth in travel on the state highways New Zealand. This does not

suggest that traffic growth will no longer occur, but it does point towards making better use of existing resources, rather than building new roads based in part on traffic growth assumptions that may not eventuate.

The days of cheap oil are over. While fracking and the exploitation of shale oil are providing alternatives to

conventional crude oil, it cannot be assumed that crude oil supply will keep pace with increasing demands. Indeed crude oil production may peak in the relatively near future. As climate change and carbon dioxide emissions concerns increase there will be increasing pressure to properly and fully include carbon in the price of fossil based

fuels.

New Zealand sources much of its crude oil imports from the Middle East. Political instability in that region continues and could lead to a major disruption to supply.

There is evidence that in the United States at least young people are postponing the acquisition of a car and delaying obtaining a driving licence as other priorities have a greater influence on their expenditures.

An ageing population inevitably results in less travel per capita.

Increasingly skilled people with internationally portable skills are likely to look beyond New Zealand’s “clean and green” self image to the reality of life in, and in the vicinity of its major cities. While Auckland is blessed with a very high standard natural environment, its transport system is still heavily dominated by travel by car. This makes it very vulnerable to major increases in vehicular transport costs or disruptions to supply, and to shifts in international public opinion as climate change concerns take on more urgency and begin to influence personal decisions.

The overwhelming majority of climate scientists agree that human activities, especially the burning of fossil fuels (coal, oil, and gas), are responsible for most of the climate change currently being observed. We

It is far better to start implementing changes to our way of life and economy now than to leave it until panic measures are forced on us...

would be extremely foolish to assume that the overwhelming majority of climate scientists are wrong, or to pin our hopes on the less than 10% chance that the observed global warming trend is not attributable to us.

Climate model projections show that human decisions can have a very large influence on the magnitude of future climate change. The

projected total temperature increase in 2100 relative to the late 20th century ranges from less than 1.10C for the low emissions scenario to 6.10C for the high emissions scenario. To put that change in perspective, the average global temperature change during an ice age cycle is approximately 50C. It is not an exaggeration to state that humanity is

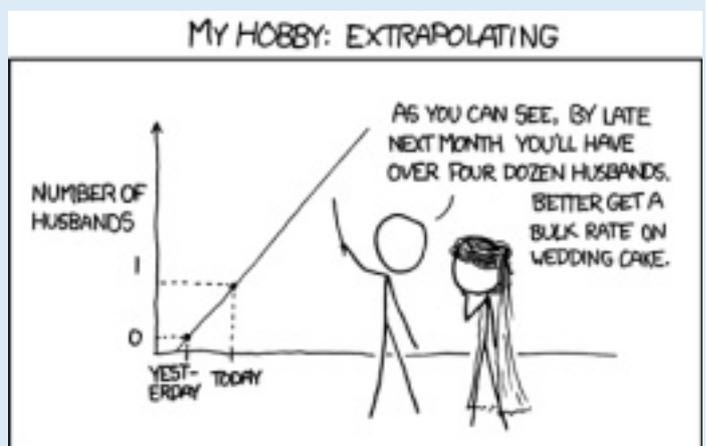
facing a crisis of huge proportions that has the potential to cause immense human suffering and threaten the fabric of our societies.

Fossil fuels have a central role in our economies and way of lives. Our cities, economies and way of life are in effect based on and assume a continued supply of relatively cheap oil, coal and gas. Unfortunately that 'cheap' energy has potentially a very high environmental cost. It is also based on finite resources that are being depleted as an increasingly high rate.

It is far better to start implementing changes to our way of life and economy now than to leave it until panic measures are forced on us or future generations. Many small changes can have a significant cumulative effect over time. However, we must first recognise that we are individually and collectively responsible for taking early and effective action to deal with the causes and effects of climate change. 

Some suggested short-term actions...

1. Fully price carbon into transport costs starting now and introducing incrementally over say 10 years to assist the economy to adapt.
2. Introduce congestion pricing in Auckland to make better use of the existing road network during the congested peak periods. Use the net income to support investment in public transport and other alternatives to the car, and to support freight traffic where appropriate through road improvements.
3. Educate drivers better on techniques for reducing fuel consumption including switching engines off when idling for a length of time, keeping tyres properly inflated, avoiding sharp acceleration followed by sharp braking etc.
4. Introduce a vehicle emissions testing regime, which will lead to better tuned vehicles and less pollution.
5. Reduce the reliance of bus transport on imported diesel and increase use of fuels which are not derived from conventional oil and which are, or can be produced within New Zealand. This could include biofuels from trees.
6. Introduce measures which are effective in encouraging increased use of electrically-powered vehicles for private travel.
7. Encourage the use of alternatives to the single occupant car by measures such as managing the price and supply of parking in city centres, use of T2/T3/carpool lanes, and by encouraging greater use of car share clubs.
8. Recognise as transport professionals that we are entering a time of significant change when the past may no longer be a good guide to the future.



<http://xkcd.com/605/>

Charles David (Dave) Gamble

The IPENZ Transportation Group was saddened to hear of the passing of Dave Gamble who died suddenly in Dunedin, New Zealand on 23 November 2012. Dave leaves a legacy of his traffic engineering expertise and experience having served the profession in both public authority and private consultancy roles over the past 40 years. Dave had been a member and contributor to group activities for over 30 years – he was made a life member in March 2010 at our conference in Christchurch.

Dave gained a NZ Certificate in Engineering in 1966 and a Certificate in Traffic Planning and Control from the University of New South Wales in 1972. He worked for the Dunedin City Council for nearly forty years, retiring from the role as City Traffic Engineer in 1997. From this point his professional career led him towards engineering consultancy, starting his own transportation consultancy business which he grew over the following 15 years.

Dave was a fellow of the Institution of Professional Engineers New Zealand (IPENZ). He was also a member, regular contributor and past Vice President of the New Zealand Traffic Institute (Trafinz) and was a member of the 2005 Trafinz international study tour which examined road safety culture in Europe and which contributed to the adoption of the current Safe System approach to road safety in New Zealand.

He is well-remembered for early adoption of technology in his professional practise including laser measuring devices, digital still and video camera recording and a wide range of digital graphics in his reports and presentations. Outside of work he was also an avid collector of early technology including calculators, computers and slide rules.

He was closely involved in the Trips and Parking Database Bureau (TDB) – a not-for-profit organisation for the collection and sharing of trip generation data in New Zealand and Australia. Dave was foundation Chair of the Bureau and remained committed to the aims and intentions of the Bureau over almost a decade.

Dave's passion for motoring seemed boundless – his interest in classic cars and motorcycles, and his involvement at both local and District levels of the Automobile Association. Dave's contribution to the wider community was demonstrated by his lifelong involvement in Rotary – within which he rose to the role of District Governor in 1989 following which he continued to contribute to many of Rotary's philanthropic and community activities.

Dave's legacy is one of dedication to his professional principles, advancing the science and art of traffic engineering and giving genuinely of his time to colleagues and friends. Those of us who knew Dave will always recall the effort he spent in talking and discussing (sometimes debating) with us individually. He touched the personal and professional lives of many in New Zealand and around the world.



Fundamentals of Traffic Engineering



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)

ALTERNATE MODES

Caroline Maplesden has been an Orientation & Mobility Instructor for over 35 years and currently provides Vision Australia services to Western Victoria, from her base in Geelong. She is Deputy Chair of Barwon Road Safe, and the recipient of the inaugural Individual category of Alcoa Australia Disability Access Awards. She is also fond of donkeys.



Improving the Safety of Vision-Impaired Pedestrians

The Australasian College of Road Safety recently published an article about vision impaired pedestrians (Volume 23 No 3, 2012). A TG Member suggested it would be informative for readers of Roundabout, so a shortened version is offered here.

Orientation & Mobility (O&M) Instructors teach people who have a vision loss severe enough to affect their safe independent travel within the road system. Our training includes months of blindfold or low vision simulator travel with canes or specialising in Seeing Eye dogs. We all teach how to maximise the use of other senses, especially hearing, touch and proprioception. Knowing I can remove my blindfold at the end of a lesson is an important difference between my experiences and those of my students.

If you woke up tomorrow from a car accident and could no longer hold a driver's licence or ride a bicycle safely, then walking or using a wheelchair would be your ONLY option from the usual three, to avoid dependence on other people for the rest of your life. From that perspective, you would discover why some footpaths are best avoided, why some traffic lights can't be used and why some bus stops can't be reached. Such barriers severely affect your commuting time and costs, restrict your choice of shops and which

recreation or clubs you can reach independently. Consider how your day might be different getting home tonight or meeting friends for dinner.

Residual vision is specific to each person. Detection of hazards or useful clues can depend on factors such as lighting, size, contrast and proximity. Similarly to fully sighted pedestrians, hearing, physical or cognitive disabilities can also reduce ability.

Vision impaired pedestrians may use a white cane or Seeing Eye dog, or avoid all obvious aids and depend on residual vision. Reasons include not wanting pity or to appear vulnerable. There are three types of white cane. A short symbol cane indicates the user has impaired vision (of mutual benefit with drivers IF remembered from Learner literature). A sturdy walking stick can be white, to provide both identification and physical support. But the long white cane is the only type that warns of hazards (below waist height) which have NOT been detected by residual vision. Correctly used, it checks the ground surface of each footfall, one stride length ahead. Contrary to popular myth, Seeing Eye dogs can't interpret traffic lights. Signage and symbols on a path also mean nothing to them. They listen for instructions from their owner, such as "find the pole", as shown in the photo.

A general protocol to keep left or right on paths is a different matter to painting a

dividing line, which can imply 'territory' but have inadequate width for both users in each direction. Importantly, the subtle assumption here, that regulatory signs, lane colour or paintwork - used to control driver/rider behaviour on-road - can be simply transferred to paths used by pedestrians, ignores the variety of reasons a pedestrian may not have a licence for on-road travel.

Active Transport initiatives, to increase walking and cycling, should not benefit one user at the expense of another. Engineering literature may describe the conversion of a footpath to a Shared Path as an 'upgrade' because the footpath will be resurfaced or widened slightly. Wherever that now means cyclists of all ages are permitted to use a path that previously only permitted cyclists under age 12 years (and supervisors over age 18) then the safety of a vision impaired pedestrian who needs to use that path has probably been reduced. Promotion of the new Shared Path in tourist brochures will also increase cyclist numbers.

Cyclist intentions can be difficult for any pedestrian to judge, and vice versa. Noises from behind you are more difficult to localise accurately, even if a bell is rung. Bulk and speed can dominate legal priority. A difference in speed of 5kmph when walking, to that of cycling, clearly has the potential to intimidate. Consider how much more intimidating the situation is for people

with a disability or vision loss. To expect the same vigilance when walking on a path, as when crossing a road, is not reasonable.

A successful cyclist safety program in Victoria used the slogan A Metre Matters to urge drivers to give cyclists a metre's clearance. A pedestrian safety campaign

ensure pedestrian needs are kept in mind by new graduates and other entrants to the Road Safety field. I hope you kept your old copy of Austroads Part 13 Pedestrians. If so, you won't need to search through Parts 1 to 12 for dispersed information or the deleted Checklist for Pedestrian Safety, when Part 6A Pedestrian and Cyclist Paths

entrance to a city train station. Flat silver discs do not equal a pram ramp or curb edge for a pedestrian to locate and pause. A dead flat entry provides no indication of where the vehicle lane starts; and also allows drivers to cut the corner. The design provided a head-start cyclist box. Unfortunately, such measures for cyclists push the noise clue of a vehicle's engine further away from pedestrians trying to use noise clues. There were no white lines painted to indicate a pedestrian crossing at the traffic lights. Fixing that required subsequent funding from a local Council. And sadly, random placement of random coloured pavers throughout the precinct was a lost opportunity to provide visual clues for a suggested route, with intentional placement of coloured pavers, for those pedestrians able to discern them.



Symbols for both bike and feet can be more clearly seen across the street

slogan A Metre Matters to Pedestrians Too would add to that success. Clearances of only 30cm between a pedestrian and cyclist are described in VicRoads Cycle Notes #21. I believe clearances need to be reviewed for the safety of both user groups.

replaced Parts 13 and 14 in 2009. The publication of an important Engineering Guide, without consultation to the most vulnerable user group, is disappointing. Direct representation in Austroads for Disability issues would be a positive step.

By-laws Officers (in Victoria) are not involved with moving vehicle offences but can issue penalties to drivers who obstruct paths. Your car's tow bar can be a painful shin height. A van's rear-view mirror, or a protruding load from a roof rack, can be at face height. Locking a bicycle to street furniture could be considered dangerous littering. A requirement that bicycles have a kickstand would encourage kerb zone parking, away from shop doorways, when racks are unavailable or insufficient.

In Victoria, only injuries resulting from a motor vehicle incident are covered by insurances under the Transport Act. Bicycles are not motor vehicles, so conflict between a pedestrian and cyclist is a civil matter - and the other party can be a local Council. If New Zealand is similar, then Strategies to promote cycling need to address inequitable insurance cover. Conflict statistics which only rely on hospital admissions are likely to be the tip of an iceberg, because lesser injuries or near misses are not recorded. The difference between desirable width and minimum width could mean the difference between confidence using a path safely or avoidance and discrimination.

I notice Shared Space in Urban Environments was a previous topic in Roundabout. The pioneering ideas of Hans Monderman continue to sway discussion and project design. He removed all signs and kerbs to create flat, shared road spaces called Naked Streets, where pedestrians and drivers would exchange eye contact and nods to communicate. Please remember that many pedestrians can't communicate that way - an assumption of 'eye contact' can be dangerous. Pedestrians with a vision loss rely on conventional kerbs, pram ramps, high contrast painted lines and tactile indicators for orientation and safety.

The traditional pedestrian footpath is desired for many uses. Traders want permits to display goods and advertising signs, but a clutter-free building line is important for people with vision impairment to remain oriented on paths, locate shop entrances and avoid sandwich boards. Trading zones allocated towards the kerb, allowing space for vehicle doors to open, are preferable to the building line. Al fresco dining is popular and can improve profits considerably. If a Council permit for tables, chairs, umbrellas and perimeter walls is granted, the enforcement of permit conditions is essential. A

The photo shows a shared road space project, abutting a traffic light, for the

complying trader is disadvantaged if other traders get away with ignoring restrictions. Permits can require a gap be provided to reach and leave parked cars; that areas of Tactile Ground

Weights for portable fences must not protrude as a tripping hazard. Transparent walls require decals at both wheelchair and face level. Priority for pedestrians does mean that some business locations cannot be given the privilege of using public space.

low. It will always be more expensive later, to install wiring for lanterns. And perhaps review if your formula for walking speeds across traffic light lanes has considered disability or ageing population issues.



Pedestrian and vehicle entrance to a major train station

Surface Indicators (TGSIs) can't be covered over, or bus zones used. Umbrella points must be above head height and a dog leash not a trip wire.

If the gauntlet of an uncontrolled slip lane can't be crossed, then the pedestrian call button on the first island can't be reached. The whole intersection can be inaccessible. When the bus stop or train station you need is across that road, the slip lane barrier has even more effect. New traffic light installations should assume that pedestrian access is required, even if current numbers are

Other topics in my article include daytime use of headlights, vehicle visibility, better TGSIs installations, audio-tactile call buttons, quiet hybrid vehicles and travel skills taught by O&M instructors. Its Reference List on page 49 of ACRS Journal Volume 23 No 3, 2012 will provide interested readers with further reading. I have very fond memories of my time with the N.Z. Foundation for the Blind in the 70's; it is probable an O&M instructor covers your area and would welcome an opportunity to discuss or demonstrate these topics. Sharing our expertise can improve equity and safety for all. **R**



Observed on an Auckland street. Photo: Graeme Bean



Gina Waibl (MWH) was a finalist in the New Zealand Engineering Excellence 'Young Engineer of the Year' Award in both 2011 and 2012. Here, Gina talks about some of her career highlights to date and gives practical advice for young transportation engineers.

LEFT: FERGUS TATE, GINA WAIBL, COLIN BRODIE AND IAN APPLETON AT THE 2011 NEW ZEALAND ENGINEERING EXCELLENCE AWARDS

R What are your favourite aspects of your role?

The clients! Developing good relationships and friendships is something I really enjoy – working with people, learning from them, and feeling like I am providing something useful and of value. In my work I do a lot of applied research which I also really enjoy. It involves a lot of problem solving and creative thinking. I also enjoy co-ordinating the tasks on a job, getting things to happen and giving people the tools and knowledge they need to complete a task. Over time I really like seeing people develop and grow. I have really enjoyed the flexibility, variation and opportunities I've had at MWH, both in terms of the work that I've done in transportation, asset management and risk management in New Zealand and overseas, but also the time off I've been able to get to travel and do other things.

What have been your most rewarding projects to date?

KiwiRAP has been the most rewarding. Developing the KiwiRAP star rating model and getting it to work was really challenging and it was extremely satisfying when the end result was far better than we could have ever expected at the beginning. It is so rare to work on such a technically challenging, analysis heavy project that has had such a high level of uptake and

embedment. I feel very lucky to have had the opportunity to be involved in KiwiRAP, and it has also given me other opportunities like volunteering in Bangladesh for the international charity iRAP earlier this year.

How easy or difficult was the process of becoming a Chartered Professional Engineer?

I waited until I had almost six years experience before applying for CPEng so I found it to be fairly straightforward in terms of meeting the standard. A large part of it is about your maturity, judgement and knowing the boundaries of your competence and you do acquire those as you progress over time.

Have you travelled with your job? What have been the pros and cons of travel?

I have travelled both for short domestic trips and longer international trips ranging from two weeks to six months. I have really enjoyed having the opportunity to work in different environments with different cultures, being in situations where you have to adapt your whole way of doing things - from the cultures in Brunei, Bangladesh and Qatar to the environment in Christchurch during the February 2011 earthquake. I find the short trips hard when there are a lot of them so I generally try to avoid projects that are away from home. I do enjoy the occasional longer trips

away though. Where you have enough time to not only experience a place but also to really get to know the culture and to be there for a length of time that you can see things through and feel like you have made a worthwhile contribution. The downside of these trips is that life in terms of family and friends is put on hold, so I would never want to do too many of them.

What advice would you give to future young engineers?

Be proactive and make conscious decisions about what you want to do. I think that is very important, and it includes choosing who you want to work for. Getting good mentors is also hugely important, and don't be afraid to seek them out. I was lucky with one of mine, but the other I actively sought to join his work group and got the job even though there wasn't a position there. Become involved and give back where you can, whether it is through volunteer work or mentoring others. This is obviously good for your CV but it also does feel good to be contributing. For me, I feel like I am at a stage in my career now where I can more usefully give back and it does give more meaning to my work. Great projects make a difference. I was very lucky to get involved in KiwiRAP, but obviously it is not just luck. Everything you do adds to your skill and reputation, so always do the best you can at everything you do. Having a willingness to take on responsibility and enthusiasm for what you do will also get you a long way. Personally, I also think that as well as technical skills and knowledge it is having good judgement, common sense and excellent people skills that makes a good engineer and a lot of that is best learned through living life. I think having different experiences can make you grow and mature faster – so do the OE, have a gap year, whatever it may be. **R**



LEFT: SCHOOL KIDS GINA MET DURING DATA COLLECTION SURVEYS IN BANGLADESH. RIGHT: SUNSET IN QATAR



Transportation Group member Roger Boulter recently spent time in Europe. This report on Birmingham follows Berlin and Braunschweig from the September Roundabout.

Birmingham - City of the car-in-reverse

Birmingham's nickname, "Brum", even sounds like a car revving up. Car manufacturing located here early, building on a longstanding metal-manufacturing heritage which came into its own after the Industrial Revolution. I worked for the City Council in various town planning jobs from 1975 to 1995.

After the War the road engineers had a free hand to base the city's transport around a triple-ring-road plan. The four-lane 'Inner Ring Road', close into the centre, had abundant roundabouts, flyovers, underpass roads, and curved tunnels, with pedestrians usually crossing it via 'subways' (what we'd call underpasses). According to classic roading hierarchy theory it ought to have worked a treat, but stories started circulating (no pun intended) about people getting lost on the Inner Ring Road, so much so that people started avoiding coming to Birmingham for this reason. Then in the 1980s Prince Charles, as was his wont, made some biting comments comparing some newer building to a grain silo, and in royal-syncophantic Britain that had major effect. The City responded by appointing an urban design supremo, and decreeing that henceforth the 'Inner Ring Road' would be remodelled as an 'urban boulevard', surrounded by several 'quarters' each with its own distinctive theme.

Pedestrian crossings at-grade, and traffic signals instead of a roundabout, broke conventional traffic engineering rules on the 'boulevard'. In places, the 'Inner Ring Road' was actually demolished, and the road network reverted to the older original street network, with abundant attention given to bus circulation. The answer given to "where will the displaced traffic go?" was the Middle Ring Road, through the inner suburbs, built according to a more

conventional major arterial or 'freeway' style.

Birmingham had originally been served by two railway companies, but for many years the Great Western Railway's Snow Hill main station lay in ruins, its main-line services having been diverted into the London Midland Scottish Railway's New Street Station. Then New Street Station became the butt of stories of every train being stuck in the approach tunnel for several minutes waiting for a free platform, with frequent platform alterations. New Street Station was simply too crowded (it still is!), so the idea was hatched of re-opening Snow Hill, and also re-building the old Great Western line (long since closed) across the industrial 'Black Country' to Wolverhampton (which was already served by the New Street main line). The arguments over this proposal remind me of the current Auckland rail loop debate – at one time the equivalent of the Regional Transport Committee insisted on placing light rail on this alignment at number one on its wish-list, defying the strong word from Central Government that it would not be funded, whereas certain major road projects would (sounds familiar?). Eventually, both light rail tram and heavy line extension to Wolverhampton were built, and in subsequent years extended to a range of regional towns.

I remember through my years at the City Council the too-and-froing of the debate over whether to

take the traffic out of the CBD core's streets, road engineers and CBD businesses warning of dire consequences, and the choice always crystallising over whether it would be New Street or Corporation Street (two of the three main streets of the CBD core) from which traffic would be removed. In time a bold plan was implemented, with New Street becoming substantially traffic-free in the early 1990s, together with a substantial transformation of public spaces with artworks, and the opening up to public spaces of the old canal towpaths to capitalise on the city's night life, office and civic developments. Corporation Street became bus-only. Birmingham's public image changed within a couple of years from concrete jungle to 'the place to be', and several national facilities (such as the National Indoor Arena) and businesses were attracted to invest in the city. Many city leaders kicked themselves they hadn't done all this years earlier.

Now, in 2012, the city is taking this a stage further. Corporation Street had its traffic



Corporation Street, cleared of its buses, about to make way for the tram (the ubiquitous orange cones)



Left: The 'Bull Ring', originally the town market place. Until the 1990s, this view had an elevated roundabout where you now see the building.

Right: New Street, which had been a main traffic street until the 1990s

removed in August, with bus stops moved to several interchange 'hubs'. This is preparation for the big change – the Snow Hill tram from Wolverhampton extended through this and other CBD streets, to connect with a major rebuilding of the New Street main Rail Station, including a relocated main entrance next to the tram stop, and a station atrium above the platforms expanded to three times its current size. This replaces a walk which up until now has involved a detour up and down steps or ramps, and through an over-congested indoor shopping centre. On the other side of the station, and as part of the same rebuilding initiative, a new John Lewis department store will replace a 1960s 'concrete jungle' tower block, which only got placed here originally because there was spare land to use up. Central Birmingham's new-found creation of pedestrian space has attracted several major shops and 'head offices' in recent years, one of the first and best known being an architecturally-bold Selfridge's.

Not content with all this, an older station than either of the other two – George Stephenson's original early Victorian mock classical barn, matching his London Euston design – is being dusted off after decades of languishing industrial flotsam and jetsam, to be a new terminus for one of Britain's first high-speed lines. Britain is joining the European penchant for rail lines so fast as to substitute for internal European flying (even including airline code-sharing), having made a start with the London Waterloo, and then London St Pancras, new

Eurostar terminals from Paris and Brussels (via the Channel Tunnel). Stephenson's Birmingham Curzon Street Station building, still imposing, lies outside the CBD core – so I'm now wondering when some bright spark is going to suggest extending the tram system to link it in with the rest.

Lessons from all this? Notice that what I've outlined are sometimes transport projects, sometimes what could be called urban design, and that none of this seems dominated by benefit-cost ratio numbers. I'd suggest this busy transformation would not have happened were urban form and transport planned separately, by separate sets of professionals,

according to separate prioritisation methodologies. The BCR is no doubt a factor in the decisions somewhere, but it hardly seems up-front – there's a lot it doesn't touch on. From my 2012 observations together with what I lived through as a Brum official 1975-95, the driving consideration seems to be some hard thinking about the sort of city its leaders, planners and transport engineers want to create.

It didn't come easily – as I said, I remember many long years of protracted arguments. However, in time it dawned that 'pussy-footing' had to stop, and decisions needed to be bold, and then stuck to. *R*



Artist's impression of the New Street Station Atrium, currently under construction.

IPENZ Transportation Group 2013 Conference

*Forsyth Barr Stadium,
Dunedin, 14-16 April 2013*



Programme

The theme of collaboration continues to feature strongly in the transportation field and in the national media. It is very topical and reflects a growing trend which recognises the increased value in working together whereas in the past competition has been dominant in delivering value for money.

The conference will develop the theme of collaboration in a number of areas including integration of transportation networks, travel modes, safer systems for our roads, major transportation projects, education and training. Along with the usual oral presentations of papers there will be poster displays and a 'round-table' session. This is aimed at encouraging discussion on subjects between the author and conference delegates to create mutual value and sharing of ideas. More abstracts have been received than for the previous two conferences and the quality is very high. Two parallel streams of sessions will allow the greatest benefit to be extracted from the two days.

Technical Tour

The technical tour is a little different from the usual with a visit to the working quarry immediately adjacent to the Forsyth Barr Stadium. The Palmer family has been associated with quarries in Dunedin for over 130 years and a fifth generation Palmer, Tony Hunter, will provide the briefing at the start of the tour.

Buses will take delegates to a high vantage point at the top of the quarry with panoramic views of Dunedin and the Otago Harbour. The buses will then descend to the lunch venue 50 metres below sea level in the bottom of this huge hole in the basalt rock. Dunedin is truly fortunate to have a valuable source of good quality aggregate so close to the centre of the City. Recently granted resource consents will ensure the quarry remains.

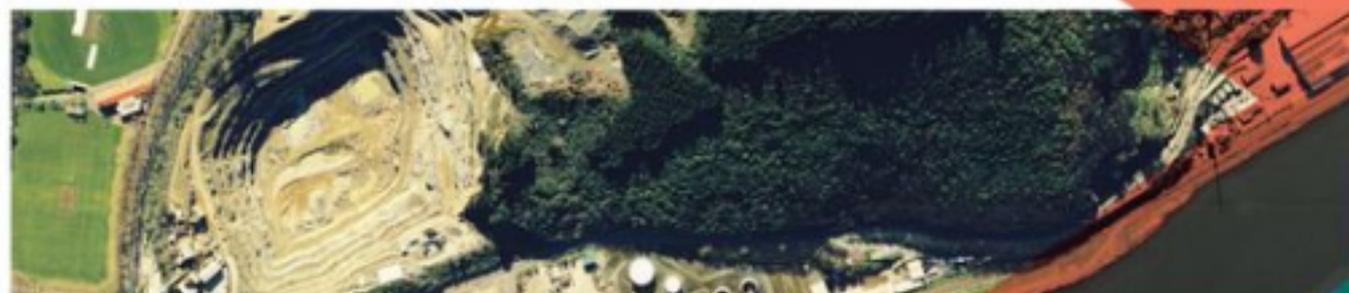
Social Programme

Welcome Function – Sunday 14 April

The Welcome Function will be held at Otago Museum where delegates will be able to visit a truly enchanting venue - Dunedin's only rainforest! Enter a lush, living, tropical environment and come face to face with some of nature's most beautiful butterflies. Hundreds of these enchanting creatures.

Conference Dinner – Monday 15 April Sponsored by 3M

The Conference Dinner will be held at Larnach Castle. More detail on the theme to come in the New Year.





Accommodation

A wide range of accommodation options has been arranged at 6 different venues. Pricing ranges from \$107 per night to \$172.50. They all vary in distance but most are walkable.

Contact details

Glenda Harding
Harding Consultants Ltd
PO Box 5512
Christchurch
Email: glenda@hardingconsultants.co.nz
Phone: +64 3 352 5598
Fax: +64 3 352 0197
Mobile: +64 27 436 3083
Website: www.ipenztgconf2013.co.nz

Registration Early Bird closes 1 March 2013

Early Bird Prior to 1 March 2013

Standard After 1 March 2013

	Excluding GST	Including GST	Excluding GST	Including GST
Conference Registration	\$ 760.87	\$ 875.00	\$ 856.52	\$ 985.00
Life Member Registration	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
Single Day - Monday*	\$ 360.87	\$ 415.00	\$ 456.52	\$ 525.00
Single Day - Tuesday*	\$ 360.87	\$ 415.00	\$ 456.52	\$ 525.00
Student Registration - Full Conference*	\$ 198.00	\$ 227.70	\$ 198.00	\$ 227.70
Student Registration - Monday*	\$ 99.00	\$ 113.85	\$ 99.00	\$ 113.85
Student Registration - Tuesday*	\$ 99.00	\$ 113.85	\$ 99.00	\$ 113.85
Exhibitor Registration* (NB excludes session attendance)	\$ 413.04	\$ 475.00	\$ 500.00	\$ 575.00
Non IPENZ Transportation Group Member Surcharge	\$ 86.00	\$ 98.90	\$ 86.00	\$ 98.90

* Excludes Social Function tickets

Please Note: IPENZ Transportation Group Membership costs \$46.00 incl GST and IPENZ admin fee of \$43.70 incl GST

Travel

Click here to use the live link to Air NZ to book your flights to Dunedin. At the time of printing flights from Auckland to

Dunedin were still available at a cost of \$170 return at good flight times. A complimentary shuttle service from

the airport may be provided once sufficient interest and demand has been established.

Click here to register online: www.ipenztgconf2013.co.nz

Cycle Lane Safety...Throwing the Baby out with the Bathwater? by Glen Koorey

The recent cycling fatality on the SH1 cycle lanes in Dunedin has once again raised the question of the relative safety of simple painted cycle lanes, particularly when next to parked cars. Many commentators have labelled such cycle facilities as "dangerous" and called for greater focus on developing separated cycleways (e.g. behind parked vehicles), but I'm wary that this might be a bit simplistic. There are a lot of aspects to consider here and I'd like to highlight a few of them for those who are having to deal with these issues in their own areas.

A very important measure is whether you actually get an improvement in crashes by installing cycle lanes. The worldwide literature on this has generally been weak and inconclusive because it hasn't accounted for changes in cycle numbers or



A well-designed cycle lane with plenty of door-zone clearance (Christchurch)

general crash trends. Turner et al (2009) did find some evidence locally of a slight (10%) saving in cycle injury crash rates with cycle lanes, but greater savings were found with the removal of parking (75%) or the introduction of flush medians (37%)¹. Interestingly with parking lanes, the danger is not just from car doors but from bike riders who travel within the parked lanes and then swerve out suddenly to go around the occasional parked car. Cycle lanes also tend to provide good crash savings to pedestrians (a visible place to shelter when crossing) and motorists (speed management often through narrower traffic lanes). Hot off the press: I've just had a student do an

analysis of cycle numbers and crashes before/after new cycle lanes were installed along twelve routes in Christchurch (all of which feature at least one side adjacent to parking). The preliminary finding is that (allowing for changes in cycle numbers) overall the average reduction in cycle crash rates is ~20%, with 7 out of 12 treated routes experiencing a reduction in crash rates of 40% or greater. That seems pretty useful...

Some research has suggested that marked cycle lanes cause motorists to move closer to cyclists, therefore increasing the danger. For example, UK researchers found that cars passed riders ~418cm closer on roads with cycle lanes than roads without². But these findings are not unusual; I note that Laura Skilton in Palmerston North³ and my own student Megan Fowler in Christchurch⁴ have also found that motorists and cyclists get closer to each other on average when you paint a cycle lane between them. I would argue that this doesn't necessarily make them less safe - what it does do is provide more certainty for each party about where they will be. The distribution of gaps is more important than the mean; typically a cycle lane will reduce the variation in measurements, especially at the (more crucial) small gap end of things.

Although there is an understandable general preference for separated cycleways, most perception studies of existing or would-be cyclists have also found good support for good cycle lanes over not having anything. Our own NZTA research on this found that potential riders rated ordinary cycle lanes as good as shared footpaths (not surprisingly, separated cycleways rated the best)⁵. This seemed to acknowledge the fact that (in a New Zealand environment at least) off-road facilities can have their own difficulties in regards to driveways and side-roads⁶. In particular, visibility of riders on separated cycleways can pose some tricky problems at junctions if not well designed. Despite this, clearly new riders are more attracted to facilities that provide a modicum of physical separation.

We can do more work to make some on-road

cycle facilities more "separated" from passing traffic. Recent trials of cycle lane separators in Christchurch (a combination of low mountable kerbs and vertical posts) found a dramatic reduction in motorists cutting the corner at an inside curve and sneaking up the lefthand side at a signalised intersection. Compared to the possible cost of some off-road cycle facilities, these are relatively inexpensive treatments to improve problem locations.

So I guess my take-home message is that we need to be careful not to damn all painted cycle lanes as "dangerous" when in fact most well-designed ones tend to be better than not having one (and very cost-effective). If you can get rid of parking next to them, then the gains may be even greater.

However, I still support seeing more separated cycleways being built here, not because of the safety benefits (they're good but shouldn't be overstated, especially at intersections) but because they will be vital (along with low-speed/volume "bike boulevards") to attracting the next generation of would-be riders (the "interested but concerned") onto their bikes.

P.S: Some abstracts on the safety of cycle lanes and the effects of cycle lane separators have been submitted for next year's IPENZ Transportation Conference. 

References

1. Shane Turner, Shane Binder, Aaron Roozenburg (2009), "Cycle Safety: Reducing the Crash Risk", NZTA Research Report 389, <http://www.nzta.govt.nz/resources/research/reports/389/>
2. John Parkin & Ciaran Meyers (2010), "The effect of cycle lanes on the proximity between motor traffic and cycle traffic", Accident Analysis & Prevention, Vol.42, pp.159-165, <http://dx.doi.org/10.1016/j.aap.2009.07.018>
3. Laura Skilton (2007), "Coloured Cycle Lane Research", 2007 NZ Cycling Conference, <http://archive.can.org.nz/events/conf2007/presentns/2A3-Skilton-GreenCycleLane-PPT.pdf>
4. Megan Fowler & Glen Koorey (2006), "The Effects of the Pages Road Cycle Lane on Cyclist Safety and Traffic Flow Operations", 2006 IPENZ Trpnt Conference, <http://hdl.handle.net/10092/315>
5. Simon Kingham, Katherine Taylor, Glen Koorey (2011), "Assessment of the type of cycling infrastructure required to attract new cyclists", NZTA Research Report 449, <http://www.nzta.govt.nz/resources/research/reports/449/>
6. Glen Koorey (2005), "The 'On-again/Off-again' Debate about Cycle Facilities", 2005 NZ Cycling Conference, <http://spokes.org.nz/system/files/GlenKoorey-CycleConf2005.pdf>
7. Kay Teschke et al (2012), "Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study", American Journal of Public Health, Vol.102, No.12,

The courses below are available for full-time or part-time students studying for the following postgraduate transportation qualifications at Canterbury:

- Certificate of Proficiency (COP) ~ for individual one-off courses (great for CPD!)
- Postgraduate Certificate in Engineering (PGCertEng) ~ typically four courses
- Master of Engineering Studies (MEngSt) ~ typically eight courses
- Master of Engineering in Transportation (MET) ~ up to six courses plus research project/thesis

Domestic student fee per course in 2013 is \$731 incl. GST, + Student Services levy (up to \$350/semester). All courses run in “block mode” to enable part-time and distance students to easily take part. Block course dates are given below. All prospective students must Apply To Enrol in courses no later than one week prior to the course starting (preferably earlier) – otherwise late fees may apply. Candidates with a Bachelor of Engineering OR other relevant degrees (e.g. planning, geography, psychology, maths) OR non-degree with suitable work experience will be considered for entry.

COURSE

DESCRIPTION

Anytime (contact Department)

ENTR401: Fundamentals of Transport Engineering

(Self-study at home with 1-day tutorial at UC,

Semester 1 (Feb-Jun 2013)

ENTR611: Planning and Managing for Transport

(Block dates: 25-27 Feb, 22-24 Apr)

ENTR 604: Road Asset Management

(Block dates: 4-6 Mar, 29 Apr-1 May)

ENTR616: Advanced Transport Planning & Modelling

(Block dates: 18-20 Mar, 13-15 May)

Semester 2 (Jul-Oct 2013)

ENTR613: Highway Geometric Design

(Block dates: 15-17 Jul, 23-25 Sep)

ENTR617: Traffic Engineering and Design

(Block dates: 29-31 Jul, 9-11 Sep)

ENTR618: Transport and Freight Logistics

(Block dates: 5-7 Aug, 16-18 Sep)

Transportation planning; Road link theory & design; Intersection analysis & design; Traffic studies; Accident reduction; Sustainable transport planning & design; Intro to Pavement design. {bridging course for non-transportation students}

Road/transport administration in NZ; Transport legislation in NZ; Communication/presentation skills; Public consultation; Transport assessment; Traffic surveys; Demand management & tolling; Project economics; Construction planning & contract management.

Road asset management concepts, levels and functions; data requirements; evaluation of functional and structural performance; intervention criteria; deterioration models; rehabilitation and maintenance strategies and priorities. Urban transport planning process; Geographic information systems; Travel demand modelling and prediction; Project appraisal; Advanced transport modelling.

Human and vehicle factors; sight distance; horizontal and vertical alignment; cross-section design; design plans; land use access; signs, marking,

Traffic flow & queuing theory; traffic study design and analysis; local area traffic management; traffic signals; intersection safety; parking planning and design; traffic detection; intelligent transport systems.

Urban goods movement; transport/freight logistics; supply chain management; planning/design for other transport modes (rail, air, sea); major research project.

Note: Other relevant courses at Canterbury (e.g. Risk Management and Construction Management courses), Univ. of Auckland or elsewhere may also be suitable for credit to a PGCertEng, MEngSt or MET.

For more details contact Professor Alan Nicholson, Director of Transportation Engineering.

Phone: (03) 364-2233 Email: Alan.Nicholson@canterbury.ac.nz ..or see our website www.met.canterbury.ac.nz

BRANCH UPDATES

Canterbury/West Coast Branch Chair – James Park

The Branch Committee has met on 12 September, 10 October and 22 November 2012 and we have progressed several events including the Branch AGM this quarter.

Following the written Branch submission to the Christchurch City Council (CCC) draft Christchurch Transport Plan on 23 August 2012, we were offered and chose to take up the opportunity to make a verbal submission. Again we sought feedback from Members to bring together key discussion points to include and we had five Committee members attend the hearing in person, including the Chairman, on 28 September 2012. Many thanks to all of those Branch Members who contributed to, and supported, this process. This document has now been finalised as the Christchurch Transport Strategic Plan and is available on:

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

The Branch AGM was held on 8 November 2012 where a new Committee including two new members, was elected. This event was well attended and we were lucky to have a presentation by Jim Harland (Regional Director of NZTA) on "Transport - A means to an end or an end in itself?" discussing the challenges for NZTA in the current and future transport environment.

We also encouraged members to attend the Canterbury Active Transport (CAT) Forum on 26 November 2012 where the impacts of recent local strategies on active and passenger transport around Christchurch were discussed. See the following link for more information:

<http://www.crc.govt.nz/get-involved/working-groups/pages/canterbury-active-transport.aspx>

Jeanette Ward from the Committee visited Auckland at the end of November for the NZEE Awards Dinner and took the opportunity to speak to the Auckland/Northland Branch on a 'Christchurch Transport update' while up there. This was to spread awareness of the both the good things that are happening and that there is still a long way to go to get back to normal. Thanks very much Jeanette.

We are now heading into a quiet part of the year for the Branch over Christmas however we are intending to submit on the recently released CCDU Document "An Accessible City" – the Transport chapter of the Christchurch Earthquake Recovery Plan. This submission is due on 1 Feb 2013 so the Branch Committee will be engaging with local Members on this issue through December 2012 and January 2013. We would also encourage individual submissions from Members with reference to the consultation document on:

<http://ccdu.govt.nz/the-plan/an-accessible-city.aspx>

We are nearly there and after a long year (of recovery) in Canterbury we have all earned a bit of a break, especially your Branch Committee Members (a big thanks to all who have contributed in 2012). On behalf of the Branch Committee I hope that all Branch Members are able to find time to rest and recuperate over Christmas and prepare for the new challenges coming in 2013. Safe driving, a happy holiday, and I hope to see you back at our next Branch event in 2013. As always 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).

Central Branch Chair - Roger Burra

Towards this time last year it was apparent that the focus of our events have been based around Wellington, which has meant attendance is only viable for only 60-70% of our members. Therefore, one of our primary targets for 2012 was to push out to the wider regions of the central branch, and also to diversify with the type of events we organise. We have been successful on both counts this year and were very pleased to have brought events outside of Wellington in Palmerston North and Tasman.

Overall we have had a very productive year with a number of events including a site visit to the Manawatu Gorge Slip and a Regional Mayoral Forum discussing transportation issues in the Wellington region. In addition to this, The 2012 committee also organised 14 lunchtime presentations which is a great result compared to the eight and eleven which occurred in 2010 and 2011 respectively. We thank all our speakers for their time and effort they have put towards this and of course all of our members who have turned up to these events.

We want to maintain this great progress we have made over the last year and branch out further with more regional events in places like Hawkes Bay, Marlborough and the Manawatu, continue to offer members with more diversity with site visits, night time events and of course carry on with our monthly lunchtime meets. If anyone has any ideas/suggestions for events IPENZ Transportation Group should be organising we encourage you to approach one of the committee members below and feedback is always welcome.

BRANCH UPDATES

Please contact:

Roger Burra, 04 471 7404,
roger.burra@opus.co.uk
Jo Draper, 04 894 5432,
josephine.draper@nzta.govt.nz

To start things off the committee are looking at organising the following sessions early in the new year. Dates to be confirmed.

Cormac McBride: RR 500 – Strategic electronic monitoring and compliance of heavy commercial vehicles in the upper North Island

Bill Frith: RR 505 – Economic evaluation of the impact of safe speeds: Literature review

We are expecting 2013 to be another busy and successful year for the central

branch, as we become involved in organising the 2014 national conference to be held in Wellington. This is also in conjunction with the centenary of IPENZ so we want to make the conference a really exceptional event. Again, if you are interested in becoming involved please contact either Roger or Jo.

Lastly, a special thanks to all the committee members for their hard work this year. Have a great xmas and new years!

Auckland/Northland Branch Chair - Daniel Newcombe

This year, the branch committee has been heavily focused on increasing the number and breadth of technical meetings for members, and has led the country in providing online presentations

able to be viewed live or later by any Group member. The committee ran 16 events this year, with several of these available on the IPENZ TG website to view. The committee has drafted a wide-ranging set of events for next year, which will kick off a presentation on the revised Dominion Rd project (combined with the branch AGM) on January 29th. The current committee chair Daniel Newcombe is stepping down at the AGM and will be replaced by Matt Hinton, with Pippa Mitchell becoming deputy chair. The committee wishes the Auckland/Northland membership an enjoyable holiday period and looks forward to seeing you in the New Year.

THE NEW ZEALAND TRANSPORT SUMMIT

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Jim Quinn,
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Roger Sutton,
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Sheryl Ellison,
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SUBGROUP UPDATES

NZMUGs New Zealand Modelling User Group Conference Report

The New Zealand Modelling User Group (NZMUGs) has held a Conference for the last five years, with the most recent conference held in September 2012 at the Sky City Convention Centre in Auckland. The 2012 conference was the most popular so far with 80 attendees. This year's main draw cards were Tom van Vuren, a "big name" in transport modelling in the UK, and various software suppliers were also invited to present the latest developments in their

respective packages.

Satisfaction with the conference was canvassed via an online survey, with a 50% response rate returned. The vast majority of attendees responded that they were very or extremely pleased with the overall conference organisation. An overwhelming 87% of attendees were very or extremely satisfied with the 2012 conference. This reveals that respondents are in strong support with the current format and content of the NZMUGS conference.

In terms of content, keynote speakers, technical presentations, discussion

sessions and Panel Q&A sessions were popular with attendees for the proposed 2013 conference. Respondents generally preferred Queenstown for the 2013 conference location over Christchurch, however further investigation is currently being undertaken also considering Wellington.

Overall the event satisfaction was high for the 2012 Auckland NZMUGS conference, and the current concept and format is well regarded by attending members.



Cycle parking, Groningen, Netherlands
Cycle capacity: 5,100
City population: 188,000.

Trips Database Bureau

Trips Database Bureau notes with considerable sadness the passing of our inaugural chairman, Dave Gamble last month. He had stepped down from our chair after 9 years (2002-2011) during which he and Malcolm Douglass established our group from simply a good idea and discussion piece into a recognised and valued technical group. His gentle, wise and constant support for TDB encouraged and guided us through the early foundational days. Dave decided to step down at the point where he saw that TDB had completed its initial

development stage and was moving into a more mature dynamic as it approached the start of its second decade. We have missed his enthusiasm, humour and humble nature on the Board, and will now collectively miss his presence within the TDB family. He has left us with lasting and positive images of an expert, professional friend who was sometimes larger than life and a great companion.

On a more positive note, TDB held its annual workshop in Auckland about the time of the last Roundabout. This was particularly well attended and we had a

full day of presentations, which generated plenty of participation and associated networking around the group. Of key note at the workshop were presentations on our latest research reports and on our draft Strategic Plan which the TDB board has been working on to guide our operations into the second 10 years.

If you have any queries regarding TDB, please contact Tony Brennand (Chair) or Stuart Woods (Executive Officer) through admin@tdbonline.org or see our website: www.tdbonline.org

Ban those boxy things! A tongue-in-cheek thought-story by Kerry Wood

Imagine that teleporting becomes possible: “Beam me up Scotty.” Unlikely but a useful thought-experiment. After all, Einstein created a scientific revolution by imagining trams passing at the speed of light.

Imagine that you can walk into a boxy thing on the street and do some sort of hole-in-the-wall transaction. Then, within a second or three (geostationary orbit), you find yourself in another boxy-thing on another street. You can go anywhere in the country for a dollar, or anywhere in the world for two dollars. You can take with you any other people, pets or luggage that will fit; say a small car-load. There are boxy-things everywhere, with container-sized boxy-things for freight. You get boxy-points at the boxy-thing in the

supermarket. The rich have private boxy-things in their garages and use the car only to show off. Many employers have boxy-things: it is cheaper than employee parking and comes with built-in timesheets. The streets have far fewer motor vehicles; why bother when you can go boxy-to-boxy (boxbox) in seconds? Most of the remaining street-users are going to or from a boxy-thing, or cycling or walking for exercise. In Queen Street you can hear the footsteps. Children play on the streets, as their grandparents did, and the few remaining cars have similar pedestrian crash-rates.

Taking a job anywhere is possible but might be a political bridge too far, even for a thought-experiment. But Australia and New Zealand are an obvious boxy-union. Within the union you really can work anywhere: Cairns, Kaitaia, Wodonga or Whanganui. You can earn Australian wages and come home to New Zealand costs, for a while... Housing, schools and shopping offer the same choices. You can take the kids anywhere at the weekend—how about the Auckland Islands, or grab your passports and go to Venice?

You get the idea. Back in the real world, where does this take us?

1. In principle, the demand curve for personal transport runs out to infinity and becomes inherently unmanageable. Transport demand will always be constrained, by explicit regulation if not by cost.
2. Moving too far out on the demand curve creates massive disruption which may outweigh the benefits: in principle it will outweigh them. How long before Queenstown, Surfers' Paradise or Venice are taking out boxy-things to control crowding, while retailers scream about losing custom?
3. Transport costs are also a benefit because they manage demand. In principle and perhaps in practice there is a point where costs exceed benefits.
4. Transport is always under-priced if externalities are present. Excess demand leads to economic and social inefficiencies, and more externalities. Externalities include air and water pollution, pollution-induced health costs, carbon emissions, congestion, 'free' parking, whether on-street or off-street, noise, crashes and crash risk, and roading costs paid from rates—about half of local road costs. Some of these are very difficult to cost but inaction is the wrong response. It is better to be roughly right than exactly wrong.

Our ancestors have experienced at least seven land-transport revolutions in the last thousand years (somewhat compressed for Pacifica ancestors): the horse collar, navigation lock, turnpike/stagecoach, railway, bicycle, motor car and freeway. Personal transport costs have fallen by perhaps two orders of magnitude (100 km in an hour instead of a week) and freight by perhaps four orders (all-weather roads replacing scows). Generally, each revolution has been larger than the last, had greater external effects and been overtaken more quickly.

We have already overshot some limits (water pollution in the Waitemata), but how many? When will transport costs exceed benefits? How realistic are transport evaluation methods? *R*



MEMBER CONTRIBUTION

25th ARRB Conference – Shaping the Future: Linking research, policy and outcomes

In September, **Tim Mueller** had the good fortune to attend the combined ARRB and ATRF conferences in Perth, WA. Having worked in the research sector, consulting engineering and most recently the Strategy & Planning Group at Auckland Transport, these two conferences were always high on Tim's agenda of must-attend. Tim's employer, Auckland Transport (AT), sponsored his attendance and he is grateful for their support.



The ARRB conference occurs every two years, while the ARTF is an annual event and this year the combined conference theme was "Shaping the Future: Linking research, policy and outcomes". Under this theme, we explored infrastructure, pavement and materials technology, Safe Systems implementation, congestion, freight and productivity developments. The conference placed particular emphasis on the using results of transport research to support policy formulation and sound decision making. The ARRB conference commenced on Sunday with a technical tour, Perth highlights and projects – hosted by Main Roads Western Australia and the ATRF conference concluded on the following Saturday with tours that included the Perth Airport, The Fremantle Port and infrastructure tours of Perth including the Perth City Link Rail and Elizabeth Quay projects.

Conference Commences

Monday morning the conference sessions began with keynote addresses aimed to the conference theme. The presenters represented an excellent cross section of policy makers, road controlling authorities, scientists and engineers. Don Larkin (Chair of the ARRB Board) Gerard Waldron (Managing Director, ARRB Group) welcomed delegates and opened the conference. Keynote and plenary speakers provided a perspective of future transport challenges faced by Road Controlling Authorities. Research challenges include focusing on increasing competition, adaptation to climate change, the increasing interest (and presence) of nanotechnology and biomimicry in the transport sector. There was a focus on

Australia, and Western Australia in particular, with respect to the increasing national freight task and the effect of commodity prices on the industry. We also heard from the road freight industry and how the Performance Based Standards were not quite as effective as they were originally touted due to interstate process limitations and acceptance. The industry continues to grapple with Road User Charges (across the states) the need for increased capacity (volume, not necessarily mass) and the hypothecation of heavy vehicle charges back into dedicated heavy vehicle routes.

Technical sessions and Workshops

Over the course of the five days and the two conferences, there were a number of technical papers presented and workshop streams. The list below, while not exhaustive, gives an overview of the breadth of presentations:

- Product certification and innovation
- Heavy vehicle operation and technology
- Traffic signals and intersections
- Bituminous binders
- Network operations
- Pavement management
- Bridge management & inspection
- Strategic planning & intelligent transport systems
- Current, emerging and future asset management practice workshop
- Road safety
- Asset management
- Lighting & noise
- Road freight productivity
- Cementitious materials
- Trip generation, modelling and predictions

- Pavement design
- Economics and sustainability
- Condition data collection, management & analysis
- Bituminous surfacings
- The sprayed sealing alliance workshop
- Microsimulation and advanced modelling
- Bridges abutments and barriers

Throughout the conference we were reminded of the role transport plays in society, the economic complexity and social responsibility we all have as transport practitioners. Tuesday morning opened with a general theme of "Balancing sustainability, road safety, network performance and community expectations". Presenters touched on innovation and noted that subjects such as climate change, peak oil and food production (and hence transport) would continue to dog the Australian economy well over the next 20 years. It was noted that productivity is a mainstay of business and the Australian Productivity Commission was set up to help drive innovation and efficiency but lawmakers should focus on evidence based policymaking. This was supported by comments noting that our research tends to be focussed on issues that were identified in the past. Policy is out of step due to the lag between research outcomes and the policy implementation time, it's reactionary rather than proactive. Wednesday was an overlap day with the Australasian Transport Research Forum opening and the ARRB conference closing. Key theme for the session was "Shaping the future: identifying the transport challenges". We heard that Perth (and Australia) faced significant transport challenges



A selection of Tim's photographs taken in and around Perth

as the gross state product (WA) is expected to grow by 4.75% p.a. and the projected population by 2026 is expected to be 2.44 million. The current (2011) population is 1.74 million and 10 years ago the population was 850,000. Many of the local (Perth) challenges include:

- Urban congestion,
- Freight task to double by 2030,
- Increased public transport,
- Increased port access requirements,
- Road safety,
- Changing road use,
- Introduction (maybe) of light rail into the CBD.

The Perth airport used to have a rather rigid planning process, planning for years into the future. This no longer works and a more lean and responsive planning regime is required. What about planning to trigger points (a bit like managing by exception) such as passenger numbers or freight tonnage? With large infrastructure activities such as the expansion at the airport, incrementalism is a big problem. An alternative is to "Think Big" but then who pays? The airport has already spent upwards of \$200 million and is prepared to invest another \$750 million in its facilities to meet future growth. As the ARRB portion of the conference drew to a close we wrapped up with a plenary session, Shaping Cities: The role of transport planning in the future. With a focus on shaping cities, our thoughts turned to the future. How will future generations live, commute (will they commute), travel? What will those future cities look like? How will success be judged? Could we think of KPI's that (could) drive land use and transport planning? What is the overlap? Where is the overlap? One of the biggest impediments to future generations is likely to be the inability to stay "connected" while commuting in a private vehicle. Public

transport can provide an opportunity to stay connected. Perhaps this adds another dimension to transport infrastructure planning? Finally, we were reminded, "at the end of any journey we become pedestrians ... therefore, pedestrians should be the number one priority". Throughout the course of this conference, we were reminded that we as transport practitioners have a number of challenges in front of us; we were challenged with a number of thoughts, concepts and recent innovation. Bringing us back to the origin of our conference theme, of Shaping the Future – linking research, policy and outcomes, our speakers reminded us of the following:

- Policy Requirements
- What are the issues & drivers?
- What are policy responses?
- What do policy makers need?
- What research is needed to support policy development?
- Peak Oil?
- Implications on future travel
- Understand broader impacts of the problem and potential solutions
- Economic,
- Environmental, and
- Social
- Peak car use
- Western ("first world") car use declining but eastern culture (e.g. BRIC) car use increasing,
- Infrastructure, environmental and social implications
- Personalise the research.

Concluding Remarks

As the conference closed, best paper winners were acknowledged, closing remarks from the Chairman and a well deserved acknowledgement and heartfelt thanks was passed on to all the volunteers and staff who contributed to making the conference a huge

success. This conference had delegates from 22 countries and although there was a focus on Western Australia it was truly an international conference of substance and stature. As I scanned the audience during the presentations and workshops, I saw heads nodding in agreement; that so many of us from different jurisdictions were grappling with the same issues and challenges. This reminded me that we are connected in so many ways in this global economy, that no one country has "solved it" and that we need to continue to work together for the betterment of the industry and the people we serve (in my case) since we are usually entrusted with public money and have an obligation to invest it wisely and deliver sound outcomes based on the best research or knowledge available. A conference such as this is a great way to meet and catch-up with old friends as well as make new ones. Although Perth is a bit of a hike, I was a little disappointed with the relatively few New Zealanders in attendance. Perhaps it is reflective of the economic times, perhaps a result of combining a number of Councils into one (in Auckland)? I believe the worth of an intellectually charged and focused environment such as this should never be underestimated in terms of stimulating and challenging our minds and imagination. Again, I am grateful for Auckland Transport and its management for their support and allowing me the opportunity to participate in an event such as this. In conclusion, interestingly (to me anyway) sustainability or sustainable transport was a topic mentioned more frequently than I expected. Maybe I underestimate a conservative nature of these Western Australians; blessed with a seemingly endless supply of natural mineral, hydrocarbon and rare earth resources.

Conference Tours and Field Trip Summary

In my opinion, one of the attractions and features of the ARRB Conferences is the breadth and depth of the technical tours. Sunday morning we had the opportunity to tour some of the highlights and infrastructure projects being undertaken in and around the greater Perth region.

Saturday, following the ATRF Conference, we were able to tour the Perth Airport and WA Gateway, a bus tour of the Fremantle Port or a walking tour of the Perth Central Rail Sinking and Northbridge Link Developments.

The Gateway WA: Perth Airport and Freight Access Project is perhaps Main Roads WA largest ever transport infrastructure project, investing \$1 billion in a major upgrade of the roading network surrounding the Perth Airport and incorporating the freight and industrial hubs of Kewdale and Forrestfield. The project is driven by the expected doubling of passenger air travel and the road freight task over the next 10 years, coupled with the proposed consolidation of the Perth airport terminals. Current project plans have construction commencing in 2013 with completion in 2017. Key elements of the project include three new grade-separated interchanges, the existing Tonkin Highway/Roe Highway interchange will be upgraded to a partial freeway-to-freeway interchange and subject to further funding negotiations a new interchange may be built at the Tonkin Highway/Boud Avenue.

There are many infrastructure projects underway or in the later stages of planning in and around Perth. Two that I had the opportunity to tour were the Perth City Link and the Elizabeth Quay projects. Combined, these two projects involve more than \$1.6 billion of government and \$6.2 billion of private

sector investment.

Elizabeth Quay

When describing the Elizabeth Quay project our guide suggested it was essentially taking the city, which developed on an east-west axis along Murray and Hay streets, and turning it 90 degrees so that it now lies on a north-south axis along Barrack and William Street. It also includes digging out the bank of the Swan River and redirecting it in, towards the city, and as their slogan claims, it will "bring the river to the city". A consortium of local, state and federal government departments along with private developers are undertaking the development. The Metropolitan Redevelopment Authority (MRA) is overseeing the project including the construction of public infrastructure, creation of the development sites and administering the planning approval for the construction of the buildings being developed by the private sector. The project area is 10 hectares, will include 800 residential dwellings and accommodate a residential population of 1,400. It will also provide 400 hotel rooms, office space of 200,000 sqm and 25,000 sqm of retail space. All public works are due for completion by mid-

2015. The plan includes developing and integrating public transport, walking and cycling paths along with commercial ferry terminals and public green spaces. While the Elizabeth Quay project involves bringing the river to the city, the Perth City Rail Link will connect the Northern precinct of Perth (Northbridge) to the CBD and wider Perth. This is another collaborative project led by the MRA along with the City of Perth, the Public Transit Authority and the Australian Government.

City Rail Link

The project involves the sinking of the Fremantle rail line from the Perth station to King/Lake Streets, undergrounding the Wellington Street Bus Station and creating five new pedestrian and vehicular connections between the city centre and Northbridge. When complete, the Perth City Link will provide 1,650 new apartments catering for a residential population of approximately 3,060 people. The project will also create 244,000 square metres of office and retail space. The funding from the three tiers of government is in the order of \$1 billion, along with an estimated \$4 billion expected to be attracted from private investment.



The Fremantle line with the new Perth arena off in the distance on the left hand side.



Left: The Freemantle line and Platform 5 in the Perth Station. One of the challenges of these works is the “live” environment.

The public are able to continue using the station and the trains while construction is undertaken.

Below left: Work on the Freemantle line continues while the line remains operational. The station complex also remains operational with minimal “off limits” spaces to the public during construction.

This presents its own operational as well as health and safety challenges.

Below right: The extent and proposed development area of Elizabeth Quay along the bank of the Swan River. 



ENGINEERING EXCELLENCE AWARDS



The Canterbury earthquake sequence that started with the Darfield earthquake on September 4th 2010 left over 25% of the town of Kaiapoi devastated. With significant damage to infrastructure, land, businesses and homes, the earthquake response and subsequent rebuild of Kaiapoi was always going to be a complex engineering project. The Waimakariri District Council understood that rebuilding is not synonymous with recovery, rather it is one of the tools to achieve the recovery, and how the community

drop in caravan, and public meetings for the worst affected residents.

The Council recognised that a high level of community engagement and establishing relationships with the other key delivery agents was essential to the successful recovery. The Council listened, informed, educated, and engaged on how the newly built community should look, and ultimately delivered a co-ordinated programme of work across all delivery agents that allowed homeowners to start to plan for their future.

came though this period would determine their success. During the immediate response, WDC focused both on getting the services up and running as soon as possible and keeping residents informed every step of the way. Key tools used included regular hand-delivered updates, a

The way the Council responded to the earthquake and engaged with the community and other parties to plan the rebuild has won high praise from the community and observing agencies. The relationships developed continue to drive Kaiapoi towards a successful recovery.

From a transport point of view it was the damaged streets that offered the greatest potential for improvement in the rebuild, this opportunity resulted in the ‘Streetscape Plan’ process. This process was led by IPENZ Transportation Group member Jeanette Ward. Jeanette presented on the design and consultation process at the 2011 conference and continues to work with the Council on the delivering the streetscapes that were not affected by the subsequent Red Zoning of residential areas in Kaiapoi. Jeanette is pictured with some of the team at the NZEE Awards Dinner after receiving their award for Excellence in Community Engagement.

MEMBERSHIP INFORMATION

Several reports were tabled at the recent IPENZ Transportation Group AGM; these are available for viewing in the Members' area of our website. The following summary of membership is presented for general interest. **Dave Wanty, Membership Secretary**

MEMBERSHIP SECRETARY'S REPORT ANNUAL REPORT 2011/2012

The following is a summary explanation of our current membership (as at end of September 2011), with some historical details also provided.

After levelling out at about 1100 members for the preceding three years, our membership over the past year (Oct'11-Sep'12) has grown as shown in the two graphs. There has been a noticeable doubling of our student members (thanks are due to Glen Koorey and Doug Wilson at Canterbury and Auckland universities respectively). There has also been a reasonable increase in our Auckland 'employed' membership. Of our over 1000 non-student NZ members, according to IPENZ records at the end of September 2012, almost 200 are members of our NZMUGS sub-group, over 110 are members of our SNUG sub-group and about 80 are members of both.

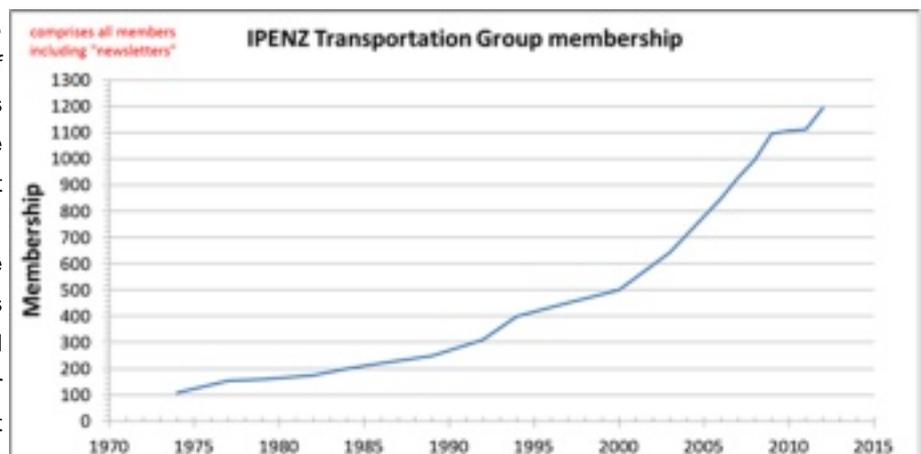
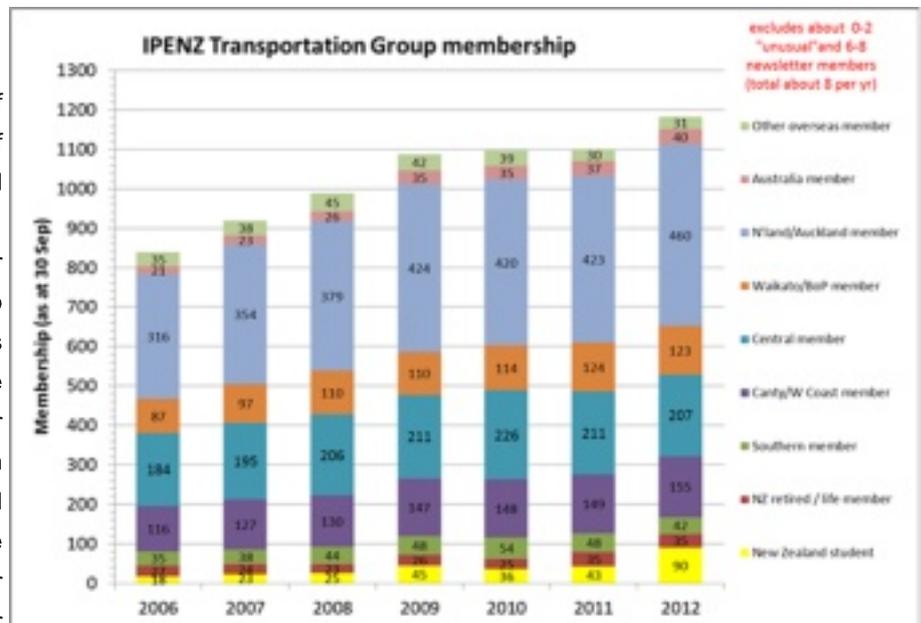
Our membership comprises 400 who are IPENZ competence graded members (AIPENZ, TIPENZ, MIPENZ, FIPENZ) and over 300 who are Student, Affiliate or Graduate (GIPENZ) members of our parent body IPENZ. And while we do not keep track, last year approximately 60% of our membership were consultants, 15% local authority and regional council employees, and 12% NZTA employees (remainder about 13%).

In the past year we have; we have changed our correspondence procedures and letter(s) sent by IPENZ; revised the membership application form which is now electronic (any member can nominate or second a new applicant and you can now give an alternative email contact*); and we have proposed some Rule changes.

I wish to thank Fiona McLean, the IPENZ administrator who looks after the IPENZ Special and Technical interest groups (please inform Fiona at IPENZ if you want to add a second email contact address which could be helpful).

To our student members please inform us when (hopefully) you finish your studies and gain employment - we hope to see more of you at our (and IPENZ) branch events next year.

I am also pleased to report that while many (if not most) of you have received a copy of our "A Wheel on Each Corner. The history of the IPENZ Transportation Group 1956-2006", its author Malcolm Douglass has recently received the electronic copy on a CD recovered from the Canterbury earthquake rubble. This will soon be placed in our Members only area. 



Transport Your Career



Senior Road Safety Engineer 2013 new beginnings

Do you want to be part of a professional team that aims to save lives, reduce serious crashes, and contribute to delivering transport choices that get people where they want, when they want?

We are seeking a dynamic and experienced Senior Road Safety Engineer to be part of a team of professional Engineers focused on investigating, designing and delivering effective road safety outcomes across the Auckland region.

Working in road safety is not for the faint-hearted. We need resilient, tenacious and effective Engineers that can work under pressure and build fantastic relationships with both stakeholders and customers alike, display excellent communication skills and of course a drive to deliver effective and innovative transport solutions to our customers.

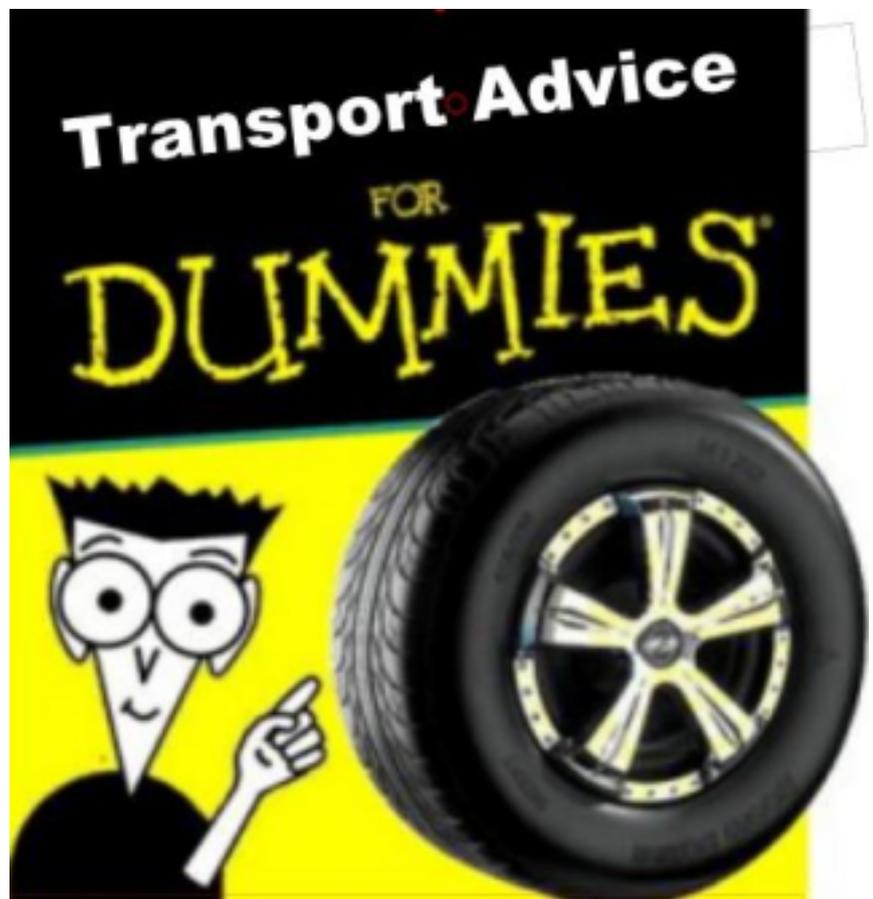
Bringing your related qualification and experience working at a senior level, you will have an excellent understanding of engineering design principles, problem solving ability and solution-focused outcomes together with practical experience. Ideally, you hold CPEng or be well on the path to acquiring this quality mark attesting to your competence as a professional Engineer.

You would work in several dimensions including autonomously, providing support to junior colleagues and assistance to the Team Leader. Demonstrated experience with New Zealand guidelines/standards, along with application of safe system principles to traffic safety including safety around schools programmes, crash reduction, investigation/concept, scheme and detailed design, construction, safety auditing and so on, makes you an ideal candidate for this role.

If you have a commitment and passion for Road Safety and this sounds like something you have been waiting for, please contact recruitment@aucklandtransport.govt.nz and start a new journey with Auckland Transport [please note the Auckland Transport office will be closed between Saturday, 22 December 2012 and Sunday, 6 January 2013].



A 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.



Dear Transport Guy

We all know that there is an unwritten rule that you may travel up 10km/hr over the posted speed limit, yet these speed limits are set based on robust safety calculations like sight distance, etc which are rendered inadequate by speeding drivers. I would like to suggest that we post reduced speed limits, setting them 10km/hr under the speed we actually want drivers to travel, e.g. posting 40km/hr when we want drivers to travel at 50km/hr. What do you think?

Ernie, Hamilton

Dear Earnest

Great idea. It's worth noting that traffic engineers commonly use the 85%ile to calculate design features. I fear that drivers will not react well to a reduced speed limit. Instead, how about we nominate 15% of the population as 'disposable' and let them travel as fast as they like?

~Transport Guy

Dear Transport Guy

I'd like to complain about the new Give Way rules. I consider myself an above average driver, have always driven my green Honda Accord carefully, so I have an impeccable driving record. However since the Give Way laws were changed I found myself constantly being honked at and abused by other drivers when turning at a sidestreet. I have carefully studied the Give Way rules on NZTA's website and it is clear that in all situations a green car has right of way over any other vehicle (coincidentally many of them are red). Can you please suggest how the Give Way rules can be changed to fix this issue?

Basil, Invercargill



Dear Imbecile

It's extraordinary the number of people who consider themselves above-average drivers. Even without you raising this, I could tell you thought you were one. I'm afraid the Give Way rules are clear on this matter – green cars always have right of way. I would suggest that to reduce the amount of abuse you receive, you should buy a red car and give way to every green car you see. I'll leave it up to you to decide which other car colours you give way to.

~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...

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Apocalypse Not by Eric Perlin



Roundabout wishes all readers a safe and happy end-of-the-world.