

# Roundabout

Magazine of the IPENZ Transportation Group

Issue 147 March 2016

**Associate Transport Minister  
speaks at conference dinner:**  
*Find out what else happened  
-conference wrap up inside!*

IPENZ  
Institution of Professional Engineers and New Zealand

CONFERENCE  
DINNER

3M



*Also in this edition:*

- Weird Car Archive
- What I Learned From My Bike Crash
- Cyclists To Pay Congestion Charge?

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*"Autonomous cars are likely to be so efficient that people will not need to be in them."*  
p50

*"A special prize was given to the convenor who also cycled to the conference dinner in his tuxedo."*  
p8

*"Fewer road markings can improve street safety for everyone by making drivers more cautious."*  
p20

*"This crash all happened so quickly that I was pretty shocked and lay there for a few moments trying to figure out what had happened."*  
p30

Roundabout is the magazine of the IPENZ Transportation Group, published quarterly. It features topical articles and other relevant tidbits 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. Opinions expressed in Roundabout are not necessarily the opinion of the IPENZ Transportation Group or the editor, except the editorial of course.

Many thanks are due to Opus International Consultants, who sponsor the printing of Roundabout for those members who prefer to receive a hard copy.

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A monthly Mini-Roundabout email update is circulated on the 15th of in-between months and contributions are due by the 12th of each month.

If somehow you have come to be reading Roundabout but aren't yet a member of the IPENZ Transportation Group, you are most welcome to join. Just fill in an application form, available from the Group website:  
<http://ipenz.org.nz/ipenztg/files/TGApp.pdf>

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# Editorial



I hope you will forgive the slightly late arrival of this edition of Roundabout. I was rather tied up sorting out the conference, the awards and the general aftermath.

As always, we should be in awe of how Glenda and the team (below) at Harding Consultants manage to pull together all the details for the conference in spite of the dithering and uncertainty from the convenor (ahem, me). My reluctance to delegate tasks to my organising committee probably didn't

help.

Although I helped direct the overall conference approach, the unseen but invaluable donkey work was really done by Glenda. I worked my butt off to create the conference, so I shudder to think of the effort her team had to put in.



A key part of my role was choosing keynotes and I have had excellent feedback on these.

I think we did really well to have the leaders of Auckland Transport, the Transport Agency and the Ministry of Transport speak at the conference and their presentations were fascinating - as much for how they compared to each other as what was actually said.

***I strived to make the dinner a more prestigious event but I apologise to those who missed the dress-up elements.***

AT Board chairman Dr Lester Levy ditched his presentation and spoke off the cuff about how we should think of transport as a tool for cultural change – supporting what we want our future society to be.

By comparison, MoT head Martin Matthews focused heavily on new technologies solving a range of current transport dilemmas. A questioner afterwards queried why his presentation contained lots of futuristic vehicles but no people.

My favourite keynotes were those from speakers outside of the mainstream transport organisations – MOTAT, Callaghan Institute and Uber. The thoughts and perspectives from these speakers on what they saw as happening in our profession were refreshing.

Particularly refreshing were Patrick Reynolds and Steve Burgess, both of whom challenged us in our thinking – either in the way we perceived problems or in our solutions. I selected them for this role but also because they are both humorous and intelligent in their arguments. I hope they stimulated some discussion.



I was also chuffed at the presence of the Associate Minister of Transport, the Honourable Craig Foss at the conference dinner and awards ceremony (he has also indicated he'd be happy to attend next year).

I strived to make the dinner more of a prestigious event – and I think I achieved this – but I apologise to those who missed the dress-up elements. I thought dressing up in a tux might be enough but I think next year's event will have to play to the crowd (cough \* Jeanette Ward \* cough) and pick a costume theme.

If I stand back and think about what we achieved; we ran the biggest conference (250+ delegates over three days) that we've had for a long time, if not ever. We briefly topped the Twitter ratings for NZ thanks to some astute tweeting. We attracted the presence of leading politicians, transport heads and industry thinkers. We look like we'll break even for the event after years of conference loses.

And most importantly for me, we've had a lot of feedback that this conference raised the bar in terms of what the IPENZ Transportation Group does and how it is perceived.

For those who attended, thank you. For those who missed it, I'll dripfeed conference material in coming months in Roundabout, but I also hope to see you at next year's event.

***Daniel Newcombe  
Roundabout Editor  
@newcombe\_dan***



# Chairman's Message



In between a very busy workload and trying to decide what to write about for this edition of Roundabout, the TG Conference 2016 has conveniently occurred a few days prior to the deadline for this edition.

The issues that have been at the forefront of my mind have been fairly prominent in the press in recent weeks. How does Auckland (and indeed other cities in NZ) cater for the expected population growth? The second issue relates to automated vehicles and its impact on future travel.

The conference has provided some great material and food for thought on how 'Design, Innovation and Technology' can contribute towards the projects proposed to address Auckland's growth issues. I thought I would share some of what I considered the highlights and key stand out messages. I understand that Daniel is including a report on Conference 2016 and this is no attempt or indeed intention to steal his thunder. I hope it complements his report.

Conference 2016 was an outstanding success and this has been in no small measure due to the concerted effort of the organising committee but more specifically the effort and energy of Daniel. This conference included a higher number than usual of keynote speakers. The general feedback was that the speakers were excellent and the hope was that future conferences would be similar.

The above endorsement is not a deferential effort to mollify him for my 'non-show' in the previous edition of Roundabout!

Also, my apologies if this is an Auckland-centric message. A lot of these issues are not new or profound. This is just common sense and messages that have been around for a long time. Maybe people did not or chose not to hear them.

Of course the key issue was the pain of a very fast growing city and how to go about meeting this challenge. We learnt that the expected growth of Auckland up to 2030 is greater than

what the total population of Christchurch is expected to be at that time! It was also noted that the median forecast growth based on the previous censuses was always less than the actual growth. These are sobering thoughts.

It was also pointed out that the growth issues facing Auckland will occur in the rest of New Zealand's growing cities albeit to a smaller scale. Similarly potential 'solutions' and lessons learned will apply elsewhere equally.

There was a number of mentions about creating a smart or liveable city. Someone once said that (or along similar lines), "A liveable city is not where the poor can drive cars but where the rich can take public transport."

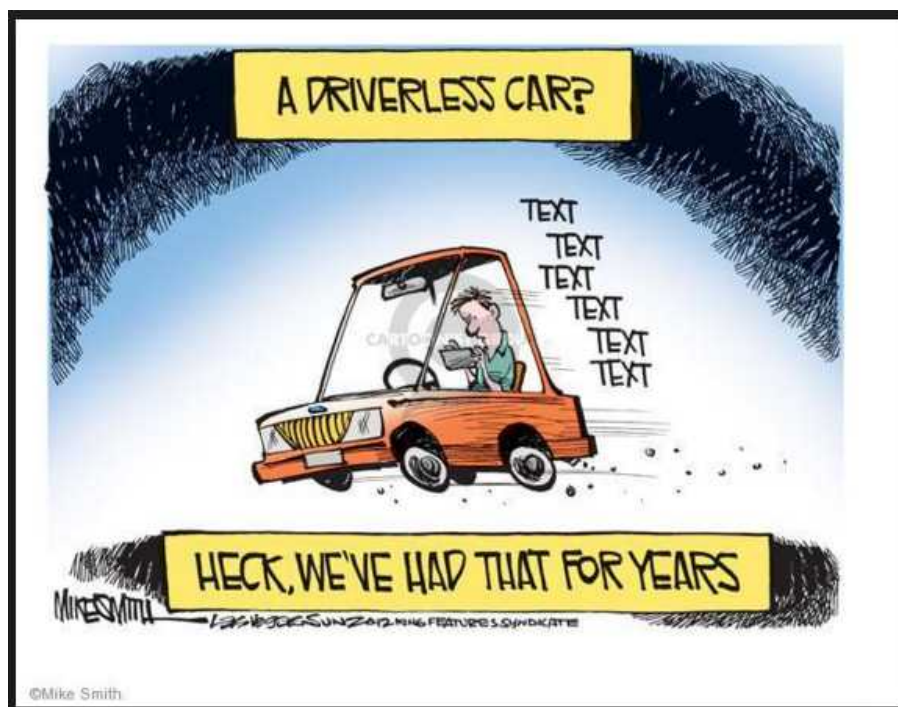
It is ironic that prior to the development of the internal combustion engine, rail served the rich people who lived away from the city (in the leafy 'rural' environs) and the attendant poor environment that was a consequence of the local industries. The poor lived close to their work places in these industries because they could not afford to, in terms of cost and time, travel from afar.

A local example of (not) providing choice is the De Leuw Cather report from circa 1963. There were two reports proposing the development of a balanced transportation system consisting of a highway network and a coordinated bus and rail rapid transit system. The rail would be the 'long haul' component served by feeder bus lines. The latter is not dissimilar to the proposed 'new network' in Auckland.

It is interesting that in the past 20 years the 'De Leuw Cather' report was mentioned in justifying the completion of the motorway network. Yet no mention was made of the other half of the study to provide a balanced transportation system accommodate Auckland's anticipated growth.

It is indeed this imbalance that deprives us of the transport choice that is needed to create a liveable city. Nevertheless, it is hoped that the completion of the City Rail Link and the 'new network' will contribute to achieving a liveable city.

There were approximately 100 million public transport trips per annum during the tram era. Of course, this is not surprising due the low rate of car ownership at the time. At the moment,



How times have changed! Suburbs close to the city centres are the most sought after and most expensive. Yet many still drive to work from these places. In some countries, the rail commute from a neighbouring city or town is very common. The key issues are providing choice and the interaction between land use and transport infrastructure/services. Again nothing profound or in the realm of rocket science.

with the population about six times higher, we are at only 80 million trips per annum. The number of PT trips per annum per capita has reduced from 500 to 67! Of course the current environment is entirely different, but there is certainly scope to remove a large number of single occupant commuting vehicles from our roads each day.

One anecdote was about a person in West Auckland who says that, due to

the improved rail service and rolling stock between West Auckland, they can now access a higher paying job in the CBD. Is this not what it is (at least one component) about creating a liveable city? It is amazing to think that we will invest thousands of dollars for a car - a depreciating asset that is used for only 90 minutes per day!

Clearly people want a choice and this must be provided though an integrated transport system. As was mentioned several times, it is all about people and not just vehicle trips.

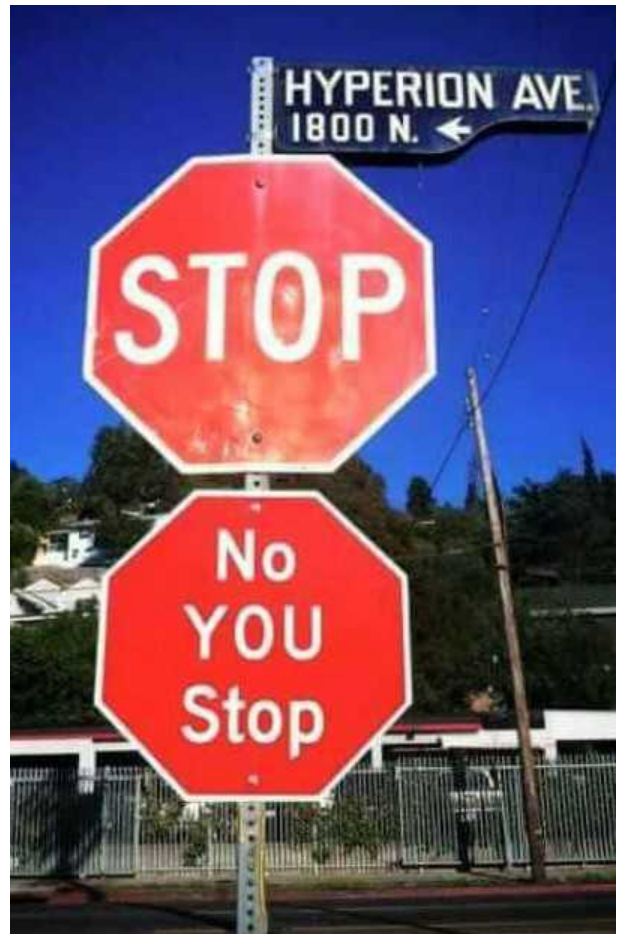
I mentioned the land use/transport infrastructure interaction. With the push for additional housing to meet the demand, it would be imprudent not to include the provision of choice in the decision making process relating to transport infrastructure. There is far too much to do and not enough time. The term 'analysis by paralysis' was also mentioned. As a city, we have to keep moving and keep making the right decisions (most of the time anyway).

An example was provided relating to a meeting in Silicon Valley with company CEOs (in the 28-30 year age bracket!). When a decision needed to be made (but some key people were absent), a meeting was scheduled for the following week. In New Zealand (and no doubt in some other parts of the world as well) the typical response is, "We'll get back to you after considering the business case and getting permission from the relevant authority"! This is somewhat hyperbolic I imagine, but it well illustrates the point.

No place (or time) for Innovation and Technology, will leave that for the next time...

On a final note, the TG Vice Chair Alan Gregory's mother's health has suddenly taken a turn for the worse. He has had to rush back to the UK to spend time with her. Our thoughts are with the Gregory family.

**Pravin Dayaram**  
National Committee Chair



*Only in Huntly*



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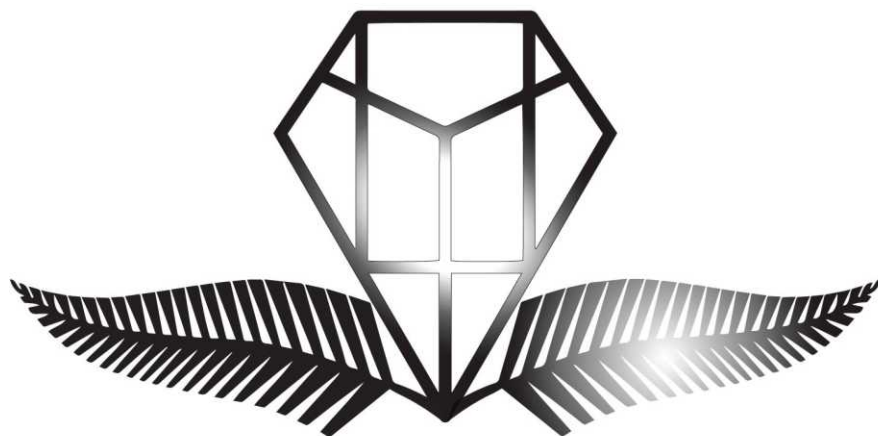
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## 3M Traffic Safety Innovation Award



### New Zealand's Premier Road Safety Award goes to the NZ Transport Agency for Weather-Activated Variable Speed Sign

NZ's premier road safety award recognising exemplary innovation and effectiveness to save lives and injuries on roads has been awarded to a project delivered by the NZ Transport Agency to reduce the number and the severity of crashes on State Highway 29 over the Kaimai Range.

The 3M Traffic Safety Innovation Award for 2016 was presented by the Associate Minister of Transport, the Hon Craig Foss, and Michael Holderness, representing 3M New Zealand Ltd.

The award ceremony was attended by over 150 of NZ's foremost transport professionals and advocates at the Institute of Professional Engineers of New Zealand (IPENZ) Transportation Group's annual conference at the Maritime Museum in Auckland.

IPENZ Transportation Group National Chairman, Mr Pravin Dayaram, said "Our 2016 winner demonstrates an effective and innovative approach to reducing road trauma on a state highway known for its unpredictable weather conditions.

"The project, part of the Government's Safer Journeys road safety strategy, is an excellent initiative which reminds drivers to slow down during inclement weather and has the potential to significantly reduce crashes on both sides of the Kaimai Range.

The regular activation of the lower speed limits since installation at the beginning of November 2015 reflects the poor weather and visibility conditions the state highway is subjected to and the need for drivers to adjust their driving behaviour accordingly.

The Transport Agency is being congratulated through this award for driving such a transformative NZ first project, which could be applied in other parts of the

country, such as the Brynderwyn Range (Northland), the Rimutaka Range (Wellington) and a number of passes in the South Island."

Judges considered the specific features of the many projects submitted, particularly in terms of innovation in thinking and technology, problem-solving as well as the real benefits in reducing trauma. Cost-effectiveness and transferability to other areas were other key criteria.

Finalists for this hotly-contested award came from many areas. These included new ideas and actions from local and national transport organisations, industry associations and transport companies implementing programmes with targets to improve safety for all road users.

The winning team was made up of:

- Angela Crean – NZ Transport Agency
- Colin Brodie – NZ Transport Agency
- Zachary Lawrence – Armitage Group Ltd
- Murray Russell – Armitage Group Ltd
- Ian Campion – NZ Police
- Neil Garnett – Opus International Consultants Ltd
- Peter Fisher – MetService

The runner up was the Auckland Motorway Alliance for the "Protecting Motorists against Wrong Way Driver" project.

The other finalists were:

- Auckland Motorway Alliance - Innovative use of Thriebeam safety barrier
- Christchurch City Council - An Accessible City: A collaborative approach to redesigning and increasing the safety of the transport network of a central city
- EA Networks – Undergrounding of power poles on SH1 and 77



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# IPENZ Transportation Group 2016 Conference Wrap Up

This year the conference ran over three days instead of two, with day 'themes' that allowed delegates to attend individual days. Most delegates (over 250) chose to attend the entire conference, which was held in the luxurious Pullman Hotel in central Auckland.

The exhibitor's area was near the outdoor plaza and Auckland blessed the event with pleasant weather, to allow many of the breaks to be spent in the sunshine enjoying the view (after having read all the sponsor's material).

Speaking of sponsors, the Day Sponsors were Auckland Transport, NZTA and 3M. The IPENZ Transportation Group is once again grateful to all sponsors – big and small – for their support.



AT also supplied bike parking and gave away prizes to those who tweeted pictures of themselves cycling to the conference. A special prize was given to the convenor who also cycled to the conference dinner in his tuxedo – not a sight often seen in downtown Auckland. Yet.

The conference was once again MC'd by Greg Ellis, who appeared as himself on Monday, Richard Pearse on Tuesday and Weta's Richard on Wednesday. Greg's usual inimitable humour kept the conference ticking along.



The conference's Design Day was opened on the Monday by Auckland Mayor Len Brown in his usual effusive way, extolling the virtues and progress of transport in the city during his tenure.

This was followed up by Auckland Transport CEO David Warburton outlining the issues currently facing the organisation and region. This was backed up by a similar presentation from Jim Quinn, head of Auckland Council's Strategy department and former KiwiRail CEO.



Later that day Greg Edmonds, head of AT's capital delivery department challenged the orthodoxy of building large infrastructure in a rapidly changing industry, and urged adaptability in any designs.

Some startling figures were outlined in the presentations. Auckland's growth was broken down for a typical week last year:

- 819 new residents a week
- 344 new homes required
- A new street required every 2 days
- 400 additional cars on our roads, 17 new buses needed, 3 ½ new trains required
- 205 additional new children
- 8 new classes, 8 new teachers, a new school needed every 3 months
- A new doctor needed each week
- 64 new offences including 10 additional burglaries
- Of those eligible to work, 405 additional new jobs are required

And to assess the growth in Auckland in comparison to the rest of our country - every month Auckland is adding a Palmerston North, every 3 months a Hamilton and every 10 years Auckland is adding an entire Christchurch!!

The conference's international guest was NACTO's Skye Duncan, all the way from New York. Her conference presence – a speech and comprehensive workshop – was interrupted by numerous media events, and she ended up featured in local and national magazines, as well as TV.

IPENZ Transportation Group supported Skye on a short speaking tour of Christchurch and Wellington as well, for members who were unable to attend the conference.

Skye covered a range of projects and themes she is leading as a global lead of a new wave of street design. A clue to her breadth of influence is found in her previous week's itinerary – Ethiopia and Bogota.

Tuesday's Innovation Day opened with Auckland Transport's Chairman Dr Lester Levy speaking off the cuff about how we should think of transport as a tool for cultural change – supporting what we want our future society to be.





His insightful talk – notably different to all the other keynotes – set him apart in terms of thinking and approach.

By comparison, Ministry of Transport head Martin Matthews focused heavily on new technologies solving a range of current transport dilemmas (including a zeppelin-type freight carrier that had a few delegates scratching their heads).

A questioner afterwards queried why his presentation contained lots of futuristic vehicles but no people. The contrast with Dr Levy's talk was quite stark and –although both were good- it left an impression that AT and MoT have two different views of our transport future.

The future was also a theme for Michael Frawley, head of the Museum of Transport and Technology (MOTAT), although he noted that our thinking today echoes thinking of the past. His aim was to change MOTAT from being a collection of old

machines, into a technology hub for aspiring scientists and engineers. This seemed to strike a chord with delegates, with many noting that there is no such facility in NZ.

The Innovation Day ended with the Associate Transport Minister Craig Foss presenting this year's 3M Traffic Safety Innovation Award, at the Maritime Museum on Auckland's waterfront.

The black tie dinner was notably less raucous than previous (themed) events and the various dignitaries (the Minister, AT and Council leaders, etc.) appeared to appreciate the decorum. We can all let loose in Hamilton next year...

The 3M award went to NZTA's Weather-Activated Variable Speed Sign, and Hamish Kingsbury won the inaugural 3M Young Professional award. Hamish was 'super stoked' (see photo elsewhere in Roundabout) as he didn't realise there was such an award.

For the first time, the 3M award this year was accompanied by a press release, prepared by the awards co-ordinator, who was also the conference convenor, who is also Roundabout editor. It is an important step for the Group to not just present these awards, but also promote them.

Wednesday's Technology theme covered a wide range of topics from drones to road safety to autonomous vehicles. A LOT of autonomous vehicles. There was a range in the optimism for these transport solutions – the likely result being that they will be really useful but take a very long time to displace the current fleet.

NZTA's Ernst Zollner spoke on the agency's vision for our transport future and it was notably aligned with AT's from Monday and Tuesday. He was accompanied by Dr Dean Peterson from the Callaghan Institute, who had an 'outsider's' view of transport technology. Another outsider's view came from Oscar Peppit, head of Uber in NZ, who closed the conference.





Oscar spoke on how quickly simple app technology can fundamentally change transport systems (and culture – 20% of Uber drivers are female, compared to 2% of taxi drivers) and how this is only likely to accelerate in the future.



Uber is not simply replacing taxis, but integrating into multiple forms of movement – of goods, people and services. Greg Ellis the MC brought up a recent disappointing experience with Uber, and is bound to have got a future discount out of it...

Other speakers on Wednesday covered big data, smart transit and freight, all of which have a huge role in the emerging future of transport.

The conference also trialled the use of a ShowGizmo app which allowed for live polling, live questions from the audience and immediate performance reviews of speakers. In a brave new world, this type of app will increasingly be used to provide conference information.

The conference briefly topped the Twitter rankings within NZ, though we are not quite sure what this means.

Overall the conference received very good feedback from both delegates and (importantly) the keynotes and Minister. This bodes well for the future.

Some feedback noted that this year's conference represented a 'step change' from previous events, which should attract additional sponsors, speakers and delegates to future events.

Finally, a big thank you goes out to the organising committee, Glenda and the team at Harding Consultants, and all delegates for making the conference a huge success.



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IPENZ Transportation Group  
Conference 2016  
Auckland 7-9 March

Pullman Hotel, Auckland



## Professional development opportunities

**Planning and Design for  
Walking and Cycling**



**Auckland, 22-25 February 2016**

Planning and design for walking and cycling

ViaStrada is offering four days of training covering Planning and Design for Walking and for Cycling, hosted by Auckland Transport at the Auckland Council Manukau offices.

**Walking courses.** Guidance and tools published by the NZTA enable better practice in meeting user needs. This course aims to ensure participants are inspired, understand the key principles behind the guidance, and are equipped with the basic skills needed to apply them.

**Cycling courses** start with the principles of planning and design for cycling and move on to planning and funding, mid-block and path design, and intersection design. They can be taken individually or as a block, and are aimed at anybody planning, designing or reviewing roads or other facilities used by cyclists.

**Information and registration:**

To find out more or register for these courses:

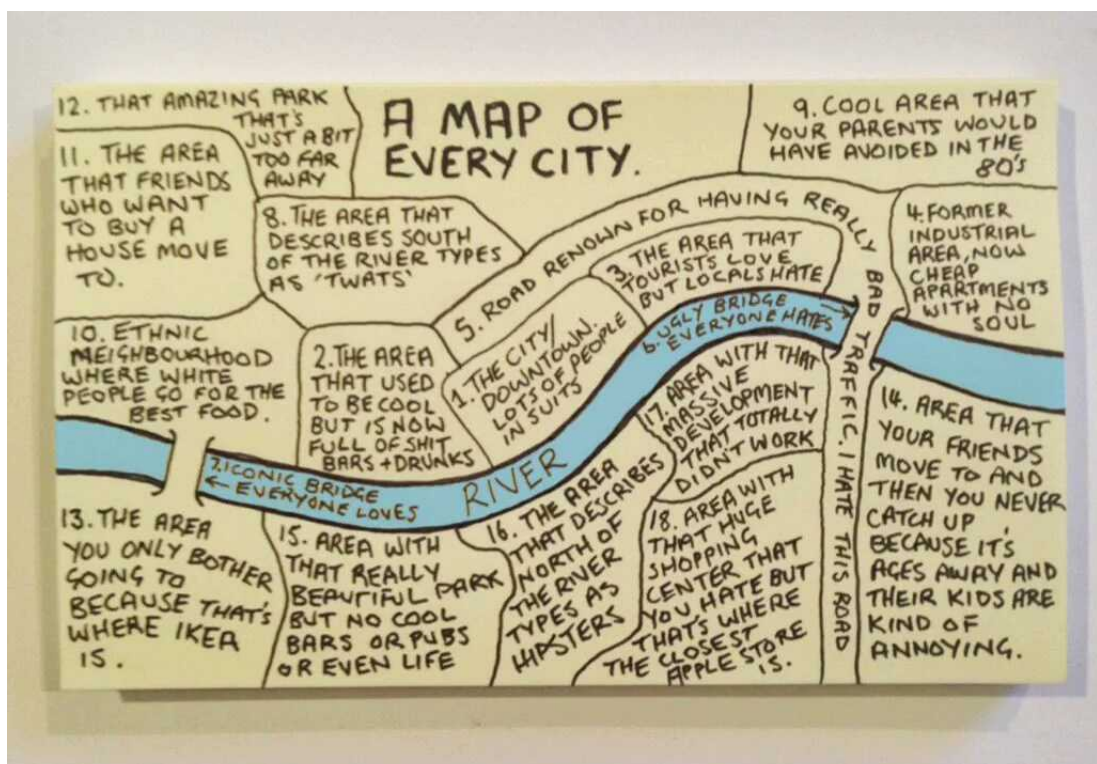
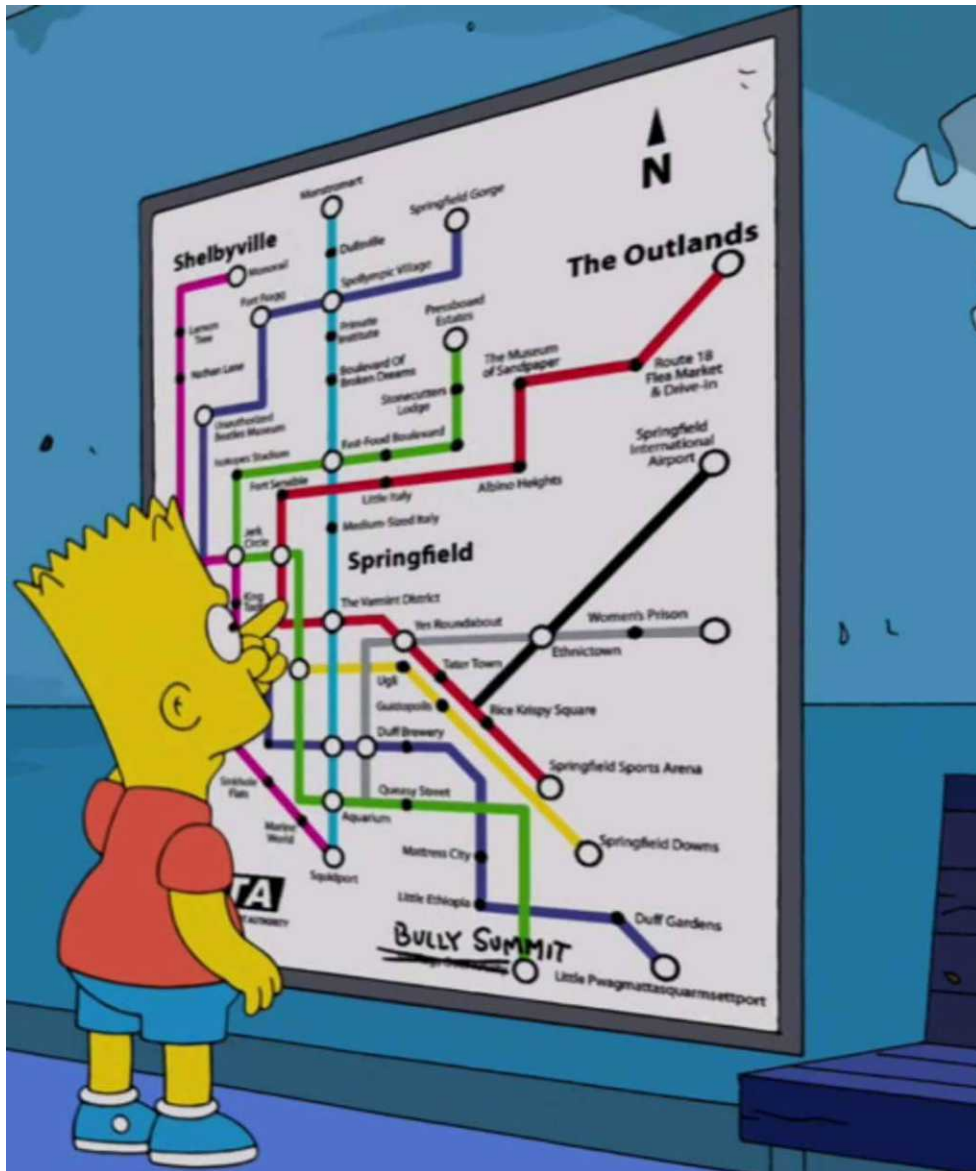
- contact Helen at ViaStrada: T: 03 366 7605
- visit the ViaStrada website for registration forms and more information on course content.

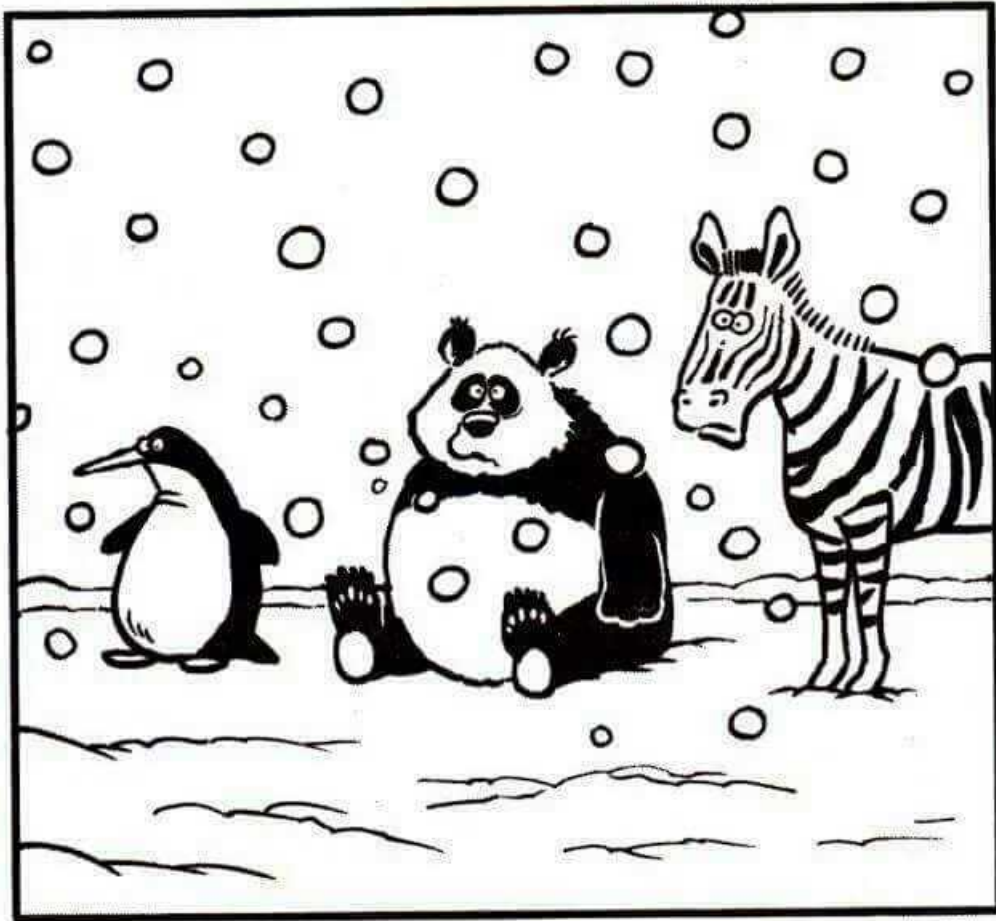
E: [helen@viastrada.nz](mailto:helen@viastrada.nz)

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# One for the Simpsons fans





Colouring picture for lazy people.

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**commute**  
TRANSPORTATION CONSULTANTS

[tony@commute.kiwi](mailto:tony@commute.kiwi) or [leo@commute.kiwi](mailto:leo@commute.kiwi)



[www.commute.kiwi](http://www.commute.kiwi)



# When Some Bike Infrastructure Is Worse Than None at All



Then they layered on statistics about bike commuting and street collisions.

The analysis revealed two clear messages. The first was that bike lanes were far more effective than sharrows when it came to encouraging more cyclists to a given block.

Sharrows, in turn, had only “slightly larger” increases in bike commuting than places where no infrastructure was built, as well as the smallest percent change, according to Ferenchak and Marshall.

That’s a bad sign since cycling is known to show safety in numbers, likely because drivers become more aware of riders.

Denver gave rise to the sharrow in the early 1990s, and now two researchers there offer a compelling case to put the lowly form of bike infrastructure to rest.

You’ve seen a sharrow painted on city streets: it’s that image of a cyclist below two arrows in the middle of a lane that—you guessed it—is meant to be shared by bikes and cars.

The Federal Highway Administration gave sharrows its official blessing in 2009, and the symbol is now ubiquitous across urban America.

It’s also arguably the least-loved nod to cycling, a low-cost way for cities to say they’re doing something about safety and street design without really doing much at all.

But far from giving cyclists a safer ride, or even doing nothing at all, sharrows might actually be doing some harm by tugging bikes into moving traffic.

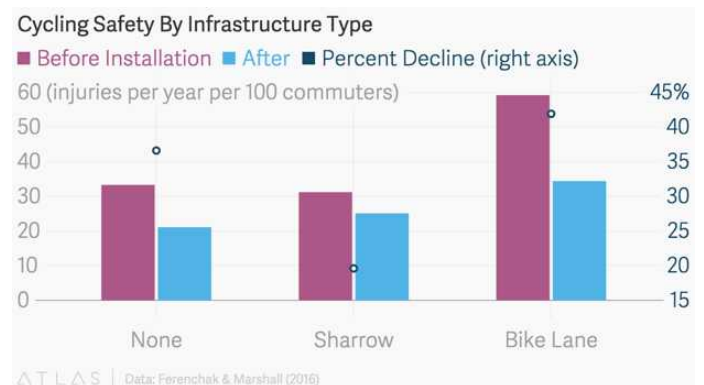
Some research has found they do reduce dooring (when the door of a parked car hits a cyclist). But only one study to date looked at whether or not sharrows had any impact on overall car-bike collisions—and that study found they could be increasing the risk of injury.

Recently civil engineering scholars Nicholas Ferenchak and Wesley Marshall of the University of Colorado at Denver decided to take a closer look at the sharrow safety question.

They gathered data on more than 2,000 blocks of Chicago in 2000 and 2010, cataloguing where sharrows were painted during this time, where bike lanes were installed, or where no cycling infrastructure emerged.

The more direct safety measure was equally discouraging. The number of injuries that occurred per 100 cyclists in a given year decreased the most in areas that installed bike lanes, nearly 42 percent.

That’s not too surprising, but Ferenchak and Marshall also found that injuries in blocks with sharrows only declined about 20 percent—less of a decrease than occurred in Chicago blocks where no bike infrastructure was created at all, nearly 37 percent.



Just why sharrows increase injury risks is unclear; they might give riders a false sense of security, especially inexperienced ones. What is clear in the Vision Zero era is that truly prioritizing bike safety means building separated bike lanes.

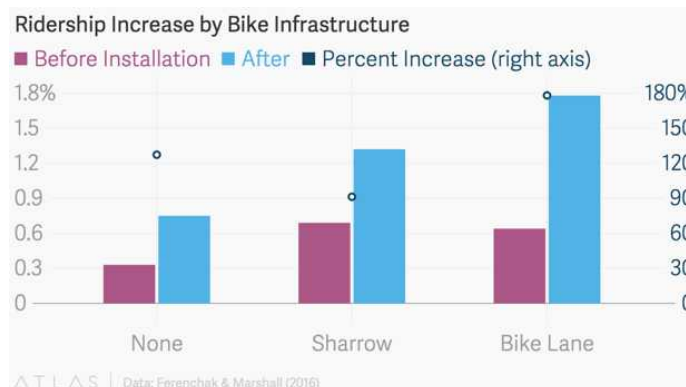
The results should be confirmed in other cities for good measure, but they certainly seem to suggest that sharrows are poor substitutes for bike lanes at best and “more dangerous than doing nothing” at worst, write Ferenchak and Marshall.

They conclude, in a working paper recently presented at TRB 2016, with some harsh words:

*As sharrows do not provide designated space for bicyclists and do not enhance the overall bicycle network, all cities should (as many already have) begin to consider sharrows simply as signage as opposed to actual infrastructure.*

*It is time that sharrows are exposed for what they really are, a cheap alternative that not only fails to solve a pressing safety issue, but actually makes the issue worse through a sense of false security.*

Source: Citylab



# First 'dementia friendly' parking spaces launched

Parking spaces designed specifically for people caring for those with dementia have been unveiled by Plymouth City Council.

Thought to be the first of their kind in the UK, the 'dementia friendly' parking spaces have been introduced in two car parks across the city.

The spaces are on entry level and are close to the ticket machines and pedestrian exits. Parking staff have also received special training to help understand the parking frustrations faced by carers.

Councillor Ian Tuffin, the council's cabinet member for health and adult social care, said: 'The council welcomes this suggestion from the public to improve our dementia friendly city awareness and improve our services in this way.'

'As a council we are committed to working with our partners to help Plymouth to become a more Dementia Friendly city,' Plymouth has already been recognised by the Alzheimer's Society for its work to become dementia friendly.



## 40km/h speed limit extended to larger part of Sydney CBD

A speed limit of 40km/h will be imposed on a much larger part of Sydney's central business district in an attempt to reduce accidents involving pedestrians at night and in the early morning.

A reduction in the limit from 50km/h will come into force in April and cover an area bordered by Macquarie and College streets in the east of the CBD and Central Station in the south. It increases the size of the existing 40km/h speed zone – which also applies to cyclists – by about three-quarters.

The changes are aimed mostly at improving pedestrian safety between 6pm and 6am because, as the state government concedes, congestion often prevents motorists from driving faster than 40km/h during the day.

Roads Minister Duncan Gay said the "greatest enemy" to pedestrians was often confusion among motorists about speed limits.

"You are doubling the chances of survival [for a pedestrian struck by a vehicle] by dropping it [to 40km/h]," he said.

"Most of the day, people are lucky to get to 40kmh – we understand that – but 40 per cent of the fatalities happen between 6pm and 6am."

In the past decade, there have been 12 fatalities and more than 1400 people injured within the enlarged zone.

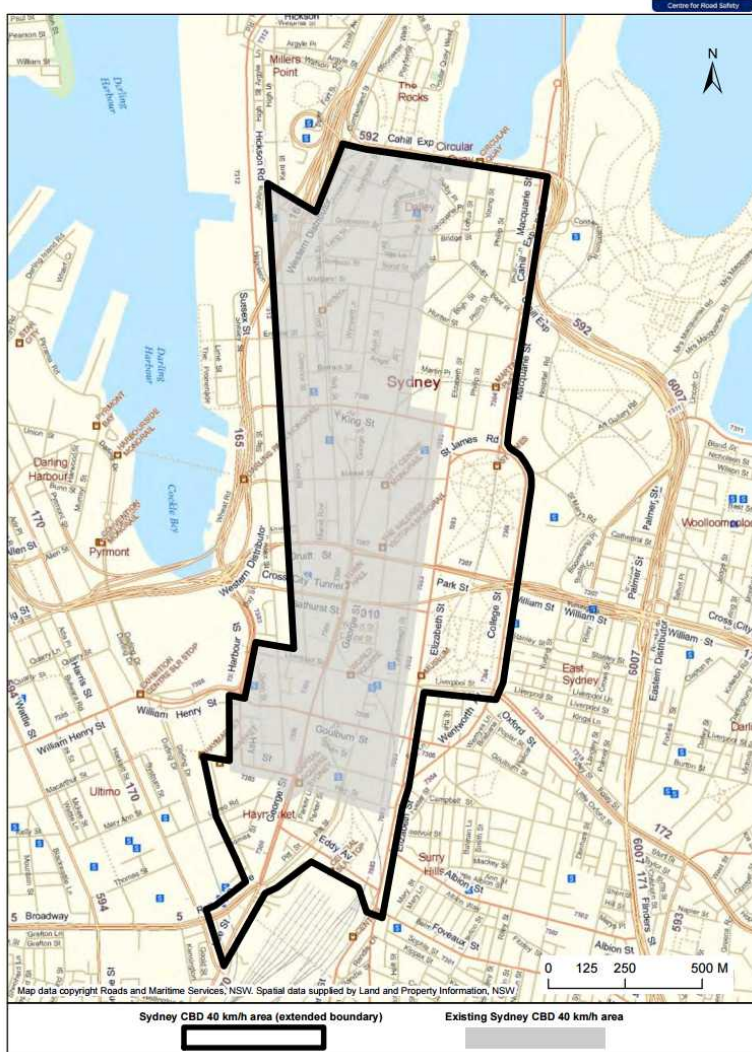
Mr Gay said the latest changes did not signal the end of 50km/h zones across Sydney but the lower limit in the CBD, where there was a larger number of pedestrians and cyclists, made sense.

The government does not plan to drop permanent speed limits in parts of Sydney to less than 40km/h.

Motorists will be given some leeway in the first month of the latest changes. Red-light speed cameras within the 40km/h zone will be placed in warning mode for lower-end speed offences.

Source: Sydney Morning Herald

Sydney CBD 40 km/h speed zone - existing and extended areas





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[dwhittaker@tonkintaylor.co.nz](mailto:dwhittaker@tonkintaylor.co.nz)

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# At least 100,000 Chinese new year travellers stuck at railway station



Poor weather left at least 100,000 travellers stranded in a train station in southern China recently as they battled to return home ahead of Chinese New Year celebrations.

Vast crowds of migrant workers surged into Guangzhou's main railway station hoping to make it back to their family homes ahead of Lunar New Year festivities that ushered in the Year of the Monkey.

However, a bout of freezing weather and snow across eastern and central China saw at least 23 trains delayed, leaving many trapped in and around the station.

Aerial photographs showed a crush of bodies snaking towards the train station through metal barricades. About 176,000 passengers had been due to pass through the station on one day alone. "There are too many people and it is too crowded," one

stranded passenger, who was not named, told state broadcaster CCTV.

Local media said the situation was so severe that authorities declared a "level two emergency" and deployed more than 2,600 security guards to watch over the throng.

Guangzhou police chief Xie Xiaodan and Chen Rugui, a senior Communist party leader, were also dispatched to the scene in a bid to avert rioting and stampedes.

A fatal stampede on Shanghai's historic riverfront Bund on 31 December 2014 claimed dozens of lives and sparked a major political scandal in China's skyscraper-packed financial capital.

The poor weather complicated what is already a hugely strenuous time for Chinese authorities.



The 40-day New Year travel rush - which began in late January and is often described as the greatest annual human migration on earth - is expected to see Chinese travellers make more than 2.91bn journeys this year.

Many of those on the move are migrant workers returning from factories in China's manufacturing heartlands, in the region around Guangzhou, to their homes in the rural interior.

Stranded travellers took to social media to vent their frustration at the travel chaos.

"Just getting back home is so difficult," one wrote on Weibo, China's Twitter. "People have to stand in the rain for more than 10 hours."

Source: *Guardian*







# Slow sloth found on fast road



Transit police in the city of Quevedo, Ecuador recently dealt with an unusual but obscenely cute situation: the rescue of this dorky-looking little sloth on the side of a highway.

According to the police, an officer noticed the hairy, claw-y little bear grabbing hold of that guard rail after

struggling to cross the busy highway.

The sloth was later taken to a vet to get checked out before being released to his habitat.

Based on the pool of liquid around him, it's safe to say the sloth was more than a little scared.

## Cambridge cyclists pay congestion charge too?

A transport expert has recommended that cyclists, as well as motorists, should be subject to any congestion charge introduced in Cambridge – the British city with by far the highest proportion of people riding bikes for everyday journeys.

Cambridgeshire County Councillor Roger Hickford made the revelation recently at a meeting of the Greater Cambridge City Deal, of which he is vice-chair.

Local campaigner and citizen journalist Richard Taylor was present, and relayed the councillor's comments. At present, the identity of the expert, who apparently made the recommendation during the consultation

process, is unknown. Another county councillor, Noel Kavanagh – who is Cambridgeshire County Council's cycling champion – described the suggestion as "ludicrous."

The Greater Cambridge City Deal, established under a government initiative to invest in the regions, covers the Cambridge City Council and South Cambridgeshire District Council areas.

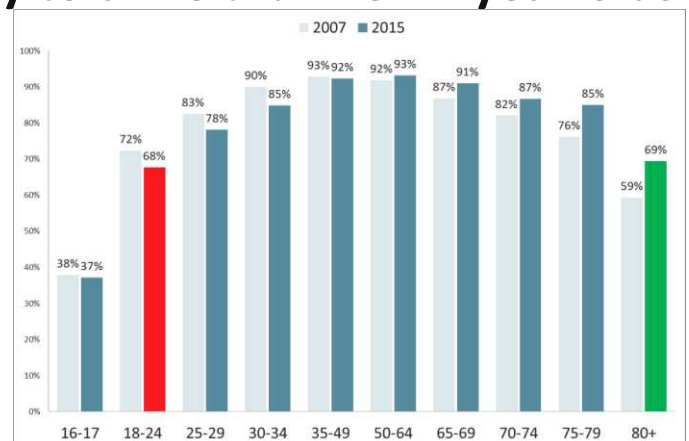
Focusing on innovation-led economic growth, issues it is addressing include whether Cambridge should join London and Durham in introducing congestion charge, and if so, which model should be adopted.

## Australians aged 80+ more likely to drive than 18-24 year-olds

Australians aged 80-plus are now more likely to drive than 18-24 year-olds, the latest national data from Roy Morgan shows.

Over the past eight years, the proportion of Australians aged 80+ who get behind the wheel has steadily increased—while 18-24 year-olds have become less inclined to drive. For the first time, in 2015 the oldies surpassed the youngsters as the more likely group to drive: 69% of 80+ (up from 59% in 2007) compared with 68% of 18-24 (down from 72%).

Even working in from the bookends, all older groups are now more likely to drive than their younger counterparts: 75-79 year-olds are now more likely to drive than 25-29 year-olds (85% vs 78%), while both 65-69 (91%) and 70-74 year-olds (87%) have surpassed the 30-34 group (85%).



% of age group who are drivers

Source: Roy Morgan Single Source: Jan-Dec 2007 n = 52,720  
Jan-Dec 2015 n = 48,961 Australians 16+



# Transportation Engineering Postgraduate Courses 2016



The University of Auckland  
NEW ZEALAND



NZ TRANSPORT AGENCY  
WAKA KOTAHİ

Department of Civil & Environmental Engineering University of Auckland  
For Master of Engineering Studies (MEngSt) in Transportation and Postgraduate  
Certificate in Engineering (PGCertEng), or for one-off Certificate of Proficiency (COP).

## Semester 2 (Jul-Oct 2016)

<b>CIVIL759 – Highway &amp; Transportation Design (Mon 11-12 and Wed 12-2 for 12 weeks)</b>	Economic and environmental assessment of transport projects, land transport funding, road safety engineering, crash reduction & prevention, design of at grade intersections, pavement asset management and rehabilitation techniques, heavy-duty pavements, highway drainage.
<b>CIVIL761 – Planning &amp; Design of Transport Facilities (3, 4 &amp; 5 Aug and 21, 22 &amp; 23 Sep)</b>	A range of topics on planning and design of transport facilities including fundamentals of traffic flow, modelling and simulation of transport facilities, macroscopic traffic models and traffic signal safety and operations.
<b>CIVIL765 – Infrastructure Asset Management (17, 18 &amp; 19 Aug and 5, 6 &amp; 7 May)</b>	Integration of planning and infrastructure asset management, resource management, institutional issues and legal requirements. The process of undertaking asset management plans and specific asset management techniques across all infrastructural assets.
<b>CIVIL 771 – Planning &amp; Managing Transport (1 &amp; 2 Aug, 12 &amp; 13 Sept 17 &amp; 18 Oct)</b>	Integrated planning of transport and land use, Outline of transport planning modelling, LTMA and the GPS, District Plans and RMA, Travel, trips and parking. Transport assessments and multi-modal transport, Travel demand management, 'Smart roads', Intelligent transport systems.
<b>Civil 772 – Public Transport – Planning &amp; Operation (28, 29 &amp; 30 July and 11, 12 &amp; 13 August)</b>	PT Data Collection; Frequency and Headway Determination; Alternative Timetables; Vehicle and Crew Scheduling; Short-turn Design; PT Network Design; Reliability; Design of Shuttle and Feeder lines; Bus priority and BRT

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

For 2016 Semester 2, the following University of Auckland courses can be applicable:

**CIVIL704 – Adv. Topics in Project Management** (Dr Vicente Gonzalez)

**CIVIL716 – Engineering Risk Management** (Prof. Suzanne Wilkinson / Dr Alice Chang-Richards)

For 2016 Semester 2, the following University of Canterbury courses can be applicable:

**ENTR614 - Planning & Design of Sustainable Transport** (Block dates: 18-20 Jul, 12-13 Sep)

**ENTR615 - Transport Network Modelling** (Block dates: 1-3 Aug, 26-27 Sep)

For MEngSt in Transportation, you can (maybe, you should?!) include a research project – it can be 15 points, 30 points or 45 points, and can be taken over two semesters or one semester.

The options are prescribed under: Civil 779 (45 points), Civil 788 (30 points) and Civil 787 (15 points).

You are welcome to contact a member of the staff or myself to discuss options.

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

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

<http://www.cee.auckland.ac.nz/uoa/home/about/ourprogrammesandcourses>

<http://www.engineering.auckland.ac.nz/uoa/home/about/our-staff>





## Plan to remove white lines from roads divides opinion

UK road safety experts are deeply divided over the trial removal of white lines from the centre of roads, which research has shown may cause drivers to slow down.

Removing the lines has been shown to make motorists drive more cautiously, reducing their speeds and hugging closer to the kerb for fear of going over the “imaginary” central line.

Council bosses in Norfolk, UK, are in discussions with the Department for Transport to erase the lines on some narrow roads in north Norfolk, as part of a suite of measures for a blanket reduction in speed limits to 40mph across the area, including on the A148 between King’s Lynn and Cromer, close to the the Queen’s Sandringham estate.

But the AA has voiced strong opposition to a more widespread use of the tactic, calling for road markings to be stepped up rather than decreased, with other road safety experts expressing concern that the lines’ removal could affect anti-accident technology in some vehicles.

Tracy Jessop, Norfolk’s assistant director for highways, said the council had been removing some central white lines for more than a decade in places where there was local support.

“We follow national guidance when designing any scheme and know the removal of a centre white line wouldn’t be suitable on main roads with high traffic flows, but it can work well on certain quieter roads which already enjoy lower traffic speeds,” she said.

“Fewer road markings can improve street safety for

everyone by making drivers more cautious, increasing awareness and lowering speeds.”

Several other local authorities in England have previously trialled removing the white lines from smaller roads after resurfacing work, with Transport for London (TfL) reporting success in slowing down drivers when it removed some dividing lines.

Two roads in Croydon – Wickham Road and Brighton Road – as well as Haringey’s Seven Sisters Road, had lines removed in 2014 and TfL research found that vehicle speeds decreased by up to 13%. TfL said it had no plans to actively remove markings, but said the trial had been positive.

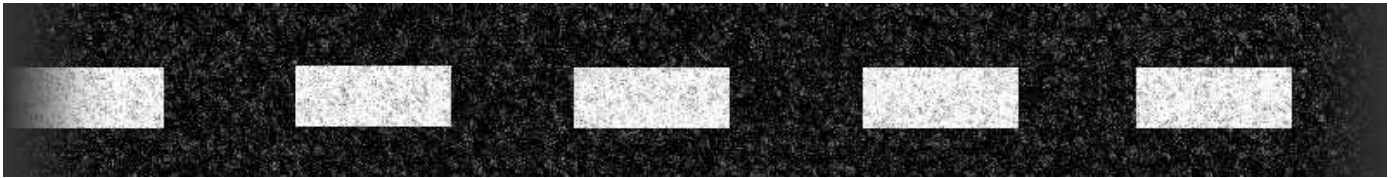


Removing the lines was piloted by Wiltshire council as early as 2002, on 30mph roads that had street lighting. “It is something we still consider in areas we think it might work. There are now around 25 roads in the whole county,” a spokesman said.

“It tends to be in village settings where fewer markings could be aesthetically pleasing, as well as improving safety by making drivers more careful.”

David Davies, the executive director of PACTS, a parliamentary advisory group on road safety, said the method could have a particular effect on newly resurfaced roads. “A brand new surface can encourage drivers to go faster, but a lack of markings could counter that, reducing speed, say, from 35 to 28mph, and that could make a significant difference,” he told the Guardian.





Road safety charities have expressed scepticism that the removal of lines will reduce risk. Gary Rae, the campaigns director for Brake, said he was unconvinced.

“While crashes at lower speeds can mean fewer deaths and serious injuries, this data only seems to look at a possible reduction in average speed and not the number and nature of any collisions,” he said. “With or without white lines, drivers should always drive to the conditions of the road and well within the speed limit.”

Paul Watters, the head of roads and transport policy at the AA, said authorities should be looking to increase road markings, rather than decrease them. “Far from talking their use down we should be talking it up,” he said. “They have a vital role in keeping road users safe.

“Of course there should be places where they can be

dispensed with and this has largely worked, but unlike road signs, markings are already less intrusive but still help road users.”

There are also concerns the removal could affect new safety technology in modern cars, which often relies on painted road markings. Some manufacturers install cameras that detect side markings painted on the carriageway, which can then be automatically compared with steering wheel motions to alert a driver that they are moving erratically.

“The future for autonomous features in vehicles is not that far away, and we may have the strange situation where experts will say we need white lines to make these safety systems work,” Davies said. “GPS is not sufficiently accurate.”

*Source: Guardian*



# Weird car archive



The British 1962 ultra-compact car (above) which has held the Guinness World Record for world's smallest production car for over 50 years, is still an epitome of minimalism.

With a single headlight and door, the car measured a mere 54 inches long and 41 inches wide. Its production ceased in 1964.

Check out (right) this eight-wheeled Eliica (Electric Lithium-Ion Car), designed to compete on performance with its petrol-powered counterparts.

The prototype was developed by students of Tokyo's Keio University and made its first appearance in 2004.

On the opposite page (top), Keio Advanced Zero-Emission Vehicle (KAZ) is an electric-powered eight-wheeled limousine prototype designed in Japan and built in Italy.



It is the brainchild of Japanese professor Hiroshi Shimizu, who also led the Eliica team.

And the below image is of a classic 1970 concept car designed as fully functional prototype by Italian

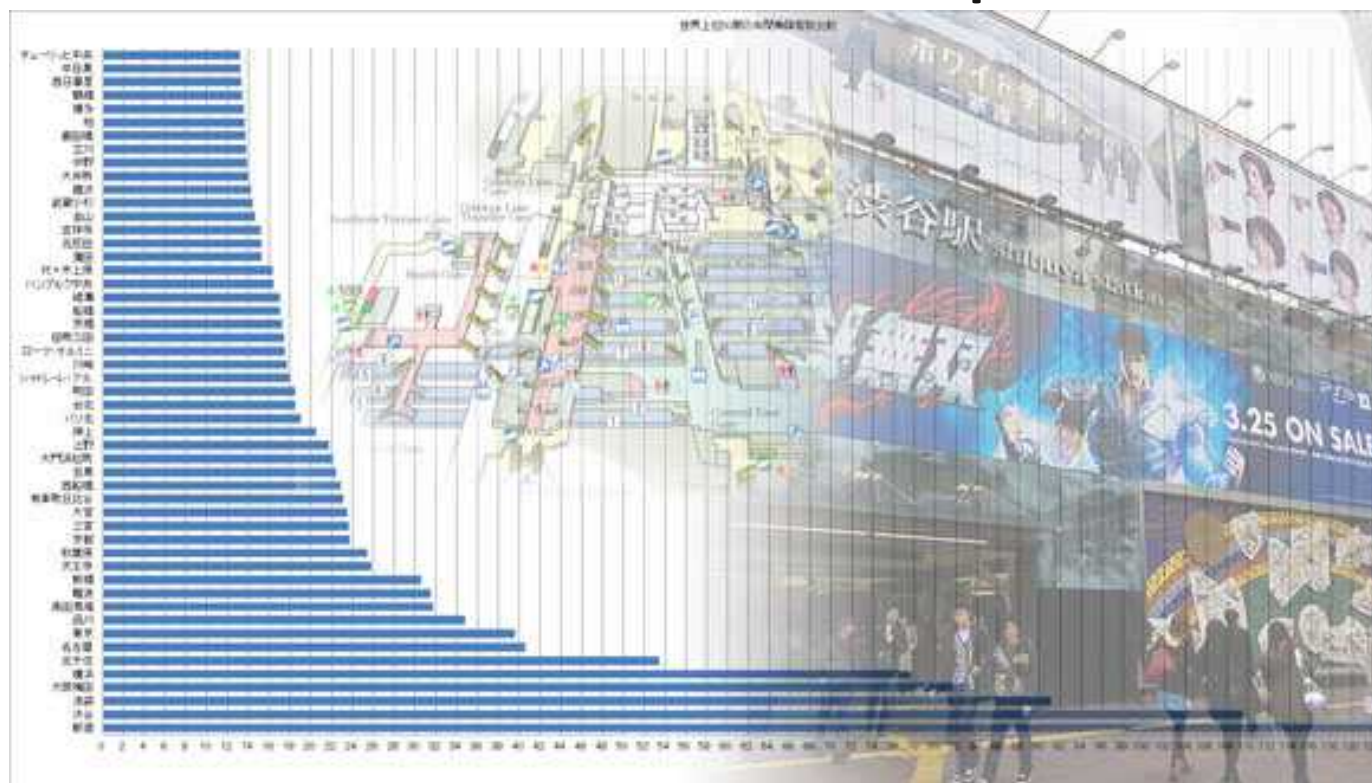
automobile company Bertone.

The prototype was used in Michael Jackson's 1988 film Moonwalker. The wedge-shaped beauty is a favourite among car collectors.





# The 51 Busiest Train Stations in the World – All but 6 Located in Japan



The above graph shows a bar chart of the busiest train stations in the world, measured by the number of people who pass through them each year. Perhaps coming as no surprise to those who have experienced its mind-numbingly complex transport complexes, Japan tops the list. What is surprising is the degree to which Japan dominates this list, with all but six stations residing here, and about half of them in the Tokyo area alone.

Below are the five busiest train stations in the world, although you wouldn't know it's an international ranking...

#5 Yokohama Station (Kanagawa, Japan) – Approx. 760,000,000 people per year

#4 Umeda Station (Osaka, Japan) – Approx. 820,000,000

#3 Ikebukuro Station (Tokyo, Japan) – Approx. 910,000,000

#2 Shibuya Station (Tokyo, Japan) – Approx. 1,090,000,000

#1 Shinjuku Station (Tokyo, Japan) – Approx. 1,260,000,000

Here's the full list of 51 stations.

- |                                                   |                                                      |
|---------------------------------------------------|------------------------------------------------------|
| 1 Shinjuku (Tokyo, Japan)                         | 26 Machida (Tokyo, Japan)                            |
| 2 Shibuya (Tokyo, Japan)                          | <b>27 Gare de Chatelet (Paris, France)</b>           |
| 3 Ikebukuro (Tokyo, Japan)                        | 28 Kawasaki (Kanagawa, Japan)                        |
| 4 Umeda (Osaka, Japan)                            | <b>29 Roma Termini Railway Station (Rome, Italy)</b> |
| 5 Yokohama (Kanagawa, Japan)                      | 30 Tamachi-Mita (Tokyo, Japan)                       |
| 6 Kita-Senju (Tokyo, Japan)                       | 31 Kyobashi (Osaka, Japan)                           |
| 7 Nagoya (Aichi, Japan)                           | 32 Funabashi (Chiba, Japan)                          |
| 8 Tokyo (Tokyo, Japan)                            | 33 Ayase (Tokyo, Japan)                              |
| 9 Shinagawa (Tokyo, Japan)                        | <b>34 Hamburg Central Station (Hamburg, Germany)</b> |
| 10 Takadanobaba (Tokyo, Japan)                    | 35 Yoyogi-Uehara (Tokyo, Japan)                      |
| 11 Namba (Osaka, Japan)                           | 36 Kamata (Kamata, Japan)                            |
| 12 Shinbashi (Tokyo, Japan)                       | 37 Gotanda (Tokyo, Japan)                            |
| 13 Tennouji (Osaka, Japan)                        | 38 Kichijoji (Tokyo, Japan)                          |
| 14 Akihabara (Tokyo, Japan)                       | 39 Kaneyama (Aichi, Japan)                           |
| 15 Kyoto (Kyoto, Japan)                           | 40 Musashikosugi (Kanagawa, Japan)                   |
| 16 Sannomiya (Kobe, Japan)                        | 41 Fujisawa (Kanagawa, Japan)                        |
| 17 Omiya (Saitama, Japan)                         | 42 Oimachi (Tokyo, Japan)                            |
| 18 Yurakucho-Hibiya (Tokyo, Japan)                | 43 Nakano (Tokyo, Japan)                             |
| 19 Nishi-Funabashi (Chiba, Japan)                 | 44 Tachikawa (Tokyo, Japan)                          |
| 20 Meguro (Tokyo, Japan)                          | 45 Iidabashi (Tokyo, Japan)                          |
| 21 Daimon-Hamamatsucho (Tokyo, Japan)             | 46 Kashiwa (Chiba, Japan)                            |
| 22 Ueno (Tokyo, Japan)                            | 47 Hakata (Fukuoka, Japan)                           |
| 23 Oshiage (Tokyo, Japan)                         | 48 Tsuruhashi (Osaka, Japan)                         |
| <b>24 Paris Nord (Paris, France)</b>              | 49 Nishi-Nippori (Tokyo, Japan)                      |
| <b>25 Taipei Railway Station (Taipei, Taiwan)</b> | 50 Nakameguro (Tokyo, Japan)                         |
|                                                   | <b>51 Zurich Main Station (Zurich, Switzerland)</b>  |



# Royal Mail 'secret' railway on track to reopen next year



A little known railway that ran under Londoners' feet for almost a century, with its tunnels in places running within a few feet of packed underground commuter lines, will open to the public for the first time next year.

A £26m project backed by the Heritage Lottery Fund is rebuilding the Royal Mail museum at Mount Pleasant in central London to hold its vast collection and archives, and restoring a stretch of the railway as a visitor attraction.

The Mail Rail opened in 1927, the first driverless electric railway in the world, with trains running every five minutes at peak hours along a network of 22 miles of 2ft-gauge lines, shuttling mail safe from road traffic and weather between two main railway stations, Paddington and King's Cross, and six major sorting offices.

It closed in 2003, mainly because most of the above ground sorting offices had been sold off, but a maintenance team of three, led by Darren Casey, now 44 – who began working on the railway as an 18-year-old apprentice – has kept the tunnels dry and safe.

Casey originally joined a team of more than 200 engineers and maintenance workers. "It was hard work and long hours in shifts around the clock – but there was great camaraderie down here, it was a real team," he recalled.

The last few years have been lonely, devoted to keeping the pumps running that hold the ever dripping water at bay – a specially strengthened section of the line runs under the buried river Fleet. On the Mount Pleasant westbound platform a dartboard still hangs behind a battered door, where workers played in short bursts between trains.

Two forlorn Christmas trees remain from the last children's party in 1999 – the offspring of staff and a few local schoolchildren were among the few outsiders ever allowed in, although unauthorised underground explorers have since penetrated the network.

Casey, disheartened by his changed world, was about to apply for redundancy when a manager told him of plans to reopen a stretch of the line, and convert some of the vintage rolling stock, some dating back to the 1920s, to carry passengers for the first time.

"I thought immediately that's for me, I'll have some of that thank you. It will be good to have it come back to life again."

The public will ride on a short loop of the line, between the museum and the east and westbound platforms deep under the giant Mount Pleasant sorting office, once one of the largest in the world, while audiovisual and platform displays will explain its history.

Since privatisation, the historic collection and archives are held by a charity. The current museum, which has changed its name to the Postal Museum, will remain open while the present building is rebuilt and extended.

The new displays will cover 500 years from 1516, when Henry VIII established the job of master of the posts. The exhibition will include the earliest roadside pillar box erected on the mainland – in 1853, a year after the first went up in Jersey in the Channel Isles – and unique and priceless sheets of Penny Black stamps.

As well as human heroes, including Sgt Alfred Knight, of the Post Office Rifles regiment, who won a Victoria Cross in 1917, and the postal workers who went down with the Titanic having missed the last lifeboats as they tried to rescue the mail, furry former employees will also be recalled.

The Post Office cats, who once had their own wage slips and pension schemes, were officially employed after a complaint in 1868 that the headquarters was overrun with rats and mice. The most magnificent was Tibs the Great, born in 1950, who earned obituaries in several newspapers when he died in 1964. By then he had grown to 1st 9lb in weight, undoubtedly due less to an epic rodent intake than the fact he lived in a staff dining room.

*Soure: Guardian*



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 2016 is \$1018 incl. GST, + Student Services levy (up to \$385/semester).

All courses run in “block mode” to enable **part-time and distance students** to easily take part. In 2016, the contact time will be reduced from **six to five days** (i.e. a 3-day block followed by a 2-day block), and students taking the courses will be expected to do more reading and learning in their own time.

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 qualification and suitable work experience, will be considered for entry.

## **COURSE** **DESCRIPTION** *(more detailed Flyers available on website)*

### **Semester 1**

**ENTR612: Transport Policy & System Management**  
(Block dates: 21-23 Mar, 9-10 May) Transport economics; Travel demand & supply management; Congestion pricing; Transport policy objectives & instruments; Land use & transport system management (PLUTO).

**ENCI601: Risk Management**  
(Block Dates: 18-19 Apr, 23-24 May) Risk concepts; Context and perceptions; Risk identification, analysis, evaluation and treatment; Quantitative and qualitative risk analysis; Ethical issues; Risk communication; Applications and case studies.

### **Semester 2**

**ENTR401: Fundamentals of Transport Engineering**  
(Self-study course, with 1-day tutorial at UC, date TBC) 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}

**ENTR614:**  
Planning & Design of Sustainable Transport (Block dates: 18-20 Jul, 12-13 Sep) Pedestrian planning and design; Planning and design for cycling; Audits/reviews of walking and cycling; Public transport operations, scheduling and network design; Travel behaviour change and travel plans.

**ENTR615:**  
Transport Network Modeling (Block dates: 1-3 Aug, 26-27 Sep) Principles of transport modelling; Road network modelling (SATURN); Macro-simulation and micro-simulation (Paramics); Traffic intersection modelling (SIDRA); Transport network analysis and reliability.

*Note: Other relevant courses at the University of Canterbury, University of Auckland or elsewhere may also be suitable for credit to a PGCertEng, MEngSt or MET (contact Assoc. Prof. Saleh for approval).*

For 2016 Semester 2, the following University of Canterbury courses may be suitable:

**ENCM620: Construction Procurement and Contract Administration (21-23 Jul and 20 Aug)**

**ENCM650: Cost Engineering (29-30 Jul and 2-3 Sep)**

For 2016 Semester 2, the following University of Auckland courses may be suitable:

**CIVIL759: Highway & Transportation Design (Mon 11-12 and Wed 12-2 for 12 weeks)**

**CIVIL761: Planning & Design of Transport Facilities (3-5 Aug and 21-23 Sep)**

**CIVIL765: Infrastructure Asset Management (17-19 Aug and 5-7 Oct)**

**CIVIL771: Planning & Managing Transport (1-2 Aug, 12-13 Sept and 17-18 Oct)**

For more details contact:

**Dr Mofreh Saleh** Phone: (03) 364-2987 Email: [mofreh.saleh@canterbury.ac.nz](mailto:mofreh.saleh@canterbury.ac.nz)

Or visit the website: [www.met.canterbury.ac.nz](http://www.met.canterbury.ac.nz)





**Golden Gate Bridge under construction 1937**



**Golden Gate Bridge today**



# Cyclists in central London set shortly to outnumber car drivers

According to Transport for London's latest edition of its Travel in London report, morning rush hour journeys on bikes look set to outnumber those in private motor vehicles.

Looking at the period from 2000 to 2014, the percentage people entering Central London in the weekday morning peak decreased from 13% to 5%. At the same time, cycle journeys went up from 1 to 3%. Although both remained constant from 2012 to 2014.

In real terms, car driver numbers more than halved from 137,000 to 65,000 and cycling journeys tripled from 12,000 to 36,000.

Interestingly, car journeys actually increased from 2013 to 2014, and cycling decreased from 2012 to 2013.

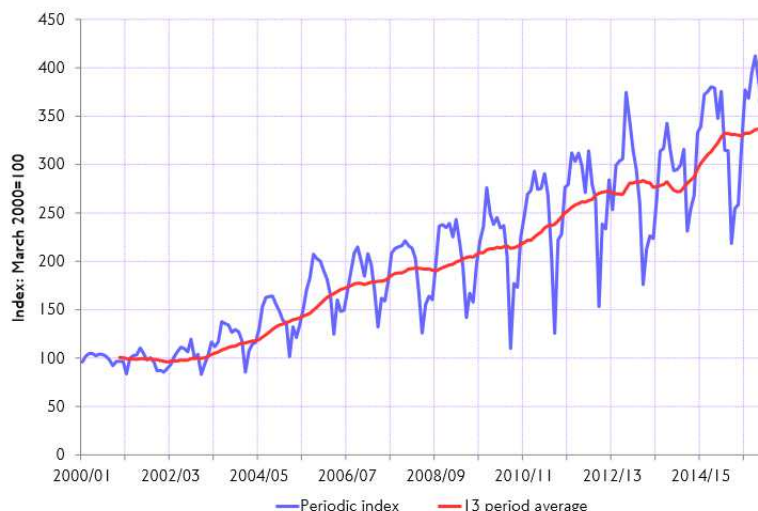
The increasingly safe nature of cycling in London, thanks in the most part to the infrastructure changes such as the segregated cycle superhighway from Oval to Pimlico, should see the shift away from four wheels continue.

This move away from private motor vehicles towards walking, cycling and public transport comes with a wider range of benefits, too.

Air pollution in London is a growing problem, and this year the testing station on Putney High Street breached annual EU limits on clean air after just eight days. Fewer vehicles, cleaner buses and more people on bikes and on foot will help combat this problem.

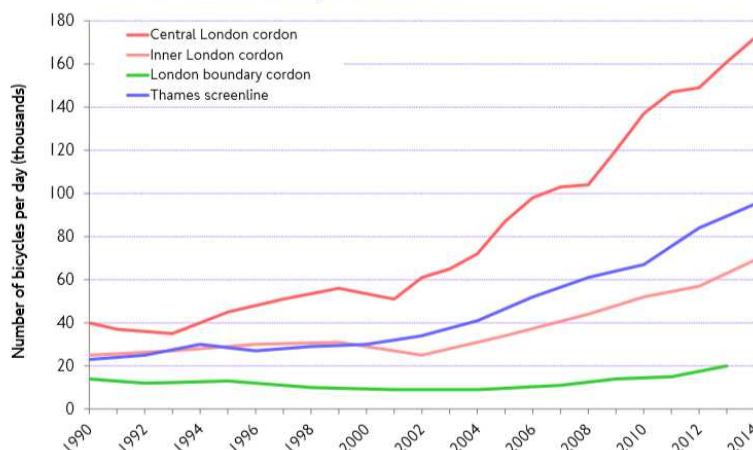
Source: [cyclingweekly.co.uk](http://cyclingweekly.co.uk)

Figure 3.10 Trends in cycle flows on the TLRN.



Source: TFL Surface Transport - Outcomes, Insight & Analysis.

Figure 3.11 Long-term trends in cycling across strategic cordons and screenlines in London, 24-hour weekdays, both directions.



Source: TFL Surface Transport, Outcomes, Insight and Analysis.





# Mayor's \$1.54b subway plan for Brisbane



Brisbane's lord mayor plans to build a \$1.54 billion high frequency subway system in the city if re-elected.

Graham Quirk says Brisbane Metro, his first major announcement, would link Woolloongabba in the south to Herston in the north through the CBD, removing 200 buses an hour from the Victoria Bridge during peak travel times.

"The growth of our city and the demand on the bus network to feed this growth is looming as one of the greatest challenges Brisbane is facing," he said on Sunday, adding it was a long-term transport strategy that would reduce travel times.

Labor's lord mayoral candidate for the March 19 election, Rod Harding, said Mr Quirk's proposed project was "nothing more than expensive, fancy buses".

He said the unfunded plan was not the answer to Brisbane's growing congestion crisis.

"All around Australia, all around the world, modern cities are moving towards light rail," he said, adding that he would announce his own transport plan next month.

Premier Annastacia Palaszczuk said it was a recycled policy that was first put forward by former lord mayor Campbell Newman and wasn't something taxpayers would want to fund.

News Corp reports funding would be sought from council, and state and federal governments.

The proposed subway would use parts of southeast and inner northern busways, would allow for bus services in the middle and outer suburbs and has the potential to carry 30,000 passengers an hour.

General traffic would be banned on the Victoria Bridge, the Cultural Centre Station at South Brisbane would move underground and a portal would be built under Adelaide Street to link North Quay and the King George Square busway.

About 170,000 people travel through the city each day and that is expected to climb to 250,000 by 2031.  
Source: AAP



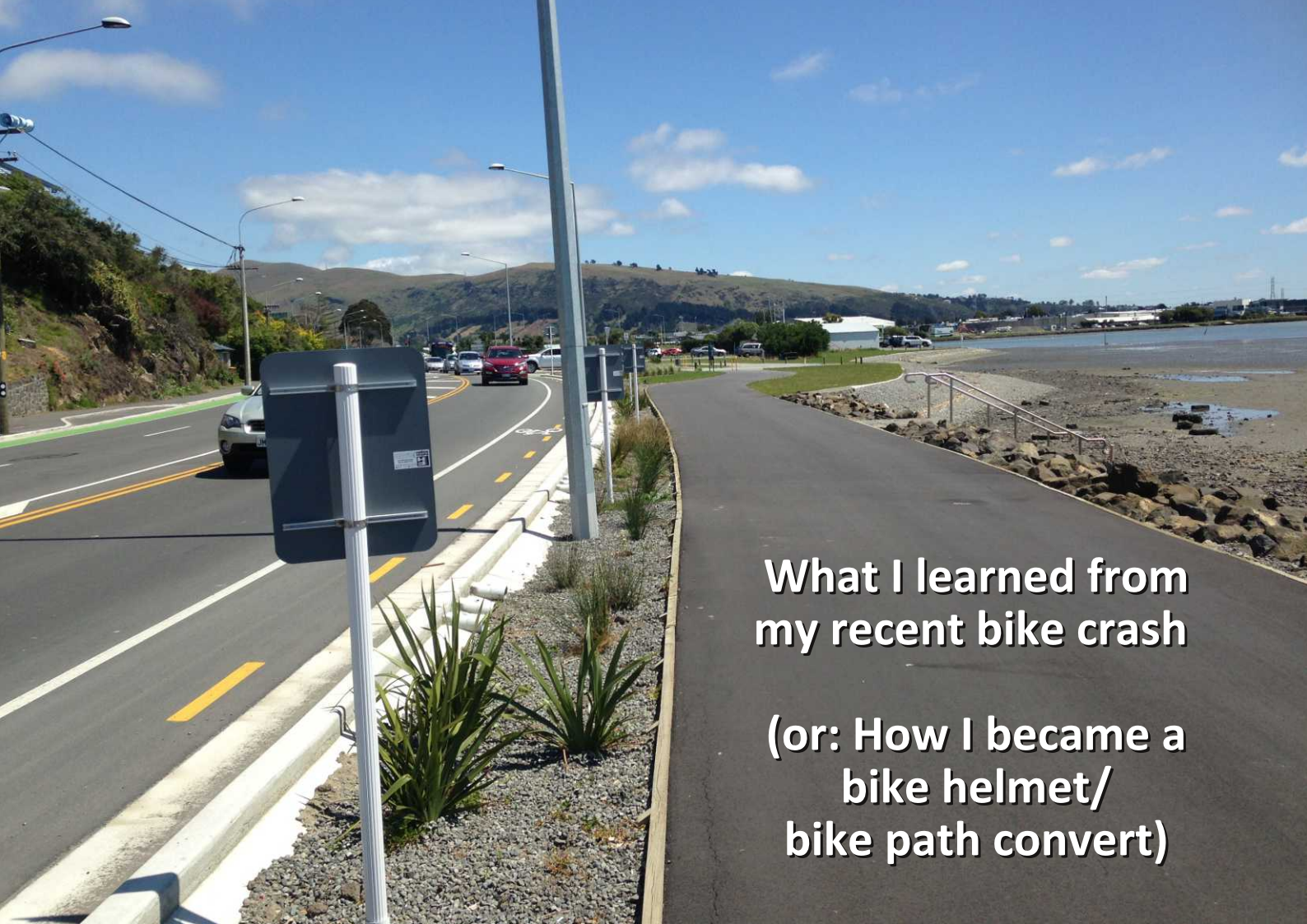
## REGISTRATION for the 2016 SSEW

Registrations for the 2016 Safe System Engineering Workshop (SSEW), being held at the Distinction Hotel in Hamilton on 20 - 24 June, are currently being accepted.

Please complete the online registration form at [www.conferencebrokers.co.nz](http://www.conferencebrokers.co.nz) as soon as possible.

<p>Are you childish?</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>	<p>Are you nervous?</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>
<p>Are you paranoid?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, why?</p>	<p>Are you racist?</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>
<p>Are you drunk?</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>	<p>Are you an idiot?</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>





## What I learned from my recent bike crash

### (or: How I became a bike helmet/ bike path convert)

I was cycling with friends in Christchurch in January. We had just been on various mountain biking tracks in the Port Hills (without incident or crash of any kind), and were leisurely riding back to Christchurch on the brand spanking new cycleway between Sumner and the City.

I'd just stopped to take this picture of the cycleway and was reflecting on how similar in scope it is to the Wellington to Hutt Valley Cycleway project: new reclamation to create a cycleway.

After taking my picture I set off again, behind my friends now. Rounding a left corner on the path one minute I was upright, the next I was on the ground, tipped over onto my right side.

I had no warning and no time to put a hand down so my head and right elbow hit the silky smooth asphalt.

No-one saw what happened and all I can assume is that I somehow for the first time in my life, (and after more than 20 years in the saddle!) misjudged the corner – ironic, given that I had just been mountain-biking without incident.

I was always a bike helmet sceptic, judging that the number of crashes where a helmet would save you were so small because (I'd heard) the only really

vulnerable part of your head is just above your ear and you would naturally get a hand down first if you were falling sideways, unless you were unfortunate enough to fall onto something (eg a high kerb).

I've been a cycle commuter my entire working life and for many years that was in the UK where helmets are not mandatory. But I always wore a helmet, reasoning that it could protect you on the one occasion where you hit the kerb with your head.

This crash all happened so quickly that I was pretty shocked and lay there for a few moments trying to figure out what had happened. The bike was fine; the bike helmet was not. The impact of my head hitting the pavement had cracked it. Even wearing a helmet the impact hurt.

I learned two things from this experience. Firstly, even experienced bike riders have crashes in seemingly innocuous circumstances. And yes, there are crashes where for whatever reason, your head hits the ground, in my case, because it was so unexpected.

The helmet probably saved me from concussion, and at the very least saved me from a serious headache.

Secondly, because this crash occurred on a bike track, the fact that I was momentarily shocked and didn't scramble to my feet immediately was not a problem, because there was no motorised traffic to run me over.

If this crash had occurred on a road, there is a very high possibility that a car behind me would have had to swerve to avoid me, or possibly might even have run me over.

I am not saying I will only cycle on off-road paths in future. And I am not saying I will never cycle without a helmet again. I am still to be convinced that helmets should be mandatory given that compulsory helmet wearing might dissuade cycling altogether.

But I now have personal evidence supporting the wearing of helmets, and the construction of segregated cycling facilities.

It is reassuring to me that the drive to develop Urban Cycleways is vindicated in that it offers choice to those who would prefer to minimise a few of the risks cyclists face by providing more space and separation from motorised vehicles.

**Jo Draper**  
Principal Transport Planner - NZTA





The 2016 AITPM National Traffic and Transport Conference will be held in Sydney from Tuesday 26 July to Friday 29 July 2016. As the leading traffic and transport event in Australia, the 2016 National Conference is the thirty-fifth to be held by AITPM.

The Conference which coincides with the 50th anniversary of the Institute will be held at the Westin Hotel in the heart of Sydney CBD at Martin Place.

The Conference will build on AITPM's reputation for allowing delegates an affordable opportunity to learn of latest industry developments, network with other professionals and gain appreciation of capabilities, equipment and technologies in the industry.

The Keynote Speaker for the Conference is Peter McCombs, the original founding Chairman and now Life Member of the IPENZ Transportation Group.

The Conference will commence on the evening of Tuesday 26 July with a cocktail reception at the Westin Hotel, Sydney CBD. Over the next two days of Wednesday 27 and Thursday 28 July, the Conference will showcase international, national and local speakers before culminating in a further day of technical forums on Friday 29 July.

In alignment with AITPM's Strategic Plan, there will be three streams for the concurrent sessions on Day 1 (Wednesday) and Day 2 (Thursday) as follows:

- Traffic Engineering and Management including Road Safety;
- Transport Planning, Freight and Logistics
- Traffic, Transport and Land Use Modelling.

There will also be the following three Forums on the Friday:

- Active transport including pedestrian and cycling;
- Transport and Land Use Modelling; and
- Multi transport mode tour.

The conference website is **here**. Registrations will be open after Easter [www.aitpm.com.au](http://www.aitpm.com.au)

For further information, please contact our conference convenors Fred Gennaoui ([gennaoui1@bigpond.com](mailto:gennaoui1@bigpond.com)) and Kevin John ([kevinjohn@bigpond.com](mailto:kevinjohn@bigpond.com))





# 2016 Conference Awards Wrap Up



**3M Young Professional Award**  
**Hamish Kingsbury**  
*Incorporating Road Safety into Vehicle Routing*  
 (Look how happy he is!)



**Best Paper Award**  
**Bill Frith and Mike Jackett**  
*The Safety Impact of Road Lighting*



**Highly Commended Best Student Paper**  
**Irina Holleran**  
*Porous Asphalt - More Than Just Safety*



**Highly Commended Practice Paper**  
**Glen Koorey, John Lieswyn**  
*Making Space: Innovative Ways to fit Multiple Modes*



**People's Choice Best Poster Presentation**  
**Hormoz Etemad**  
*Using an instrumented bicycle to help understand - A cyclist's perception of risk*



**Highly Commended Best Young Professional Paper**  
**Courtney Groundwater**  
*New Plymouth Model Community Evaluation*

# IPENZ Transportation Group Study Award 2016

Claire Graham, Auckland Transport  
Megan Fowler - ViaStrada

*A study tour to review international example of cycle facilities*



Also awarded:

**Highly Commended Research Paper**  
**Mike Smith and David Aldridge**  
*Finding the right green road*

**AA Award for Best Conference Paper**  
**Tim Cuthbert**  
*Roadspace Allocation for Better Streets*

**People's Choice Best Oral Presentation**  
**Megan Fowler**

*Planning and Design for Cycling: A framework of best practice guidance*



*"Does your car have any idea why  
my car pulled it over?"*



2016 NZ

# Intelligent Infrastructure

13 - 14 JUNE 2016, RENDEZVOUS HOTEL, AUCKLAND

SUMMIT

*Are you a key stakeholder in the utility or transport sector?*  
*Are you prepared for the future of intelligent infrastructure?*

## FEATURING INDUSTRY THOUGHT-LEADERS:

New Zealand Smart Grid Forum  
Energy Efficiency and Conservation Authority  
Callaghan Innovation  
Beca  
Transport for Christchurch  
SolarBright

**This Summit has everything you need to know  
to pave the way for the future of infrastructure**

**Asset Management Masterclass • Managing big data • Achieving cross-sector collaboration  
Managing digital disruption • WORKSHOP: Integration of electric vehicles with the grid**

[www.conferenz.co.nz/infrastructure](http://www.conferenz.co.nz/infrastructure)

**Conferenz**  
Connect. Know. Succeed.



**Dear Friend,**

The 38th Australasian Transport Research Forum (ATRF 2016) will be held in Melbourne from 16-18 November 2016.

The ATRF is the principal transport research conference in Australia and New Zealand. It brings together transport researchers, policymakers, advisors and practitioners from a range of disciplines to share and build upon the latest research and thinking. Note that the conference will be co-located with the ARRB conference in 2016, allowing ATRF attendees to partake in the activities of both conference.

ATRF 2016 is moving into a new era with the development of a co-ordinating Central Committee, ATRF Scientific Committee and Local Co-ordinating Committee. The ATRF Scientific Committee is being formed to take responsibility for the reviewing of papers, with leading experts assisting with coordination of peer-review for abstracts and papers submitted in the following theme groups:

- T01: Freight & logistics
- T02: Transport modelling, forecasting & simulation
- T03: Transport analysis & big data
- T04: Active Transport (cycling, walking, etc.)
- T05: Public transport
- T06: Transport & land use / urban design
- T07: Planning & policy
- T08: Transport economics
- T09: Aviation / Maritime
- T10: Transport surveys
- T11: Safety
- T12: Environment
- T13: Advanced technology, automation & ITS
- T14: Travel behaviour change & demand management
- T15: Other transport research

ATRF accepts papers on any aspect of transport, including work in progress. The conference is crossdisciplinary and submissions are encouraged from across all fields including economics, psychology, engineering, information technology, planning, geography, policy studies and more. We especially encourage practitioners to submit.

Papers can be research based and/or demonstrate the use of innovative or novel approaches to transport issues, behaviour, policy, planning, technology and systems. ATRF provides excellent outlets for publication with strong peer-review processes. The proceedings of past ATRF conferences provide one of the leading repositories of transport research from Australian and New Zealand (see [www.atrf.info/papers](http://www.atrf.info/papers)).

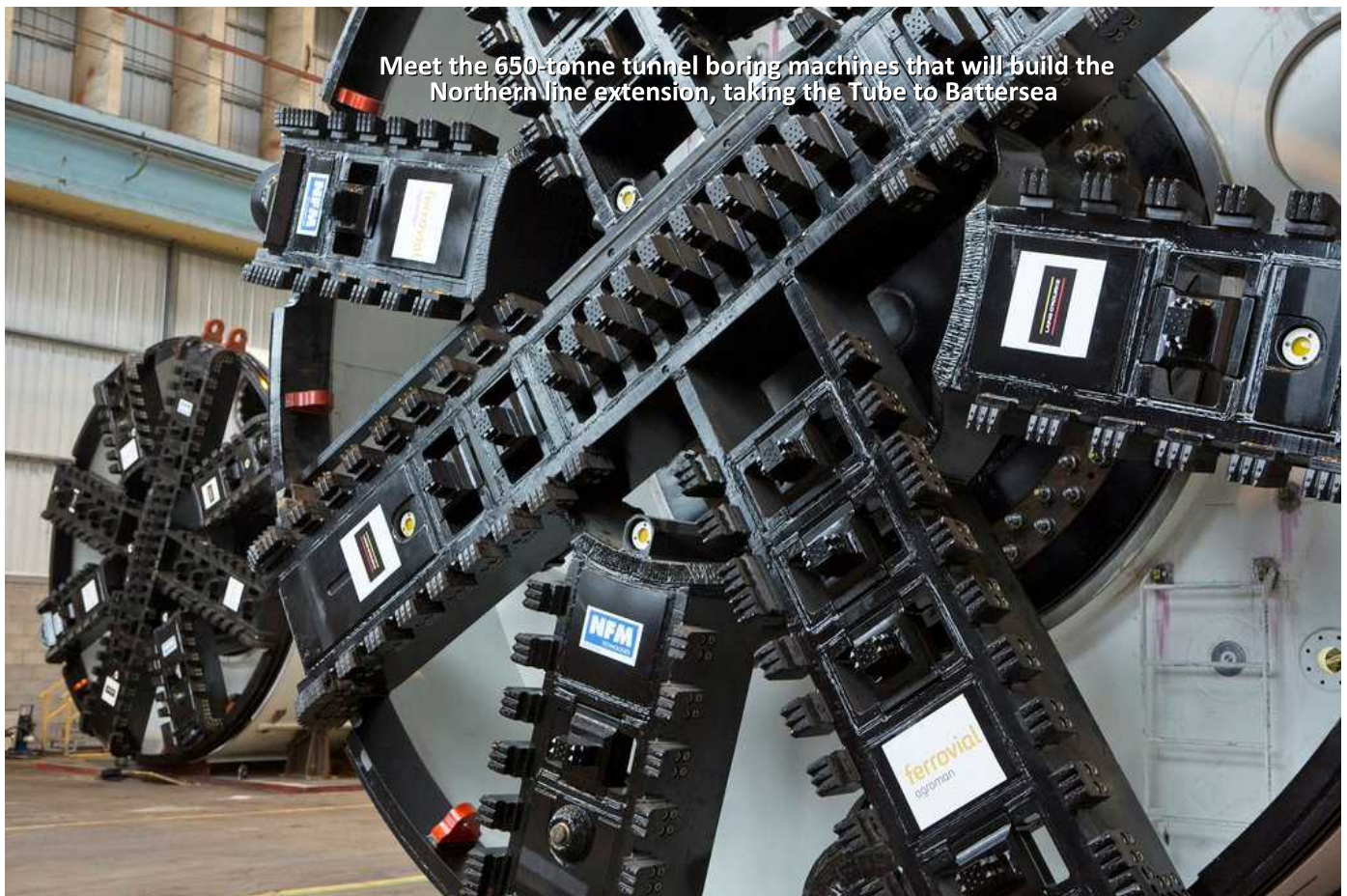
The closing date for submitting abstracts is 24 March 2016. Please refer to <http://www.atrf2016.com.au/> for further details and for paper submission and decision dates. To submit an abstract, refer to <http://www.atrf2016.com.au/subscribe>.

ATRF abstract submission is through EasyChair. If you have an existing account with EasyChair you will be able to log in with your user details and submit your abstract. If you do not have an existing account with EasyChair you will need to create a new account. You will then be able to submit your abstract.

Please note authors will be advised if their abstract has been accepted or rejected by Friday 8th April 2016. We look forward to seeing you in 2016 in Melbourne!

**Professor William Young Chair,  
Local Organising Committee  
[bill.young@monash.edu](mailto:bill.young@monash.edu)**









# Photo Competition

This edition is all about the conference dinner. No particular theme. Seen some photos you want shown? Send them to: [daniel.newcombe@aucklandtransport.govt.nz](mailto:daniel.newcombe@aucklandtransport.govt.nz)





# Furore Over Artsy Crossings Misses Broader Point About Safety



Who'd have thought that decorated crossings were controversial enough to jeopardize federal transportation funding? That's apparently the worry that prompted St. Louis to announce last week that it would allow its artistic crossings that dot the city to slowly fade away.

Officials in St. Louis say they're responding to a 2011 memo from the Federal Highway Administration (FHWA), which stated that decorated crossings of any kind "would degrade the contrast of the white crossing lines and should not be used" for safety reasons.

Though the memo is old, city officials only learned about it during a recent webinar.

And yet, despite that memo — which many urbanists are just now only becoming aware of — decorated crossings abound in the United States, with many popping up within just past year. At least thus far, no cities have had their funding threatened by the FHWA for the practice. And as Angie Schmitt at Streetsblog pointed out, other cities have interpreted the directive differently and continue to pursue decorated crossings that keep the contrast of the boundary lines clear.

The 2011 memo that recently resurfaced was a judgment on a proposed puzzle-piece-inspired crossings art in Buffalo. St. Louis's crosswalk art includes a fleur-de-lis crossing and another decorated with falling leaves.

San Francisco and other cities have installed rainbow-themed crossings in historically LGBT neighbourhoods to celebrate the heritage of those communities. People in Portland have been painting entire intersections for years to draw their communities together. Houston has two art crossings in the heart of two of its most active communities. Apparently — at least according to one school of thought — these treatments may threaten pedestrian safety by distracting drivers and pedestrians alike.

directive that technically could determine their access to federal funding for a variety of projects — projects St. Louis and other cities clearly need.

Still, it seems shortsighted for St. Louis to seemingly disregard the work members of its community have pursued so passionately and to ignore the other interpretations of the memo that many other cities across the country have adopted.



I don't think St. Louis officials should shoulder all the blame for choosing to respond this way to the FHWA memo. While the timing of the decision (nearly five years after the memo's release) is a bit puzzling, you can't completely fault local officials for responding to a

But rather than focus on St. Louis — which likely isn't relishing the negative publicity it's garnered following the difficult decision — the better place to direct our gaze might be at the FHWA and its efforts to make our streets safer.





safe. Far from it.

But crossings should be so far from being the primary means of protection for pedestrians that the decoration in between those two white lines is a moot point.

So should the flags some pedestrians carry to make themselves more visible. Pedestrians shouldn't have to announce their presence. Our roads should do it for them.

Roads are shared public spaces, but they are overwhelmingly designed at an automobile scale and automobile speeds, even in our residential neighbourhoods. Pedestrians and bicyclists are too often treated as afterthoughts.

The letter of the law comes from the FHWA's Manual on Uniform Traffic Control Devices (MUTCD), which lays down the rules and regulations for every marker on a public road in the United States.

The goal of the manual is to promote uniform signage and markings so that no matter where one is walking, biking, or driving throughout the country, the streets appear the same. This is certainly an understandable aim and one that seeks to reduce confusion and promote safety for all users of the roads.

However, it's worth acknowledging that the MUTCD (not to mention other FHWA publications and design guides from national groups like the American Association of State Highway and Transportation Officials and National Association of City Transportation Officials) offer a plethora of other street design guidelines that would drastically improve street safety well before the crossing. It's only a matter of getting cities to implement them.

Shouldn't fighting over the paint design of crossings be the least of our worries in the grand scheme of street safety? That's not to say crossings shouldn't be

Rather than being concerned with how a community chooses to decorate the inside of a crossing, the FHWA and cities should spend more time considering how to make crossings into safer spaces by more appropriately dealing with the sections of street leading up to them.

A pedestrian-centric approach to street design and safety — elements of which are highlighted in a number of other FHWA guidelines — could be used to make crossings into spaces that are safer for pedestrians, bikers, drivers, and art lovers alike.

*Source: The Urban Edge*



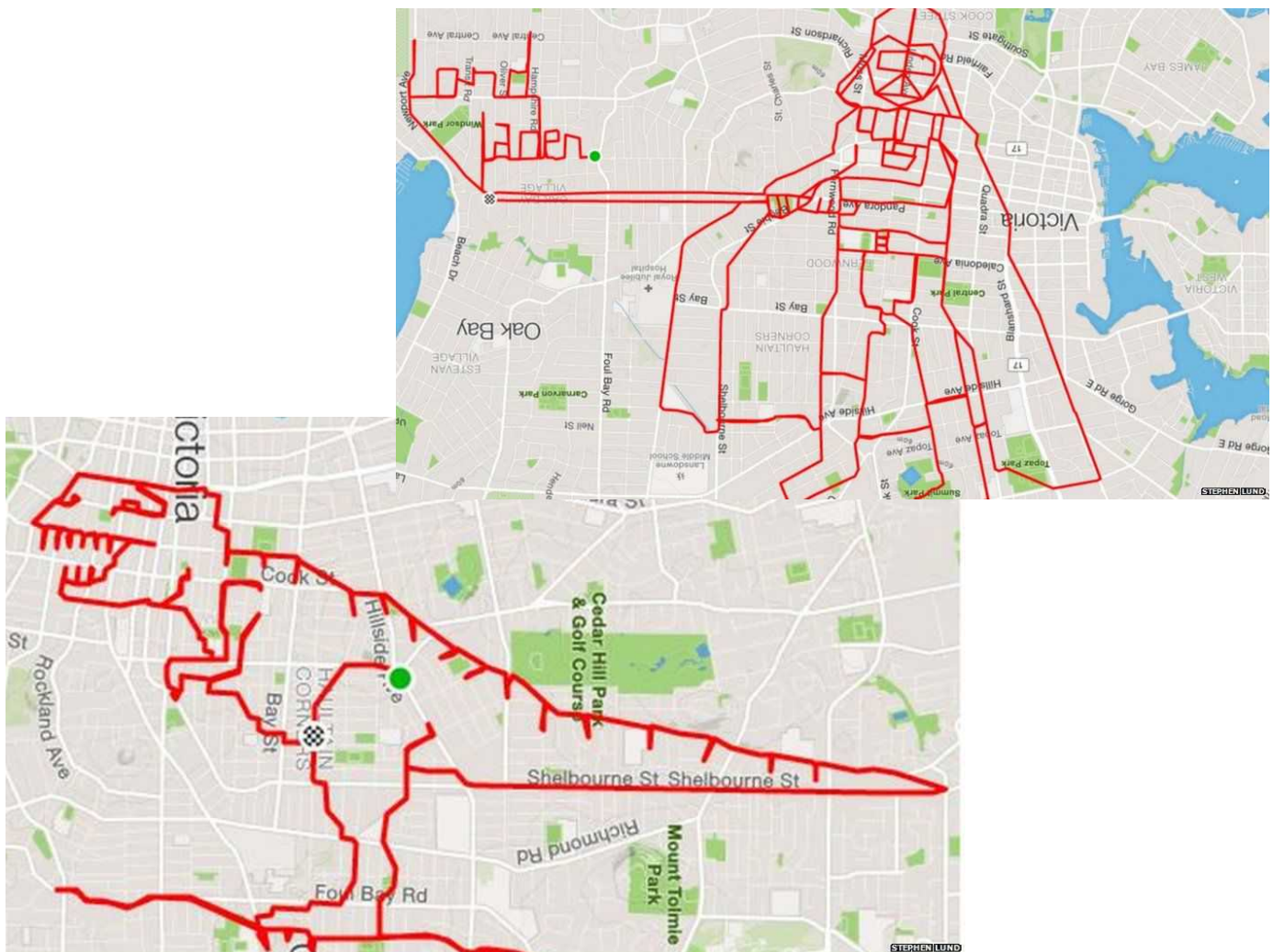




## Strava artist draws pictures with his bike and GPS

A Canadian cyclist is creating incredible works of art using his bike and a GPS computer. Stephen Lund is one of a number of "Strava artists" who use the cycling app to do a whole lot more than just seeing how fast they can go.

He plots a route and then uses GPS to track his ride. When uploaded to Strava, the route shows up as a picture or a message. Stephen calls them GPS doodles. He's ridden thousands of miles to create his images. These are just some of our favourites...











## What I did on my holiday work trip, by Bridget Burdett

I spent the first two weeks of March in Europe, mainly to attend a roundtable conversation of the International Transport Forum at the OECD in Paris, on economics of accessible (barrier-free) transport.

The formal report and videos of all presentations should be publicly available online before the next Roundabout so I'll report back then on technical details - meanwhile here's a photo montage of my travels. My collection of more mostly transport-related photos with commentary are here, feel free to add your own comments...

<http://tinyurl.com/BBparispics>

As always I love talking and emailing so just get in touch if you're interested in more information about the trip, the ITF, the views of world experts on barrier-freedom in transport, the story of when I fell off my bike (nowhere near as traumatic as you Draper..) or where to get a decent flat white in Paris.







# ITS World Congress

## 2016 Sponsorship

The SNUG Committee and Chair Sean Lewis are pleased to announce their intention to sponsor 2 SNUG members to attend the 2016 ITS World Congress in Melbourne.

The sponsorship will cover the cost of the registration fee for the event, with all other costs being at the expense of the successful applicants. The Committee will review all applications received against a set of strict criteria and requirements, which will be detailed on the application form. From applications that meet these criteria, 2 lucky group members will be selected to receive sponsorship. It is expected that the successful applicants will report back to the wider SNUG group on the experience at the next annual conference.

Being held in Melbourne from 10<sup>th</sup> -14<sup>th</sup> October, the ITS World Congress is the largest and premier global gathering of ITS professionals. It brings together over 10,000 delegates across multiple fields with many industry leading experts and companies in attendance. An opportunity to attend such an event of this scale and importance is not to be missed.

The Committee looks forward to receiving and reviewing applications in response to this announcement, and is pleased to be able to offer this exciting opportunity to its members.

Please contact Dan Marsh ([daniel.marsh@aurecongroup.com](mailto:daniel.marsh@aurecongroup.com)) for further details and to obtain a sponsorship application form. Applications for sponsorship close at 5pm on Friday 15<sup>th</sup> April 2016.



## Auckland/Northland Branch Committee Updates

The Auckland/Northland Branch AGM was held the 9th of February 2016. Our 2015 Chairperson Pippa Mitchell announced she will be leaving the committee as she heads overseas.

Jenson Varghese (below) will be taking over from Pippa as Chairperson with Stephanie Spedding as Deputy Chair.



We would like to take this opportunity to thank Pippa for all her contributions to the committee and the branch over the past few years. We would also like to welcome all the new members to our committee for the upcoming year.

## Wrap-Up of Recent Events

The Auckland/Northland Branch hosted a technical group meeting on 23 February 2016 on Universal design principles and the updated RTS 14

(Guidelines for facilities for blind and vision impaired pedestrians).

Our presenters were Carina Duke (Practice Advisor for Adult Rehabilitation Instructors at the Blind Foundation) and Tim Hughes (National Traffic and Safety Engineer for NZTA, currently seconded to the NZTA Cycling team)

The presentation and the subsequent discussion was intended to assist Planners, Designers and Engineers to better understand the requirements for mobility and vision impaired pedestrians.

## Up-Coming Events

We are planning a number of upcoming events including further technical presentations. Further details will be provided in the next issue of Roundabout. If you have any ideas about presentations and speakers, please feel free to get in touch.

## Waikato/Bay of Plenty Branch

The WaiBOP branch has been fairly quiet of late, but we have been doing a few events behind the scenes, in conjunction with NZPI and ILT to boost our attendance numbers (not always easy in the smaller regions!).

In November we organised a site visit to the new Cambridge Expressway with Engenerate, which was well attended, especially by our younger members. In December we held two joint events with the ILT; a supply chain presentation at Zespri and Christmas drinks at Brooklyn Bar in Tauranga.

Then just a couple of weeks ago we joined up with NZPI Young Planners on a presentation about the 'growth of

Papamoa' at Boffa Miskell's office.

We have started the year well with a slim but enthusiastic committee and we aim to organise an event during each quarter of this year, in conjunction with other relevant professional institutes.

We have the first presentation in the pipeline....a Safe Roads Alliance presentation in Hamilton in April. And we are also on the call out for volunteers to help with organising the IPENZ Transportation Conference next year which will be held in Hamilton.

You don't need to be on the committee to help out with the conference and any help however small is appreciated. Please get in touch with Sarah Dove ([sarah.dove@aecom.com](mailto:sarah.dove@aecom.com)) if you're interested.

## Central branch

### IPENZ Transportation Group cycle tour in Hawkes Bay

April 16-17. Details to be confirmed but contact [Catherine.mills@opus.co.nz](mailto:Catherine.mills@opus.co.nz) if you're interested.

You can now stay 'Linked IN' with the Central branch of the IPENZ Transportation Group by joining our Linked In page at <https://www.linkedin.com/groups/7041564/profile>

## Canterbury-Westcoast Branch

An E-Bike Technology Night was held Wednesday 17 February 2016. We had a great couple of presentations, the first from Alex Kendon of Techbikes who provided a brief summary of e-bike technology.

There was also an analysis of market segments currently adopting e-bikes in New Zealand, comparison of e-bike adoption in New Zealand vs Europe and discussion of possible reasons NZ is so far behind on uptake and finally a discussion of how local bodies can increase uptake of e-bikes and how encouraging e-bikes can benefit local bodies.

John Lieswyn, a Senior Transportation Planner provided an overview of his time at Alta in the US, including his role as manager of CV Link, a bicycle, pedestrian and low speed electric vehicle







pathway is the largest active transportation project in the USA.

He shared his knowledge of recent legislative reforms enabling greater use of e-bikes in California and the associated policy and design issues.

#### **Southern branch**

Will be thinking about hosting the 2018 conference.







# Roundabout of the month



We have no idea where this virtual image comes from, but who cares? Multiple concentric roundabouts, no real way of getting between them, no real purpose for the roundabout in the first place. What's not to like? Seen a better one? Email [daniel.newcombe@aucklandtransport.govt.nz](mailto:daniel.newcombe@aucklandtransport.govt.nz)

## WE NEED YOU! (Or your comments and views at least)



Currently the Group has a liaison meeting held every few months with NZTA and MoT, with our Wellington-based immediate past chair Dave Wanty being our regular attendee.

We welcome your comments on what issues the Group should be raising with each organisation individually or jointly (at the national level).

For instance, how strongly do you feel that our Group should be represented on NZTA working groups? (to provide valuable advice and to comment on draft publications in a timely manner, possibly before public consultation).

Another example, to what extent should we expect feedback on the issues we raise? And on our submissions to the NZTA? Should we raise these/any matters in writing?

Please reply to our National Administrator Bronwen Grigg or Dave Wanty





# Caption competition



This photo - of 3M's Michael Holderness addressing MC Greg Ellis at the conference dinner - warrants a caption. One suggestion has been made. If you have any other suggestions, send it to: [daniel.newcombe@aucklandtransport.govt.nz](mailto:daniel.newcombe@aucklandtransport.govt.nz)



## NZMUGS news:

NZMUGS intends to be sponsor research on transport modelling related matters. Submissions are to be sought from all NZMUGS members, shortly, and they will be evaluated according to the extent to which they:

- Are consistent with the objectives of NZMUGS
- Add value to a current subject of debate or of importance to the transport modelling industry
- Are innovative
- Provide value for money.
- Have a good likelihood of achieving a useful or successful outcome
- Are in a current area of weakness in the industry
- Support upskilling of newer/less experienced industry members
- Will be carried out by a bona fide institution with a competent supervisor.



# SH20 Waterview update



There will be significant changes to a section of Great North Road during March that will affect drivers, cyclists and walkers. From early March, Great North Road and the footpath/cycleway near the BP Service Station at Waterview were diverted further west until the end of the year. The diversion is necessary for to excavate a trench across Great North Road as part of the process to remove exhaust fumes from the tunnels to a northern ventilation stack that will be built near the service station.

Members of the public can now buy their own piece of roading history as the NZ Transport Agency sells off machinery and equipment no longer needed on our project.

As NZTA embarks on the final drive to completion and the opening of the tunnels/interchange ramp in early 2017, machinery and specialist equipment that will have served its purpose on the project will be made available for purchase.





The items range from water blasters, water tanks to the huge 140 tonne yellow gantry – Dennis (below) – which has dominated the skyline on the Northwestern Motorway.

“The items we’re selling to the public over the course of the year are suitable for use on smaller or similar large scale New Zealand or overseas projects,” says the Well-Connected Alliance Project Manager, John Burden.

“While we expect the items will mostly be bought by specialist operators this is a chance for the public to keep a part of New Zealand’s largest and most ambitious roading project.” A Trade Me auction site (operated by Turners Auctions) launched in late January and will sell general goods, trucks and mobile machinery from the project each month. Other industrial and specialised items are being sold via graysonline.co.nz (Graysonline), including ‘Dennis’, the 98 metre long gantry that was designed and built in Italy.

To view the Waterview Connection items on Trade Me each month type in to the search bar: Turners Auctions, Waterview.

As construction gets underway on Waterview Shared Path next month, here's a first look at the current design for Alford Street bridge. The Alford Street bridge is the largest of three bridges that will be constructed as part of the Waterview Shared Path project, which is jointly funded by the NZ Transport Agency and Auckland Transport.

Crossing over Oakley Creek (Te Auaunga) to connect Unitec Campus with Great North Road at its intersection with Alford Street, the concrete bridge will be around 90 metres long and 16 metres high. The bridge balustrades would create a wave effect with LED lighting in the handrail to illuminate the bridge at night.

Two other bridges mark the route – Soljak Place bridge will cross over the western rail lines to connect with Soljak Place,

and Phyllis to Harbutt boardwalk will link Phyllis Reserve and Harbutt Reserve. Around 2.5km long, Waterview Shared Path is a walking and cycling route that will follow the course of Oakley Creek from New North Road to Great North Road, to link Mt Albert and Waterview.

The path is designed for people of all ages and abilities and is easily accessible by low gradients and width of around 3.5 metres. A sod-turning event to mark the start of the project took place in early February at Phyllis Reserve.

If you want to find out a bit more information on the project, visit:

[www.nzta.govt.nz/projects/waterviewconnection](http://www.nzta.govt.nz/projects/waterviewconnection)

or for regular updates and some great videos [www.facebook.com/AliceTBM](https://www.facebook.com/AliceTBM)





# Transport Advice

## FOR DUMMIES



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

I totally loved the conference this year. We got a great range of keynote speakers and it was a great venue. I understand that the 2017 conference will be in Hamilton. Will we be able to get such good keynotes there?

Aaron, Auckland

### Dear Arrogant

You are quite right to be concerned, but rest assured that Hamilton will be even better than Auckland. For a start, the 2 hour drive from Auckland will give each speaker a chance to practice their speech, so they will be sharp as bro (that's Hamilton-speak).

There is a large pool of keynotes who are just waiting for the opportunity to step out of the Auckland rat race and into the gentler pace of Hamilton life. Surely there must be keynotes who want that. I expect there are. Or could be. Anyway, Alan Gregory is running it so I'm sure it will be fine.

~Transport Guy

### Dear Transport Guy

I was concerned to observe at the recent conference that the head of the Ministry of Transport did his whole presentation without any reference to or images of people! How can we trust the Ministry to plan our future?

Genna, Whanganui

### Dear Genuine

You can be reassured that the Ministry and government in general has only our best interests at heart. The future as described in the conference will indeed be less people-y.

Autonomous cars are likely to be so efficient that people will not need to be in them, and driverless trucks will deliver freight much more efficiently if people's random purchasing choices are taken out of the supply chain.

Thus, the Ministry is readying us for the point at which our smartphones will not need human operators. The flying cars may or may not happen, but we can be assured that if they do, the Ministry is confident people won't be in them.

~Transport Guy



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



# Group Contact Details



## Transportation Group National Committee

**National Chairperson, Submissions Coordinator, Membership Coordinator, Treasurer**

Pravin Dayaram Pravin@t2engineers.co.nz

**Vice Chairperson:** Alan Gregory alan.gregory@mwhglobal.com

**Immediate Past Chair:** David Wanty davidwanty@clear.net.nz

**Auckland Branch Chair:** Pippa Mitchell

pippa@t2engineers.co.nz

**Waikato/Bay of Plenty Branch Chair:** Alan Gregory

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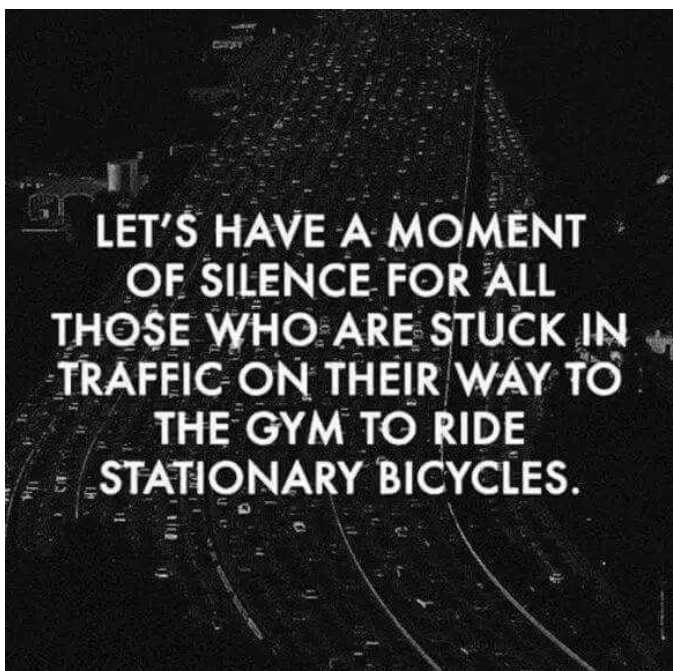
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## Kids explain traffic engineering



**"No Dad! It's meant to say 'Give Way to Presidents.'"**

