Roundabout

Magazine of the IPENZ Transportation Group

Issue 152 June 2017

Happy times in Hobbiton: Conference review

Also in this edition:

- Conference review
- Award winners
- Car vending building
- Making a subway overnight
- Democracy bogging us down?

Contents

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. There is no charge for publishing vacancies for transportation professionals, as this is considered an industry-supporting initiative.

Correspondence welcome, to Daniel Newcombe: daniel.newcombe@at.govt.nz or c/o Auckland Transport, Private Bag 92250, Auckland 1142

Roundabout is published around the 15th of March, June, September and December each year, and contributions are due by the 10th of each publication month.

A monthly Mini-Roundabout email 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

Apologies if this edition is a bit late or untidy. I had technology issues - in that my laptop with all my Roundabout material died a horrible death probably unrelated to my two kids using it immediately beforehand.

I was therefore dependent on an IT guru resurrecting my laptop and this edition, but it took time. Yes, I had it backed up on the cloud, but there were elements I needed off that laptop.

It's interesting how dependent we have become generally in life on certain technologies, probably without really noticing it at the time.

It's one thing to need a laptop to write some words, but what if that computer also drives your car or is the only thing stopping you from crashing into a pedestrian?

Technology is great, don't get me wrong. But I am curious as to whether we have enough control over the back-up plan if it fails.

I've heard people talk of younger folk no longer needing a drivers licence, as in the future cars will drive themselves. Well, what happens when that technology fails and the passenger no longer has the skills to take over the driving?

All this is very interesting (or threatening, depending on your temperament) but the increasing role of technology was one of the discussion points at this year's conference in Hamilton, along many other thought-provoking topics.

The conference was headed by our uber-casual National Chair Alan Gregory, who likes to pretend he has no idea what is going on. At least I think he is pretending.

I was once again curious as to the relative absence of NZ's largest transport project – the Waterview tunnels – from the conference. Perhaps they were too busy getting ready for opening the tunnels?

Overall I think I can say with confidence (and no malice) that I was surprised how good the conference was. Especially as it was headed by our uber-casual National Chair Alan Gregory, who likes to pretend he has no idea what is going on. At least I think he is pretending.

The Hobbiton dinner event was probably the best conference event I've attended – there is nothing like a bit of dressing up and then sharing costumes as the night wears on (see photo of our Associate Transport Minister wearing my Gandalf wig).

It was a charming and enjoyable dinner and full credit to Glenda Harding and her team in arranging perfect weather for it. Read the conference review later in this edition.

The bar has been set high for next year's conference, but as it will be in Queenstown, it already has the advantage of an excellent backdrop if attendees get bored and stare out the window.

Get thinking about possible papers you might want to submit in 2018 – I am sure there will be a lot of applications.

Daniel Newcombe
Roundabout Editor
@newcombe_dan

Perfect timing

Chairman's Message

I have been thinking about transport, I guess it's my job, and the future of transport is one of the hot topics everyone is talking about.

We have heard arguments for and against autonomous vehicles and whatever you think, they are real and they will be on our streets sooner than you think. Christchurch Airport's first AV shuttle is now on the ground and I for one am looking forward to seeing how it works.

I took my first Uber ride a few weeks ago in Auckland and I was impressed with the simplicity of the system and the way it uses existing technology to accurately show you how far away your ride is.

It also showed a weakness in Google Maps: the lack of updates about changes in traffic management from CRL construction. All Uber drivers use this technology and it can get you stuck if you rely on it 100%.

Talking to colleagues around the country it appears that Google rely on a change in travel patterns recorded over several weeks before they change vehicle routing, which normally works well enough but considering the number of people who rely on Google, perhaps there is a need for some kind of officially sanctioned input from RCAs to help manage traffic more dynamically?

I also see that Toyota are developing a flying car, which looks suspiciously like a drone with a cabin.

I also see that Toyota are developing a flying car, which looks suspiciously like a drone with a cabin, with the promise that it will light the torch at the 2020 Tokyo Olympics. Personally I hanging out for Scotty to beam me up…

Maybe it's time for us to have the realistic public debate about what AVs mean to society and how we can make things better with technology and more importantly - how do we plan for the future now without making expensive mistakes?

Ironically, since writing this, I see that Auckland Transport have brokered a deal to work collaboratively with Microsoft to do this very thing, as well as provide a 'one stop shop' for ticketing. Well done AT.

I wonder if there is a similar deal between Microsoft and Google so everyone can benefit.

This year's conference has taken up an inordinate amount of my life and whilst it is a huge and seemingly insurmountable challenge, I think that everyone should try running one.

Once.

Speaking of the conference, I was informed, about two days prior, that the opening address was the responsibility of the Conference Convenor, National Chair or Branch Chair. Being in the unenviable position of holding all of those roles it was going to be me.

Despite my public speaking performance, I feel that the conference was a great success and I'm looking forward to next year's in Queenstown. Book early to avoid disappointment.

What was a disappointment was the turn out for our AGM. Two people who were not committee members isn't what I would describe as representative of the Group, despite there being at least a hundred members in the next room. Apparently lunch was more attractive.

I encourage everyone to support our local events if you get the opportunity, this is your Group and we want to get better at giving you what you want.

If you don't tell us, we won't know, so please email your local committee or talk to me directly if you want to get involved or simply want to see something done differently.

Alan Gregory
National Committee Chair

ATRF 2017 Conference
Auckland 27th– 29th Nov 2017

Second Call for Papers

As you may know, the 39th Australasian Transport Research Forum (ATRF) Conference to be held in Auckland, New Zealand from 27th to 29th Nov 2017. Details can be found at the conference website which is updated regularly - http://atrf2017.nz

This year the Call for Papers includes both Research Papers and Professional Practice Papers. The intention is to bring together transport researchers, policymakers, advisors and practitioners from a range of disciplines to share and build upon the latest research and thinking.

There will be no call for abstracts this year. Instead, full Research Papers should be submitted by 30 June 2017 and full Professional Practice Papers by 31 July 2017 to https://easychair.org/account/signin.cgi. The formats for the respective papers are provided on the website.

Finally, please note that you must be registered in order to present a paper at the conference.

We look forward to seeing you in November 2017

Doug Wilson and Seosamh Costello
Co-Chairs ATRF 2017 – Auckland

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Keep up to date with IPENZ Transportation Group happenings:
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www.twitter.com/ipenztg
www.facebook.com/ipenztg

IPENZ TRANSPORTATION GROUP


HG
NEW
HORIZONS
Are you a Transportation Engineer looking for a new challenge? We have a great opportunity for the right person to join our Auckland team.
It's an exciting time for HG as we have recently merged with traffic and transportation engineering specialists T2, forming a new business unit, HGT2. As part of the HGT2 team, you'll be exposed to new opportunities and the additional services we can provide to our clients. The team has a wealth of knowledge and experience in providing specialist professional services in traffic and transportation engineering.
WHAT WE OFFER
At HG, we're committed to investing in our people to create a high performing team. As well as a competitive remuneration package, we develop and mentor you throughout your career, giving you the opportunity to work on a wide variety of multi-disciplinary projects.
If you're ready to step up your career with a fully New Zealand owned consultancy, apply now at careers.harrisongrierson.com (Job Code 11464). If you'd like to find out more, please call Nicole Reynolds, Recruitment Manager on 09 212 6488.
HARRISON GRIERSON. COM

2017 AITPM NZ Study Tour Award
by Alexandra Kelly

Earlier this year I was awarded the AITPM NZ Study Tour Award, allowing me to attend the Institute of Professional Engineers New Zealand (IPENZ) Transport Group Conference. What a huge privilege!

Prior to the conference I visited some friends in Wellington, before travelling up to Auckland for a brief stopover and then finally heading down to Hamilton for the conference. From Hamilton we also explored the Waitomo glow-worm caves and Rotorua.

This itinerary set me up marvellously for conference talks. I explored Wellington city, travelled the cable car, cycled the harbourfront, enjoyed walking through a weekend street festival, drove the steep and narrow residential streets, chatted to locals about the port being on reclaimed land that was once water, learnt about some of New Zealand's volcanic history and saw first-hand the earthquake damage to the port and buildings.

View overlooking the Port of Wellington, with earthquake damage visible from across the bay

Electric vehicle charging station in action at the Wellington waterfront

I could see for myself the importance of the significant rail and road connections into Wellington's port and how badly they were damaged due to their location along a major fault line.

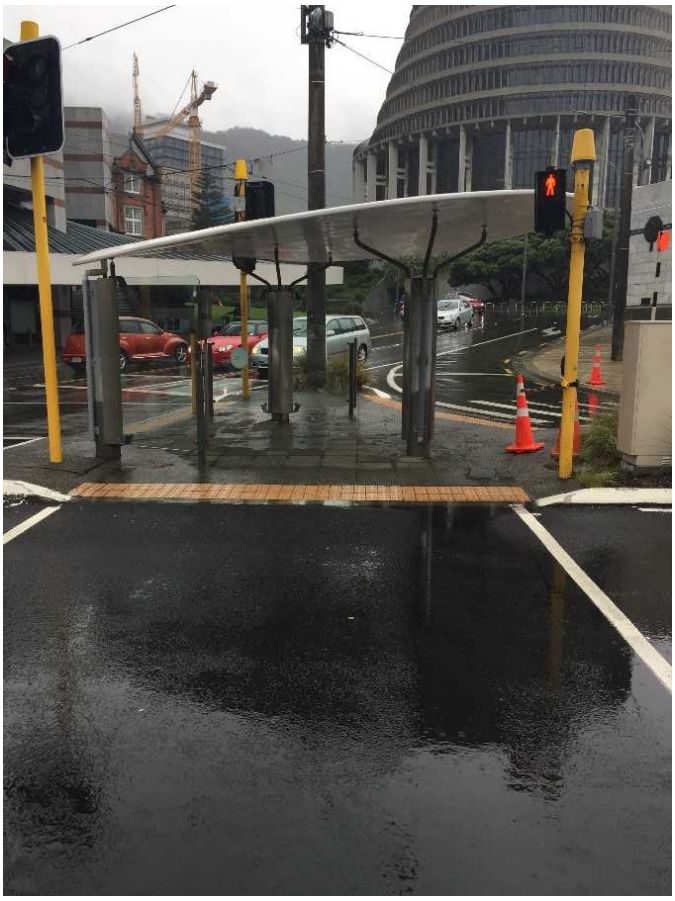
A brief stint in Auckland was also eye-opening: the sprawl of the city, the local traffic congestion, the scramble for waterfront land in the CBD area, the busy port activities and scarcity of water crossings all stood out to me from the top of the Auckland's Sky Tower. In just a few days before the conference, I had experienced for myself a sample of the sustainability and safety challenges New Zealand's transport system tackles daily.

The conference speakers were insightful and very thought provoking. While all made valuable contributions, I'd like to share some of the exceptional presentations that left me with some exciting ideas to reflect upon.

One of the plenary speakers who spoke on the conference theme of transport sustainability was Dr. Susan Krumdieck. The interactive presentation had us all thinking about our engineering activities but within a much longer-term 100-year perspective.

It had us all thinking more about new vehicle technologies like electric vehicles and AVs, and how these technologies will likely not alleviate the problems of congestion or oil scarcity. The session made me think deeply about what a future prosperous city in New Zealand or Australia might be like by considering other prosperous cities around the world.

There are currently cities under 2 million people in size with less than a 30% personal vehicle mode share! Susan challenged us to imagine the types of "change



As we explored the city by foot in the rain I recall feeling grateful for the pedestrian refuge island shelters at busy Wellington intersections like this.

projects" that could enable future prosperous cities. She invited us to imagine a new reality TV show where teams compete to build the best 1km sections of 'transition street' for walking, cycling, trams or other public transport; where the public votes on different elements, like how well the urban area is actively accessible, and how well essential services are co-located.

I love the concept of a "change project". If we are to bring about our desired future state, then we will likely need solutions that are different to the traditional engineering approach. I reflected on Susan's presentation that to have sustainable engineering practice now, more than ever before, our industry will need to maintain diverse teams, a mix of viewpoints, longer-term thinkers and fearless imagination.

Another presentation that struck a chord with me given my recent work at SMEC was 'Enabling the new network – using the business case approach to addressing Auckland's transportation challenges'. The presenters told of their effective use of visualisations to tell the story of their corridor options assessment work. The corridor planning work was undertaken against strategic outcomes and evaluation criteria that the team established upfront. They thought broadly about their solutions, focussing not on a single mode but rather holistically looking at opportunities to improve all modes under a 'best for the project' mindset. I thought their work was a wonderful example of both sustainability in engineering practice and sustainability in a solution.

The Friday sessions were focussed on the topic of transport safety. I recall seeing many statistics that simply surprised me – for instance, cycling is 500 times safer than playing rugby.

Many speakers on this day of the conference reiterated the idea that drivers or operators are not infallible, people are vulnerable and that elements of the transport system ought to be designed to minimise harm caused by accidents. For example, intersections and other transport infrastructure could be designed with more forgiving angles of collisions, challenging the traditional 90-degree right angle intersection street approaches.

The delegates at the conference were a very friendly bunch too and I had a great time chatting to different people in the conference breaks. The conference dinner was a highlight – held at Hobbiton, we enjoyed a Lord of the Rings movie set tour with most of us dressing up as elves or hobbits, making it a most fun and memorable experience.

It was a privilege to attend the conference and wonderful for my professional development. Since returning I have even emailed one of the presenters to discuss how their work might influence a planning study being undertaken here in Australia. The conference has already, and no doubt will continue, to influence my day-to-day activities.

Most of the conference abstracts, papers, presentations and research posters are available at the conference website http://www.ipenztgconference.co.nz/. Congratulations to the organisers and volunteers who made it all happen, and a huge thank you to AITPM for allowing me to participate.

The conference brought an element of disruption to the previous thinking in our industry. It was great that the traditional understanding of traffic and transport engineering is being challenged again and again – because if we don't do anything different to the method or the solution, we'll just keep on seeing more of the same problems.

It has us all thinking – what does the future of transport look like to us? What project will we work on now to make the future happen?

AITPM
Leadership in
Traffic and Transport

3M Traffic Safety Innovation Award

New Zealand's Premier Road Safety Award goes to the Auckland Motorway Alliance and NZ Transport Agency for Renewal and improvement of the SH1 Penrose Over Height Detection System.

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 Auckland Motorway Alliance (AMA) and the NZ Transport Agency for the renewal and improvement of the SH1 Penrose Over Height Detection System (OHDS).

The 3M Traffic Safety Innovation Award for 2017 was presented by the Associate Minister of Transport, the Hon David Bennett, 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 in Hamilton.

IPENZ Transportation Group National Chairman, Mr Alan Gregory, said "Our 2017 winner demonstrates an effective and innovative approach to reducing the risk of bridge collisions by over height vehicles, which can cause serious injury to road users and result in significant traffic congestion on the state highway.

"The AMA and Transport Agency is being congratulated through this award for developing such an innovative and effective project, which could be applied to risky road conditions in other parts of the country or around the world."

The AMA is responsible for the maintenance and operation of the Auckland motorway network. In the last few years, Auckland's Penrose Road over-bridge has been struck many times by over height vehicles, each of these posing a risk of serious injury to motorists (or pedestrians or cyclists on the over-bridge), along with the impacts of serious traffic congestion.

In late 2014, AMA began renewing the existing Over Height Detection and Warning System (OHDWS) which dated back to the 1980's. As an Australasian first, the OHDWS replaces obsolete Neon Sign equipment with the latest high-resolution, full-colour VMS accompanied by the installation of new height sensing equipment, logic and communications systems.

The project was completed in September 2016 and has already identified hundreds of over height vehicles, potentially preventing many near misses and stopping at least one potentially significant event.

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 of the transport profession.
The winning team was made up of:
Dean Parker
Peter Bathgate
Russell Pinchen
Joanne Chang
Laurence Butcher
Robert Shiret
Neil Fisher
Jim Bernhard

The other finalists were:
• Auckland Motorway Alliance – Tableau: A Cool Tool for Interrogation of Crash Data
• New Zealand Transport Agency - Speed Management Guide and Mapping Tool
• Stantec Ltd - Delivering Safer Speeds on State Highway 1 in Rural Townships
• New Zealand Transport Agency - Motorcycle safety: Shiny Side Up Bike Fest

MRCagney

BETTER TRANSPORT • BETTER PLACES • BETTER CHOICES

About MRCagney
We are an independent transport and planning consultancy, specialising in sustainable transport and urban mobility. We are employee-owned with offices in Auckland, Brisbane and Melbourne.

What makes us different?
Our company ethos is "better transport, better places, better choices". This ethos is about making a positive, sustained contribution to the people and communities that we work with.

We aim to create and support well connected, vibrant and liveable places, giving people better, more sustainable travel choices. We apply this passion and our 'people-first' approach to all our projects.

Through this approach, our Auckland office has worked on many influential and internationally recognised projects including Auckland's New Network and the Global Street Design Guide among others.

About this opportunity
We are seeking passionate and enthusiastic consultants to join our team in Auckland, as we seek to make a difference to the cities and communities around us.

Based in our vibrant O'Connell Street office, you will assist on projects both locally and throughout New Zealand and Australia.

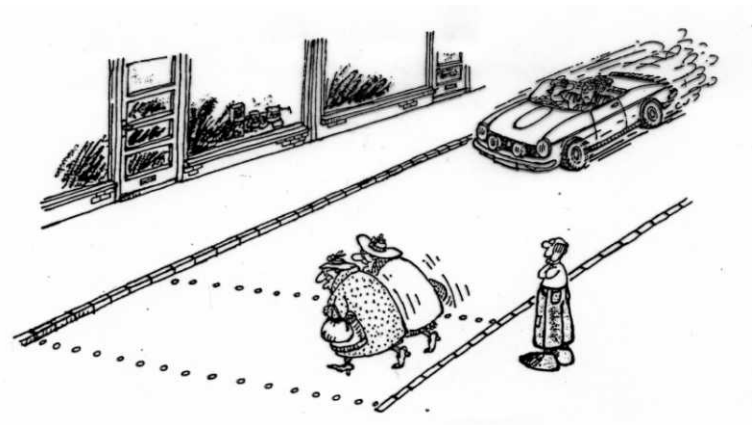
We are currently recruiting for the following roles:
• Cycling consultant
• Senior public transport planner

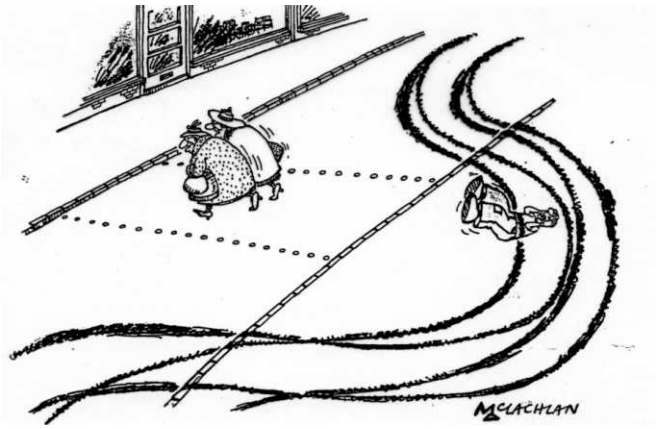
If the above roles don't sound like you, but are passionate about making a difference, please get in touch anyway.

We are always looking for talented, motivated individuals for roles in all parts of the company, throughout our offices in Australia and New Zealand.

Want to find out more?
If you are interested in finding out more about opportunities at MRCagney, please visit http://mrcagney.com/about/careers/ or email auckland@mrcagney.com

If you are considering new opportunities and are looking for somewhere to make a real difference, MRCagney has much to offer.





Evolution of road safety

This picture sums up the evolution of road safety pretty nicely.

It's a transition from engineering to understanding humans, shifting from reaction to error, to removing the circumstances where error is more likely to cause harm.

1955: Sleepy driver hits pole. Put up a sign "A sleepy driver hit this pole"

2015: Sleepy driver hits pole. Remove the pole.

2020: Driver is sleepy. Wake up the driver

2075: Person is sleepy. Transport choices are so good she doesn't need to drive...

Husband's ingenious solution to wife's loss of mobility

There was a time when visitors would come for miles just to chat with Avis Darnley. But as Parkinson's disease has melted away the muscles in her jaw and throat, left her in a wheelchair and stolen her ability to speak, life has got smaller.

Most days she was left with just her front room, her television, and husband John. Until John decided it was time they both got on with living.

The former mechanic, from the Kapiti Coast north of Wellington, has created a modified e-bike that allows him to hitch up his wife to the handlebars and enjoy the great outdoors. Now the couple tour Waikanae and further afield, cycling the new bike track built beside the $630 million Kapiti expressway.

The pair, from Waikanae Beach, have been married for nearly 44 years, and the Parkinson's diagnosis came 11 years ago, after she had a fall. Since then, the degenerative disease has got worse.

John said the idea came after he started trying to think of ways to get some exercise, and free Avis from the house.

"I thought, 'I wonder if I could put the wheelchair on the front of the bike?', so I started to do things."

Inspired by the old icecream and butchers' bikes, he he came up with the idea of the modified three-wheeler.
Instead of a chiller box on the front, he has Avis and her wheelchair.

He took the idea to Southend Cycles in Levin, which modified a electric three-wheeler with a frame that would hold the chair. To date, their longest trip together has been a six-hour jaunt to Paekakariki and back.

"Not only are you out in the fresh air and the sunshine ... but we get toots, we get waves, we get people talking to us – strangers, friends, neighbours. Avis is part of that conversation."

On Thursday they biked about a 10-kilometre return trip to the supermarket in the morning, then made a 12km return trip to Paraparaumu in the afternoon. The first time he rolled down the street with his wife, she loved it, he said. He knew from her eyes and her face.

And even though she now mostly communicates without words, it seemed the most important ones are the last to go. Every night, as they go to bed, Avis still says "I love you" to her husband, and "thank you for the day".
Source - Stuff

Electric vehicles update

The Government's cross-agency Electric Vehicle Programme is well underway, making good progress toward increasing the number of electric vehicles (EVs) in New Zealand and reducing barriers to uptake.

Over the upcoming months we'll provide updates of the work the NZ Transport Agency is doing to help double the number of EVs each year to reach 64,000 by the end of 2021, to help reduce greenhouse gas emissions.

Electric vehicles in special vehicle lanes

• A two-week trial allowing EVs access to five special vehicle lanes in Auckland was held last month.

• Feedback so far has been positive with EV drivers confirming the trial lanes provided travel benefits. View a summary of the feedback here.

• We have completed a viability assessment of all special vehicle lanes on New Zealand's state highway network and will be engaging with key stakeholders in the coming months.

Public charging infrastructure network

• We have developed a vision for nationwide state highway coverage of public charging infrastructure.

• We have engaged with investors, electricity suppliers, and experts within the Transport Agency to develop this vision, which is now on our website

EV charging station road marking

• Drivers will start to notice changes to parking spaces as sites are marked with electric vehicle charging station road marking symbols.

• The newly gazetted NZ Transport Agency approved symbol complements existing EV charging station signage to help identify parking spaces reserved for EVs charging their batteries. Find out more information here

NZ TRANSPORT AGENCY
WAKA KOTAHI

Moscow based artist Nikita Golubev etches images of animals onto the surfaces of dirty vehicles.

We have a competition on our hands in Plymouth

New London black cab

In 1920, police motorcycles had cages for a sidecar for arrests

Transportation Engineering Postgraduate Courses 2017-18

Department of Civil & Environmental Engineering University of Auckland
For Master of Engineering Studies [MEngSt] and Post Graduate Certificate [PGCert], with / without Transportation specialisation, or for a one-off Certificate of Proficiency, COP

Semester 2 (Jul-Oct 2017)

CIVIL759 – Highway & Transportation Design (Mon 11-12, Tues 11-1pm, 12 weeks)	Economic and environmental assessment of transport projects, land transport funding, road safety engineering, crash reduction & prevention, design of intersections, pavement asset management and rehabilitation , heavy-duty pavements, drainage.
CIVIL765 – Infrastructure Asset Management 23 - 25 August, 4 - 6 October	Integration of planning and infrastructure asset management, resource management, institutional issues and legal requirements. Asset management plans and specific techniques.
CIVIL 771 – Planning & Managing Transport 7 - 8 August, 18 - 19 September, 16 - 17 October	Integrated planning of transport and land use, transport planning modelling, LTMA and GPS, District Plans and RMA, Travel, trips and parking. Transport assessments and multi-modal transport, TDM, 'Smart roads', intelligent transport systems, EV's.
CIVIL 773 - Sustainable Transport: Planning and Design - new course 17-18 August, 21 - 22 September, 12 - 13 October	Pedestrian and cycle planning and facility design (network and route planning, trails, roundabouts, footways, terminals, plazas, footways, escalators, etc.); public transport (bus, rail and LRT) and vehicle operations for compact central urban areas and transit orientated developments, shared spaces and user safety.

2018 Provisional PG Transportation Courses
Semester One (March – June 2018)
Civil 758 Traffic Systems Design
(12 weeks, 2 + 1 = 3 hrs per week – also Part of BEHons degree)
Civil 764 Highway Safety & Operations
(2 x 3-day blocks > dates to be determined)
Civil 766 Road Asset Management
(2 x 3-day blocks > dates to be determined)
Civil 770 Transport Systems Economics
(3 x 2-day blocks > dates to be determined)

Semester Two (July – October 2018)
Civil 759 Highway & Transportation Design
(12 weeks, 2 + 1 = 3 hrs per week – also Part of BEHons degree)
Civil 761 Planning & Design of Transport Facilities
(2 x 3-day blocks > > dates to be determined)
Civil 765 Infrastructure Asset Management
(2 x 3-day blocks > > dates to be determined)
Civil 771 Planning & Managing Transport
(3 x 2-day blocks > > dates to be determined)
Civil 773 Sustainable Transport: Planning and Design
(3 x 2-day blocks > > dates to be determined)

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

For Admission / Enrolment inquiries contact: **Assoc. Prof. Roger Dunn**, Director of Transportation Engineering
Phone: (09) 923 7714 DDI, Mob 021 309 600 Email: rcm.dunn@auckland.ac.nz

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

Our Masters degree Brochure *https://cdn.auckland.ac.nz/assets/engineering/for/future-postgraduates/documents/Transportation_final_print.pdf*
Our Transportation Research Centre *www.trc.net.nz*

2017 IPENZ Transportation Group Conference Report

I think it went rather well, considering the weather was a disaster and about 15 delegates and presenters were trapped in Wellington and Christchurch with all air traffic grounded.

Glenda Harding and her team did another outstanding job of making everything look easy.

Being on "this side of the fence" for once showed me it was more akin to watching a duck swimming upstream, outwardly calm and collected but underneath paddling like crazy to stop everything heading backwards.

I can't express how much Harding's do to make this happen and basically save our behind when things start going awry. This year was no exception and you can imagine the reaction when we got the call that one of our keynotes couldn't make it.

Despite the logistical challenges and less than spectacular wi-fi, Glenda's team managed to seamlessly transition to video and the slightly shaky connection allowed the programme to continue.

In the end we had almost 150 delegates, sponsors and speakers over the two days and somehow we managed to fit everything in.

Feedback

If you filled in the forms or the online survey your opinion will be reflected here. The conference feedback has now been reviewed and there appears to be an overwhelming desire to never return to Hamilton and only to hold future conferences in main centres, being the forth largest city, that doesn't leave a lot of choices really.

Overall the conference was considered to be a success but more time was needed for questions and things felt a little rushed. The majority of responses gave Hobbiton as a main highlight with networking and sharing of knowledge a close second

Highlights

Hobbiton, who can argue with that, what a great venue for a conference dinner. Although the welcome function "pub crawl", I mean progressive dinner, was a great opener with an interesting welcome from Hamilton's Mayor.

Our MC once again was the enigmatic and self-proclaimed "overrated and expensive" Greg Ellis, he always brings a sense of humour and effervescence to proceedings and kept the show rolling and generally on time throughout.

The keynote speakers were well received and variety of subject matter and diverse backgrounds provided some entertaining and informative sessions.

It was also pleasing to see a wide variety of sponsors and trade stands and in particular those with competitions and give-aways. We all like free stuff but whoever sponsored the barista must be facing bankruptcy by now.

Financials

Minor loss of between $1,000 and $1,500 is anticipated which is no cause for concern, this may end as a break even once final accounts are settled. In any event we don't see this as a problem.

There is no statutory need for the conference to be profitable and considering it is the main event of the Group's calendar each year some minor National Committee subsidy is not going to break the bank.

Conference dinner & 3M awards

I think the majority of people will agree that the conference dinner was a great event and the fact that a large number of people got into the spirit by dressing up added to the fun, this was the result of another stroke of genius from Glenda in arranging costume hire at the welcome function and on Thursday at the conference venue.

It was good to hear from Minister Bennett and Harish Banwari from 3M in Singapore and congratulations must go to all the 3M finalists, I have no idea how they choose between them and I'm pleased that it is done externally and not our call.

Acknowledgements

All our sponsors and supporters; the conference committee - Craig Richards, Kris Hansson and Judith Mackinson who tirelessly harassed people behind the scenes; Robyn Denton, Simon Crowther and Hamilton City Council for the walking and cycling tours which would have been excellent if we could have gone; Jeremy Gibbons; Steve Muller; Daniel Newcombe; all the presenters and authors of papers and presentation, without you this would not happen.

Final Words

We consider the 2017 Hamilton conference to be a success, despite the challenges of weather, wi-fi and Waikato and looking at the feedback we think you enjoyed it too.

Feedback and suggestions are always welcomed and next year's committee are taking on board the comments and we have already reverted to the three day format. See you all in Queenstown.

Alan Gregory – Conference Convener 2017

Nathan Harper stocks up on beverages before he sits quietly in the corner

Associate Transport Minister David Bennett

Mayer Hillman – a giant in the research community

He is still alive, although this may read like an obituary.

Mayer Hillman of London's Policy Studies Institute is, I think, the cleverest man I have ever met. History has people who tend to argue against conventional wisdom, be rubbished at the time, and then years later recognised as fore-sighted and thanked for the "out of left field" type of disturbing "but you've forgotten about X" contribution they have brought. Mayer is one of these.

Sometimes they are very influential. For example, who's heard that the health benefits of cycling outweigh the crash risk by a ratio of 20 to 1? Probably many Roundabout readers. It came from Mayer Hillman – although it is actually a misquote (read on).

Mayer started professional life as a partner in a successful architects' practice. He gave it all up after the publication of the ground-breaking 1963 report Traffic in Towns.

Mayer considered that the classic prescription of Traffic in Towns – a network of urban arterial roads – would devastate, not save, cities, so he resolved to fight against the ideas contained within it. He joined the Policy Studies Institute, part of what is now the University of Westminster, where he remains an Emeritus Research Fellow.

Out of a massive list of publications to his name, Mayer is perhaps best known for two studies, each breaking new ground: One False Move: a Study of Children's Independent Mobility in 1990, and Cycling: Towards Health and Safety in 1992.

Although both of these focused more on cycling among motor traffic than on off-road paths, Mayer was not against the latter.

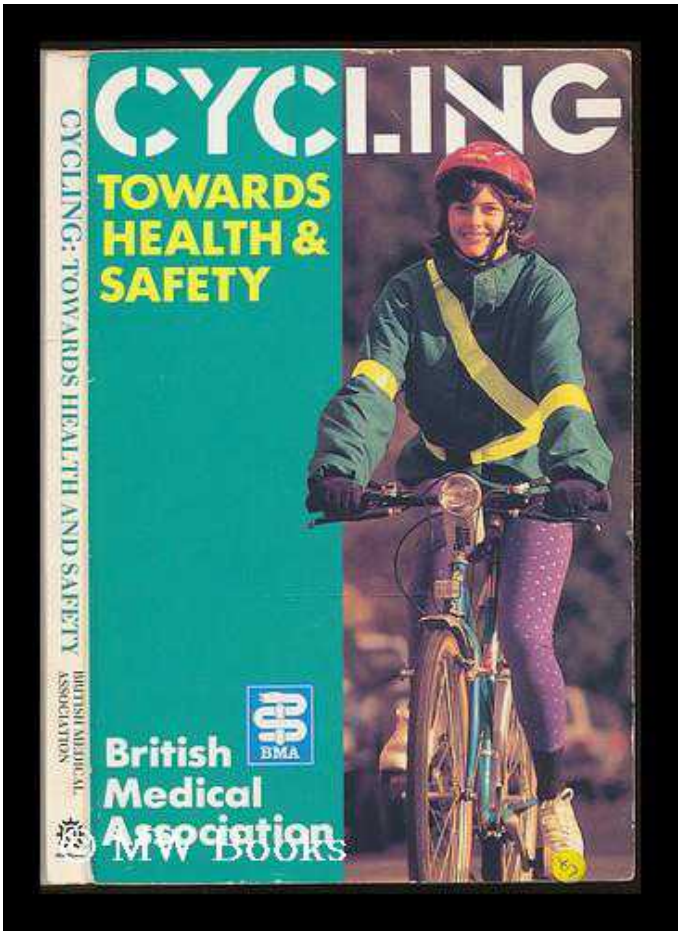
Today, when it's easy to dismiss a focus on cycling in space shared with motor traffic as "vehicular cycling" and opposition to cycleway infrastructure, it's worth remembering that Mayer was on the board of Sustrans, well-known for developing an extensive network of what we would today call rail trails throughout Britain.

One False Move focused more on walking than on cycling, was co-authored with John Adams and John Whitelegg, and published by Mayer's Policy Studies Institute. It is probably best known for a sound-bite statistic that in 1971 80% of seven- and eight-year-olds walked or cycled to school unaccompanied by adults, whereas in 1990 that figure was 9%.

The whole area of children's independent mobility has been one of Mayer's major focus areas in other publications too. He strongly challenged the prevailing road safety orthodoxy (a challenge which came through even more strongly in Cycling: Towards Health and Safety) that safety was best served by taking those under threat away from the source of the danger.

He pointed to the road safety benefits reaped through children walking to school unaccompanied by adults, in terms of their encountering hazards and through this learning how to cope with them. He pointed out that, if ferried by well-meaning parents in cars, they would never learn this and would thus be exposed to greater, not less, danger through the conventional road safety response.

On a wider level, he also pointed out the benefits in terms of children's psychological development of being able to roam 'free range', learning to form their own relationships and how to make their own decisions through the myriad of situations they find themselves in through 'free range play'.



All this is additional to the health benefits from regular physical activity, arguments now well-recognised for which much of the credit must surely be ascribed to Cycling: Towards Health and Safety.

The first suggestion to restrict children's independent mobility, at about the time One False Move was published, came as a suggestion from some in the UK motoring lobby that children under the age of 10 should not be allowed to ride on roads unless accompanied by an adult.

This was ostensibly in the interests of road safety, but its originating with the motoring lobby should at least raise suspicion that part of the reason was to get annoying child cyclists out of the way of motor traffic. Since then, a further reason was added that children's faculties were not sufficiently developed to enable them to cope with traffic.

Readers can make up their own minds (Mayer Hillman certainly did) about how best to keep children safe from traffic on suburban streets.

Against this, of course, is the argument, characteristic of Mayer, that children will only develop these faculties, and become able to cope with traffic, through some experience – possibly under the beady eyes of accompanying parents in some situations – but certainly regulatory restrictions would hinder, not help, children's safety.

In England at the time Mayer was writing, just as in New Zealand today, a great many road situations are not in themselves hazardous to children.

Cycling: Towards Health and Safety was a more direct challenge, not only to road safety orthodoxy but to medical orthodoxy, especially since it was published by the peak body representing medics, the British Medical Association.

The prevailing medical view of cycling at that time was along the lines of "don't tell us it's healthy – we treat the crash victims", and of course in other quarters a compulsory helmet lobby was starting to form (something else Mayer opposed).

I first met Mayer while sharing a taxi with him on the way to a conference on cycling and health (at which, of course, he was speaking).

I recognised him from his description of the type of work he did, and when I asked him what he was working on now, he mentioned this study, saying "I really hope the BMA allow me to publish what I've found, but I have doubts they will".

I also knew from a leading cycle planner on the BMA committee overseeing this work that there had been protracted and heated arguments about the 'shock-horror' idea that the BMA could in any way condone cycling as good for health.

In the end, Mayer got most of what he wanted – except that famous '20 to 1' ratio (and it puzzled some readers why Cycling: Towards Health and Safety was so keen to stress the health benefits of cycling compared to the crash and injury risk, but wouldn't put a figure on it!).

But you can't keep a good researcher down. Mayer published the 20 to 1 figure later the same year in a paper to the PTRC conference (the UK's rough equivalent to our own Australasian Transport Research Forum).

The ratio was of years added to life expectancy through regular cycling compared to statistical years lost, which is not the same as health benefits compared to risks; misquoting as the latter has become something of an 'urban myth'.

Mayer also stressed, in his keynote address via video link to New Zealand's Palmerston North Making Cycling Viable conference in 2000, that that ratio was based on road safety conditions in Britain at that time, and that the ratio would be much wider if safety conditions on the roads were improved.

Mayer is, I gather, still battling, in his 80s. I wonder what he would make of current suggestions in New Zealand that because of dangers on the road (supported by regular citing of the "faculties not sufficiently developed at that age" argument), children under 12 or 14 have "no alternative" but to ride on footpaths?

Maybe I could ask him. But then again, maybe I'd rather let him enjoy his 'retirement'.

Roger Boulter
Boulter Consulting
roger@boulter.co.nz

Roadmarking on a budget - Hamilton

Conference Award Winner: THE EFFECT OF SPECIMEN PREPARATION ON THE MECHANICAL PROPERTIES OF OPEN GRADED POROUS ASPHALT

Open Graded Porous Asphalt (OGPA) has been utilised on the New Zealand (NZ) motorway system since the 1970's for its various safety benefits.

There are limited testing methods available to evaluate OGPA performance and majority of these assessment tools are more empirical and not performance based.

One of the tests available for assessment of fundamental asphalt mix properties is dynamic modulus, which is more commonly used for dense-graded mixes in the USA. There is very limited research on use of this test for OGPA mix assessment.

OGPA is not used as a structural layer, however the functionality of OGPA is determined by its structure. Dynamic modulus testing is a rheological measurement capable of describing the mechanical properties of any mix or solid. Thus, this type of testing can provide valuable data of OGPA's fundamental properties.

In this research, the Asphalt Standard Tester (AST) machine was used for measuring the dynamic modulus of OGPA mixes. Compaction was carried out using a shear box (SBC) compactor PReSBOX® (equipment manufacturer: IPC Global).

The SBC fabricates a slab from which several cylindrical test specimen can be extracted. This not only makes testing more efficient, but also reduces the sample to sample variation that may exist in the more commonly prepared gyratory compacted samples.

SBC slab compaction consists of a combined process of shear and vertical forces as shown below. Several cylindrical test specimen can be extracted from one slab which makes the specimen preparation more efficient as well as ensuring that all specimen are fabricated under the same compaction conditions.

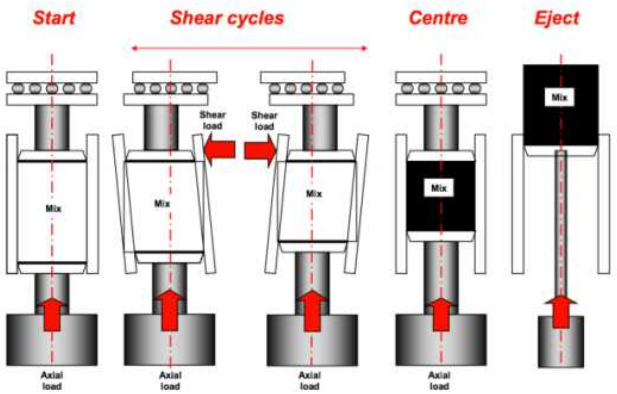
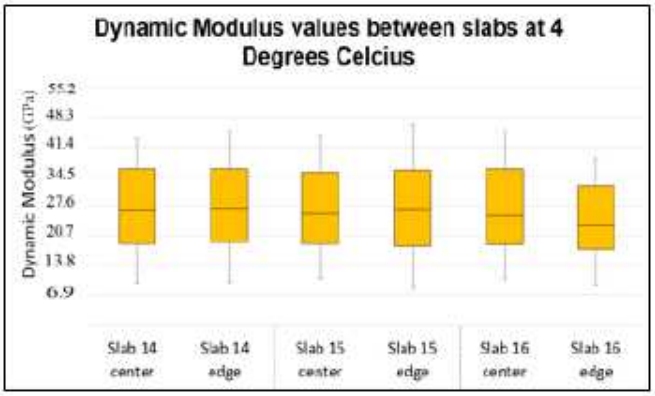


Figure 1 Compaction process and compacted slab (photo above)

The standard specimen size used for dynamic modulus testing is 100mm in diameter and 150mm in height. It was reported in the literature that smaller size specimen with a diameter of 50mm and target height of



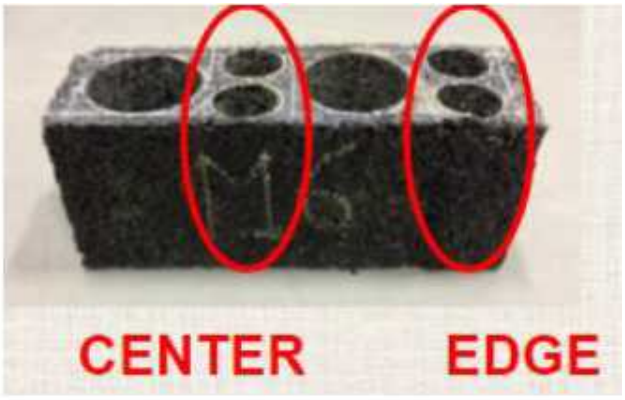


Figure 2 Dynamic modulus within and between slabs

100mm could be utilised successfully, however this research work has been carried out on dense-graded mixes only.

There are several benefits of using smaller size specimen: 1) ability to extract multiple specimen for several types of tests from a single slab, 2) coring of field cores can be performed by coring vertically and then extracting the smaller size specimen horizontally from multiple layer OGPAs.

There is no research data available that could validate the use of a smaller specimen as a suitable alternative to the standard, larger, specimen for OGPA samples for dynamic modulus testing.

This research aimed at filling this gap in knowledge and is comprised of two parts; the first was to use SBC compaction to fabricate OGPA samples, and assess the consistency of the compaction by determining the degree of variation of dynamic modulus throughout the sample.

The second part involved determining if a 50mm diameter core could be used as an alternative to the standard 100mm diameter core; this was achieved by comparing the dynamic modulus values of the two cores.

For the purpose of these experiments, OGPA mix made with greywacke aggregates, comprising a 10mm aggregate size, was used. Slab samples were fabricated using SBC compaction, and a coring and sawing device was used to extract 50mm and 100mm diameter core specimen from each slab. Dynamic modulus testing was conducted on all specimen.

Test results have shown evidence to suggest, negligible variability exists within and between slabs compacted separately.

This can be seen in the box plots below where the range of data points and median values for cores extracted from different locations within and between multiple slabs are alike.

It has also been established that different specimen geometries (50mm and 100mm diameter) do not contribute to a significant difference in dynamic modulus, in engineering terms. This was verified by comparing “Master Curves”.

Master curves are commonly used as an input parameter for pavement design and is widely used overseas. Two master curves were constructed based on the 50mm data and 100mm data respectively, and the curves then superimposed.

A direct overlap of the two master curves, indicates that a 50mm OGPA specimen can be used as a suitable alternative to a 100mm diameter specimen for evaluating the dynamic modulus of OGPA as demonstrated in the graphs below.

Due to time constraints, this research was limited to only one OGPA mix, one coring arrangement and testing of only two specimen geometries (50mm and 100mm diameter).

This lead to a small number of samples being prepared which hindered the ability to further evaluate statistical relationships.

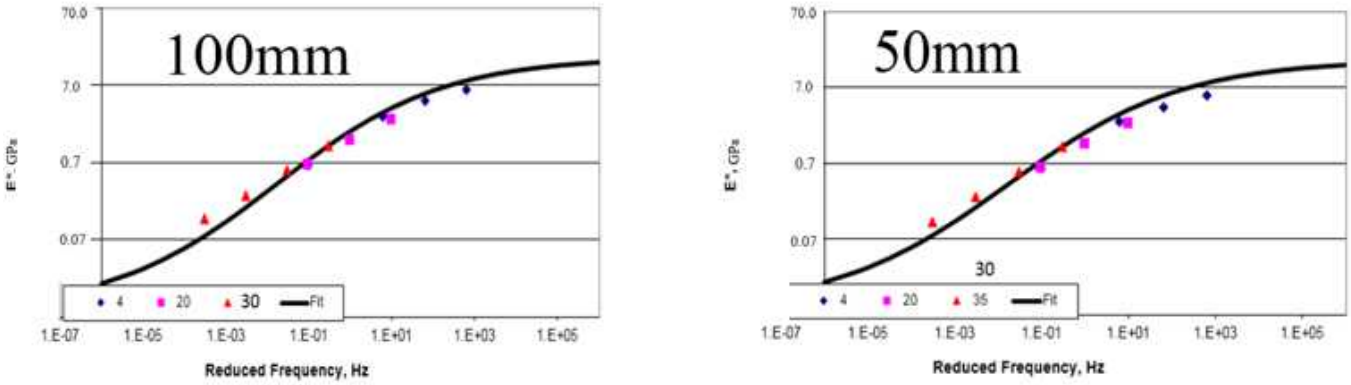


Figure 3 Master curves of 50mm and 100mm specimen

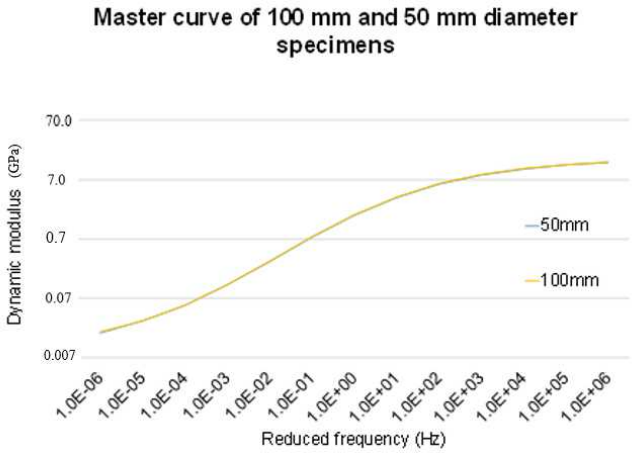


Figure 4 Overlap of 50mm and 100mm specimen

It is recommended that future research be conducted on the following:

- varying asphalt mixes including mixes with smaller and bigger nominal maximum aggregate size than 10mm
- alternative coring arrangements within slabs
- dynamic modulus testing on 38mm diameter test specimen, in conjunction with 50mm and 100mm diameter specimen

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IPENZ TRANSPORTATION GROUP

Is this New Zealand's worst footpath?

Conference Awards

Safe Sustainable Future

IPENZ Transportation Group Conference 2017

29 - 31 March 2017
Distinction Hotel, Hamilton

IPENZ TG 2017 Study Award
Stu Donovan (pictured top)

Best Young Professional Paper
Planning for Cycling in the Dispersed City: Establishing a Hierarchy of Effectiveness of Municipal Cycling Policies
Lukas Adam - MRCagney (pictured)
PRESENTED BY SPONSOR OF BEST YP PAPER, KYLE DONEGAN, RESIN SURFACES

Best Student Paper
The effect of specimen preparation on the mechanical properties of open graded porous asphalt
Anika Bushra - The University of Auckland
PRESENTED BY SPONSOR OF BEST STUDENT PAPER, DON McKENZIE, ITEANZ

Highly Commended Practice Paper
Visiting drivers signature project - safe & enjoyable journeys

Holly Attwell - Opus International Consultants

Best Practice Paper
A fresh approach for prioritising and treating high risk curves

Carl O'Neil and Paul Durdin - Abley Transportation Consultants
Raja Abeysekera - Transport for NSW: Centre for Road Safety

Highly Commended Research Paper
Changing rural speed limits – learning from the past

Glen Koorey - ViaStrada
Bill Frith - Opus Research

AA Award for Best Conference Paper
A fresh approach for prioritising and treating high risk curves

Carl O'Neil and Paul Durdin - Abley Transportation Consultants
Raja Abeysekera - Transport for NSW: Centre for Road Safety
PRESENTED BY TREVOR FOLLOWS, AA

People's Choice Best Poster Presentation
Bike share 101
Abigail Mace - Jacobs (pictured)

People's Choice Best Oral Presentation
Understanding pedestrian safety in New Zealand
Bridget Burdett - TDG (pictured bottom)

Award winners not present for photos:
Best Research Paper
Are we leaving money on the table? Assessing the impacts of public and active transport investments on car ownership and parking costs

Peter Nunns - MRCagney

Best Contributor to Roundabout Award
Roger Boulter - Boulter Consulting

People's Choice Best Roundtable Presentation
Are we leaving money on the table? Assessing the impacts of public and active transport investments on car ownership and parking costs

Alan Nicholson - Nominee for Turner Award for Professional Commitment

To mark Professor Alan Nicholson's recent nomination for the prestigious Turner Award, the following is a snippet of the tremendous wealth of material showing the contribution Alan has made to our industry.

I first met Alan about 10 years ago. He was very open, friendly and knowledgeable, both about his profession and of the Institution of Professional Engineers New Zealand (IPENZ). It has been my pleasure to get to know him better over the last ten years and to be able to nominate him for this prestigious award.

Alan has been tireless with his input on numerous voluntary committees and advisory groups including representing New Zealand overseas in his current role on the Education Advisory Board of UK Institute of Risk Management. Alan's committee roles in IPENZ include being the Secretary of the Canterbury IPENZ branch for two years, a Member of the Continuing Education Committee totalling nine years and a Competence Assessment Reviewer for seven years.

Alan has served the Transportation Group spending three years as the National Chairman and is currently on the group's National Management Committee. His memberships on various industry advisory and strategy groups stretches back to the National Roads Board's Research Unit to Transit NZ, Transfund NZ and Land Transport NZ. Alan has also been a referee for numerous research proposals and a referee of papers for 15 international journals.

Alan is always willing to share his knowledge with practising professional engineers, both on a technical level and a professional level. His professional advice has contributed significantly to the careers of his students, placing them at the forefront internationally in their fields. As a Professor he consistently promotes the profession as a career to young people.

Alan has led the establishment of two postgraduate programmes to assist young engineers to acquire the knowledge and skills needed for working as professional engineers. This included 'industry liaison committees' making the programmes relevant to needs of the profession and industry. Alan also initiated the University of Canterbury policy to admit those with NZCE and substantial professional practice, into postgraduate programmes in Transportation Engineering and Construction Management. Providing knowledge and skills for advancement within the profession.

Alan demonstrates his commitment to the code of ethics in his involvement with the legal system appearing as an expert witness in various High, District and Coroner's Courts on about 40 occasions. In his role as Head of Department, Alan dealt with the students demonstrating unethical behaviour, taking time to counsel students on the need to adhere to high ethical standards expected of the profession.

Alan's voluntary services to the community, cover twelve years with the Merrin School Committee and Board of Trustees including two years as Chair. Five years on the Council of the Christchurch School of Music, four as president. Alan regularly attends the local IPENZ Branch and Transportation Group, keeping a keen interest in maintaining and sharing views on professional issues.

Alan's extensive engineering history, dedication to academia and the profession along with his legacy, the professionalism shown by his students, demonstrates the highest level of commitment to the ideals of a self-regulating profession. He is therefore, a most noble candidate for the Turner award.

Mike Tottman

I have known Alan Nicholson for almost 20 years since undertaking my Civil Engineering Degree at University of Canterbury. As the current Chair of the IPENZ Transportation Group (Canterbury-Westcoast Branch), of which Alan is a member, I am very happy to be a referee for Alan.

Alan has been a member of the Transportation Group for over 20 years and during that time has held several key positions. Between 1994 and 1997 he was the Conference co-ordinator and between 2003 and 2006 he was Chair of the IPENZ Transportation Group National Committee. He is currently a member of the National Committee representing the Research sub-group of the Transportation Group.

Over the years Alan has willingly shared technical information with his peers/colleagues and the wider community by presenting papers at the annual IPENZ Transportation Group Conference. In the early days he was generally the author and the presenter but over time he has increasingly supported his students as their coauthor, allowing them to drive the research and present the findings. At a local level Alan regularly attends the branch events and actively contributes to discussions.

Overall I believe that Alan upholds and promotes the ideals of the transportation profession, both through his university role and through his ongoing involvement with practising professionals. I support his nomination for the Turner Award.

Jeanette Ward
Chair of Canterbury-Westcoast Branch of IPENZ Transportation Group

Current Position
Professor of Civil and Natural Resources Engineering
Qualifications B.E. (Hons) in Civil Engineering (Canterbury)
M.E. in Civil Engineering (Canterbury)
Ph.D. in Civil Engineering (Canterbury) M.Sc. in Transportation and Traffic Planning (Birmingham)
Registered Engineer (1976-2003)
Fellow of Institution of Professional Engineers New Zealand (2000-present)
Member (1985-1999)

Education and Employment History
1966-1969 Undergraduate study, University of Otago and University of Canterbury
1970-1973 Post-graduate study, University of Canterbury (NZ Government Post-Graduate Study Award)
1973-1975 Engineer, Ministry of Works and Development, Christchurch (design of bridges and supervision of site investigations for dams, bridges and buildings)
1975-1976 Post-graduate study, University of Birmingham (Rotary Foundation Post-Graduate Fellowship)
1977-1981 Senior Engineer, Ministry of Works and Development, Wellington (organising, supervising and undertaking research in transportation planning and traffic engineering)
1981-1997 Senior Lecturer in Civil Engineering, University of Canterbury
1987-1988 Visiting Senior Fellow, Institute for Transport Studies, University of Leeds
1993-1994 UK Engineering and Physical Sciences Research Council Visiting Fellowship, University of London Centre for Transport Studies, University College London
1998-2008 Associate Professor in Civil Engineering, University of Canterbury
2001 UK Engineering and Physical Sciences Research Council Visiting Fellowship, Transport Operations Research Group, University of Newcastle upon Tyne
2002-present Director of Transportation Engineering Programme, University of Canterbury
2005-2009 Head of Civil and Natural Resources Engineering Department
2009-present Professor of Civil and Natural Resources Engineering, University of Canterbury
2010-2014 Director of Construction Management Programme, University of Canterbury

Professional Activities
Member, Continuing Education Committee, IPENZ [1983-1987, 1989-1993]; Secretary, Canterbury Branch IPENZ [1984-1985]; Deputy-Chairman, Traffic and Safety Committee of Road Research Unit, NZ National Roads Board [1981-1990]; Universities' Representative, Road Research Unit, NZ National Roads Board [1987-1990]; Advisor to New South Wales (Australia) Road Traffic Authority, for preparation of Strategic Road Safety Plan [1990]; Member, Research Advisory Group, Transit NZ [1991-1996]; Member, Research Strategy Group, Transfund NZ [1996-2004]; Member, Research Reference Group, Land Transport NZ [2005-2009]; Member of Management Committee (and Conference Convenor), IPENZ Transportation Group [1994-1996]; Competence Assessment Reviewer, IPENZ [1996-2002]; National Chairman, IPENZ Transportation Group [2003-2006]; Member, International Steering Committee for development of an international knowledgebase on urban transport policy measures [2001-2004]; Member, International Scientific Committee for the International Symposia on Transportation Network Reliability [2001-present]; Member, International Advisory Board for Project on Urban Transportation Network Reliability Assessment Techniques for Beijing (Beijing Jiaotong University and Beijing Transportation Research Center) [2005-2006]; Member, International Scientific Advisory Committee for the Third International Symposia on Transport Simulation [2008-present]; Member, Board of Inquiry for SH1 (Transmission Gully) Project [2010]); Independent Expert Advisor to Nelson City Council for Nelson Arterial Traffic Study [2010-2011]; Member of Education Advisory Board of UK Institute of Risk Management [2013-present]; Member (co-opted), National Management Committee, IPENZ Transportation Group [2015present].

Referee for research proposals submitted to:
Australian Research Council; Natural Sciences and Engineering Research Council of Canada; Israeli Ran Naor Foundation for the Advancement of Road Safety Research; Qatar Foundation's National Research Fund; Netherlands Organisation for Scientific Research; NZ Foundation for Research, Science and Technology.
Member, Editorial Advisory Board for "Accident Analysis and Prevention" [1991-1998].
Referee for International Journals "Transportation Research A and B" (Elsevier), "Transportation" (Kluwer), "Road and Transport Research" (ARRB Transport Research), "Accident Analysis and Prevention" (Elsevier), "Physica A: Statistical Mechanics and its Applications" (Elsevier), "Journal of Intelligent Transportation Systems" (Taylor & Francis), "Transactions on Intelligent
Transportation Systems" (Institute of Electrical and Electronics Engineers), "Journal of Advanced Transportation" (Institute for Transportation and Advanced Transit Association), "Transport" (Institution of Civil Engineers), "European Journal of Transport and Infrastructure Research" (Technical University of Delft), "European Journal of Operations Research" (Elsevier), "Transportation Research Record" (Transportation Research Board), "International Regional Science Review" (Sage), "Journal of Infrastructure

Systems" (ASCE).

Consultancy Activities
Consultant to Travers Morgan (NZ) Ltd, for preparation of report (for Transit NZ) on dealing with uncertainty in project evaluation (1992). Consultant to Beca Carter Hollings and Ferner, for preparation of report (for Transit NZ) on the use of risk analysis in project evaluation (1996-1997). Consultant to Beca Carter Hollings and Ferner, for preparation of report (for Transfund NZ) on risk analysis in road system management (1998-1999). Consultant to NZ Land Transport Safety Authority on use of risk management techniques for improving road safety (2003-2004). Consultant to Beca Consultants for report to NZ Transport Agency on reliability and freight transport (2010-2012). Consultant to NZ Police, Crown Prosecutors and various Barristers/Solicitors: traffic accident investigation and reconstruction (appeared as expert witness in various High, District and Coroner's Courts on about 45 occasions since 1984).

Community Activities
Member of Council of Merrin School (1983-89). Member of Merrin School Board of Trustees (1989-95); 3 years as Secretary, 1 year as DeputyChairperson and 2 years as Chairperson. Member of Council of Christchurch School of Music (1995-2001); President (1996-2000).

Publications
Author or co-author of 150 peer-reviewed papers in International Journals, Proceedings of International and National Conferences Proceedings, and edited books

1,200 Japanese workers convert above-ground train to subway line in a matter of hours

On March 15, 2013, the Shibuya Station Toyoko Line above-ground train quietly shut down for good, to be replaced with a new section of subway track connecting Shibuya Station and the nearby Daikanyama Station. Converting the line from above-ground to underground was a massive operation, requiring a grand total of 1,200 engineers and countless man-hours.

But, even if you'd been living in Tokyo at the time, you probably wouldn't have noticed the construction, because it all occurred during the train line's off-hours… over the course of one single night.

In just one night, Tokyu Railways put their proprietary, somewhat clunkily named STRUM (Shifting Track Right Under Method) tech to the test, mobilizing all 1,200 engineers at once to slowly lower the existing tracks along a pre-built incline to connect it with the subway tracks below.

Building the incline required holding the tracks up on temporary scaffolding as the company dug out the earth below, which kind of makes us doubly glad the method held up.

In all, with the Tokyu railway's last train arriving at the Shibuya Station at 1:00 am, and the first train the following morning departing at around 5:00 am, the army of engineers had a vanishingly short four hours to put everything in place and send a few trains on a test run before morning commuters arrived.

People won't stop staring at their phones, so a Dutch town put traffic lights on the ground

Bodegraven, a town in the Netherlands, has installed LED light strips on the sidewalk that synchronize with traffic signals and turn red or green at pedestrian crossings, so that people can't miss them even if their eyes are cast down toward their smartphone screens.

The lights were built by HIG Traffic Systems, a company that is based in the town, and so far have been installed at a single intersection for a pilot project, but the company hopes to spread the idea to other towns and cities if the trial is successful.

NZMUGS

New Zealand Modelling User Group

Rydges Latimer
Christchurch
4th - 5th September

2017 CONFERENCE

First Announcement and Call for Presentations

The 10th annual NZMUGS Conference will provide significant opportunity for customers, researchers, engineers, modellers and other practitioners in the transportation modelling fraternity to discuss current developments across a wide range of modelling applications.

To cover what NZMUGS perceives as a growing area of traffic planning and practice in New Zealand and Australia, we invite presentations in the following area:

Are Smart Models Leading to Dumb Modellers?

Is the profession of modelling keeping up with the complexities of the growing availability of new data, more sophisticated software and rapid changes in vehicle and travelling technology? Do we have appropriate techniques to analyse big or new data, interpret model outputs and understand inherent risks and uncertainties? Are improvements in precision enhancing or reducing accuracy, and how to we validate predictions?

NZMUGS will accept project based presentations or presentations that best illustrate the conference theme.

This year there will be two types of presentation slots:

- A standard slot of 15 minutes with 5 minutes to field questions from the audience; and
- Shorter "quick fire" presentations of 10 minutes with no questions from the audience.

These "quick fire" sessions are intended for young professionals and students to present to the industry in a non-threatening environment. As in previous years there will be prizes for **best presenter** and best **young presenter.**

If interested please submit your conference presentation title and abstract (<300 words) summarising the content of the presentation you would like to present by the 14th July 2017. Please email all enquiries to Kerstin Rupp on Kerstin.Rupp@jacobs.com with the subject line: '2017 NZMUGS Conference'.

We also invite interest in sponsorship, please contact Bob Hu directly on email for further information.

Key Dates

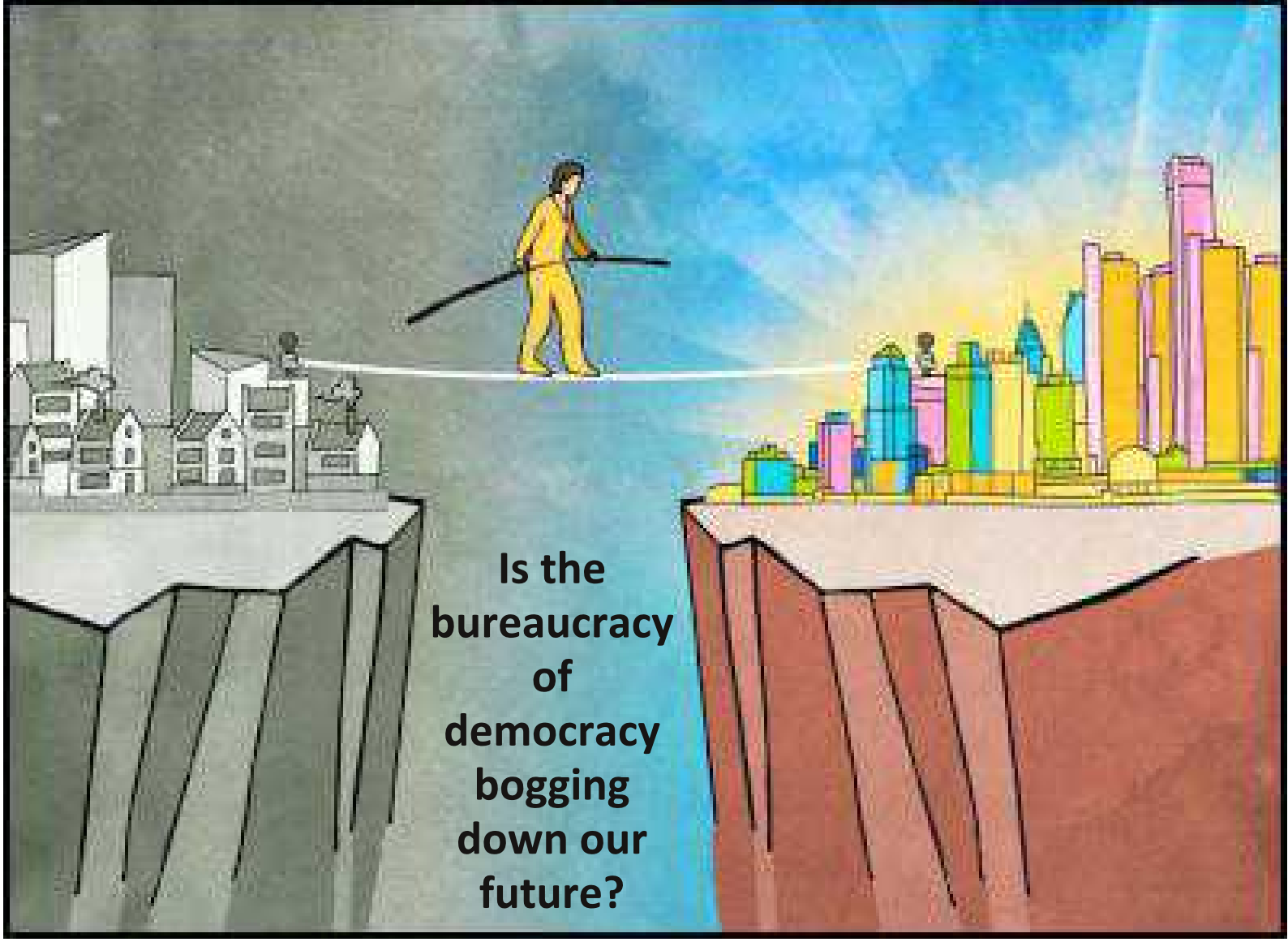
Please submit your expressions of interest to present at this conference by 14th July 2017.

Registration forms will be available from 21st July 2017 and will close on the 18th August 2017. If you wish to pre-book please contact Kerstin Rupp directly on email.

Venue

Rydges Latimer
30 Latimer Square
Christchurch Central
New Zealand

IPENZ TRANSPORTATION GROUP



Speaking of his approach to building, the much-venerated 19th-century British engineer Isambard Kingdom Brunel said, “I am opposed to the laying down of rules or conditions to be observed in the construction of bridges lest the progress of improvement tomorrow might be embarrassed or shackled by recording or registering as law the prejudices or errors of today.”

He didn’t mince his words. As one British barrister puts it, if Brunel were alive today the construction industry wouldn’t touch him with a bargepole.

But could there be some merit in Brunel’s radical view on the subject? What if we took some of the red tape out of the construction equation and created a less cumbersome bureaucratic process that doesn’t bog down development?

Shifting the focus

Using a modular method, Chinese prefab construction firm Broad Sustainable Building, two years ago built the rectangular, glass and steel Mini Sky City in a mindboggling 19 working days.

At the back-end of that process of course was the four-and-a-half months the company spent fabricating the building’s 2 736 modules before it could begin construction.

We often see design and construction phases being accelerated, and construction is often fast-tracked, so even if we employed more efficient building processes and used a just-in-time construction approach, we would still only be able to reduce a small part of the overall project life cycle.

The largest part of the project cycle is pre-implementation; from conceptualising the problem and developing the business case during the initiation phase, to wrapping up the planning phase, which includes community engagement, getting project approval and planning permission, not to mention a host of other approvals.

Quite often, the pre-implementation phase takes months and even years, meaning that we are building infrastructure years after the need arose and, by this time, the challenges it was envisaged to solve are either far worse or, even more concerning, irrelevant.

We need to turn the process on its head.

Democracy in the best sense of the word

In the wake of the digital revolution of the 20th century, the world has been hurtling forward at breakneck speed. Governments and industry have been racing to meet the very real challenges presented by the rapidly increasing demand for infrastructure development. But the industry’s hands are tied to a

large extent by the lengthy review processes stymieing progress.

In the US, for instance, a trillion-dollar infrastructure plan will necessitate a reworking of a protracted federal review process. Projects invariably get delayed during the environmental review process; building a new highway can take anywhere from nine to 19 years.

It's a catch-22: democracy has given people a voice – people who pay taxes and in turn expect service delivery, but understandably want a say in the shape and form those services taken. Unfortunately, as demonstrated in the case of the US, the process is fatally flawed. As a consequence, service delivery is severely impacted – and the end result is an unhappy citizenry and lost economic benefit.

Turning the process on its head

Checks and balances are critical, but it's counterintuitive to have these carried out at the end of a costly design process.

In a 2014 report, the Australian Academy of Technological Sciences and Engineering notes the importance of "earlier richer community engagement and deliberation on processes for infrastructure development and delivery" which would "result in greater community acceptance of and hence faster and more successful completions of infrastructure projects".

The Asian Development Bank's (ADB) Meeting Asia's Infrastructure Needs report projects the infrastructure needs for 32 of the ADB's 45 developing member countries. In its report, it emphasises the importance of a well-functioning, multi-stakeholder institutional "ecosystem" for infrastructure development.

"Close coordination across government levels national, provincial, and local is essential for infrastructure development," reads the report.

Building a new highway can take anywhere from 9 to 19 years

If the regulatory mechanisms and public engagement were initiated at the outset of a process, it would influence the design from the very beginning. An oversimplified version of the approval process would look something like this: both government and the public are canvassed for comment; that data is then fed into a parametric design process which produces several optimal design scenarios based on the feedback; the best fit makes the cut and the end result is a plan that has in effect already been approved.

The future should loom larger

The painting that hangs in a corner of Room 34 of London's National Gallery is a picture of dull light and dark contrasts. Set against a backdrop of gloomy, overcast skies, a train – a blur – steams across Maidenhead Railway Bridge over the River Thames.

The bridge depicted in English romanticist painter William Turner's Rain, Steam, and Speed The Great Western Railway forms part of Brunel's most ambitious project; a network of tunnels, bridges and viaducts for the Great Western Railway. The railway transformed travel, pitching Britain into the industrial age and reducing the two-and-a-half day journey from London to Bristol to two-and-a-half hours!

Turner's painting was a statement on the ascendancy of man-made industrial society – but can we afford a debate over the rapid advances being made today?

Urban populations are expanding at full tilt and with them a steep escalation in the demand for infrastructure and technology. The ADB's report estimates the infrastructure needs for 32 of its developing member countries will require an investment of a whopping $26-trillion over the period from 2016 to 2030, including the cost of climate mitigation and adaptation.

Checks and balances are critical, but it's counterintuitive to have these carried out at the end of a costly design process.

Well over a century-and-a-half after Turner's painting was first exhibited, the question we have to ask is: what are we going to do to ensure that tomorrow's infrastructure meets tomorrow's needs instead of merely addressing yesterday's problems?

It's a discussion engineers need to lead if we hope to see the world prepared for a future advancing towards it at a dizzying pace.

Safeguards are important – but so is the opinion of the experts. But this hinges on trust. In the same way that we entrust our wellbeing to medical experts, we need to trust professionals in the built environment to do a brilliant job of designing and constructing sustainable, economically viable, future-ready cities. This means rethinking the way we do things.

Massive financial outlays are required to develop infrastructure in both developed and developing countries worldwide – the ADB case is merely one such example. Do we really want to play it so safe that those financial outlays only just meet our current needs?

Or do we need a touch of Brunel-like chutzpah mixed with a whole lot of innovation? It's those cities willing to take the risk that will be at the forefront of the next revolution.

Nick Gordge - North Island Leader, Aurecon
Nick.Gordge@aurecongroup.com
Originally published on Aurecon's Just Imagine blog: http://justimagine.aurecongroup.com/

aurecon

Record interest in upcoming SaferRoads Conference

A record number of papers and abstracts have been submitted for the 5th International SaferRoads conference being held in Auckland this May.

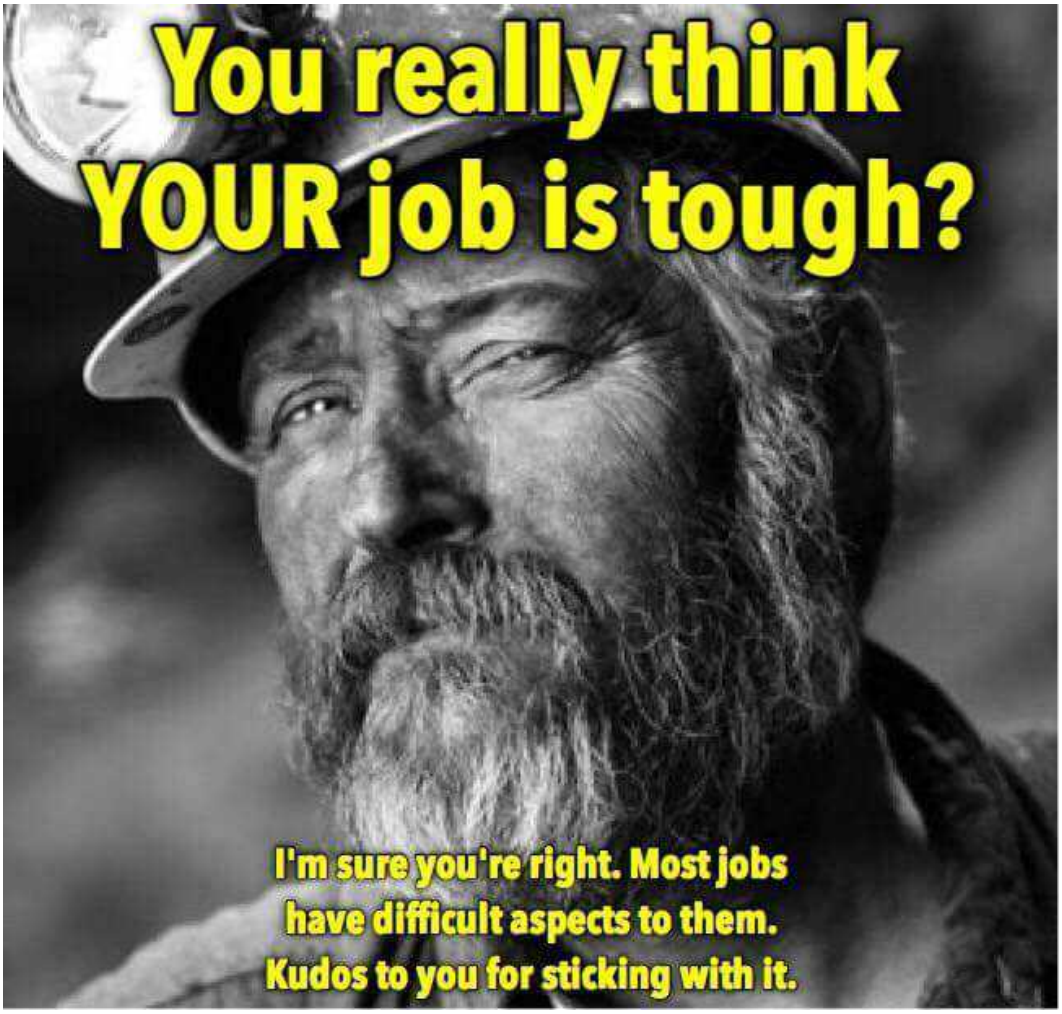
"We've had a huge number of abstracts submitted, both from New Zealand and internationally," says organizing committee chair Mark Owen. "Nearly 80 abstracts have been submitted with over a third coming from overseas."

Auckland's Viaduct Events Centre is playing host to one of the world's key road safety events when the triennial International SaferRoads conference comes to New Zealand this May. This year's conference has a wider scope than previous years. "The conference began with a focus on skid resistance but has since grown to be a forum to promote the diverse range of activities associated with road surfaces, and the role they play in safety," says Mark.

"In broadening the scope our aim is to attract a wide range of road owners, practitioners and those associated with maintaining and operating road networks. We also want to include those involved in the development of vehicle tyre and road interface. We want to find better ways to improve the performance, sustainability, safety and reliability of the global road surface network. However, it's not only the road surface but also cycleway, pedestrian footways, delineation and how they interrelate to play an important role in delivering a Safe System approach."

The conference alternates between the northern and southern hemispheres every three years, so the opportunity to attend the conference here is New Zealand makes it attractive in both the opportunity to hear from and talk to key international experts from the sector, it also makes the conference very cost effective. Registrations have so far come in from 12 different countries and the organizing committee is expecting upwards of 300 attendees.

"We are aiming to be leading edge, using the latest technologies, with a forum to share ideas and continue the significant gains we have made to date in reducing road trauma."
Please register your interest to be kept informed on latest information on the programme, activities and key speakers at www.saferroads.co.nz



For Carl's birthday, his friends helped him get all over Auckland – and we mean, all over! A Strava self-portrait. Source: Bike Auckland

Bike to the Future Awards - nominations now open

Nominations are now open for the 2017 Bike to the Future Awards.

These awards celebrate the projects, cycling leaders, communities and organisations who have put their energy and innovation into making cycling a safer, more attractive transport choice.

In 2017 the NZ Transport Agency and Cycling Action Network (CAN) are sponsoring the awards again, and we look forward to hearing about the innovative cycling initiatives, infrastructure improvements, and passionate cycling champions from across the country that are helping to make New Zealand an even greater place to cycle.

Nominations are open from 8 June to 21 July 2017.

Do you know of a person or project that deserves to be recognised for their contribution to cycling in New Zealand? Find out more and download a nomination form here:
www.nzta.govt.nz/biketothefutureawards

Auckland Transport break Guinness World Record

Seventeen hundred and ninety-nine mostly school children claimed the GUINNESS WORLD RECORDS® title for the largest human image of a bicycle at Glen Eden Intermediate. The entry saw kids, parents and teachers from Glen Eden Intermediate, Konini Primary, Oratia Primary and Kaurilands Primary enter into the shape of a bicycle and hold their position for five minutes, on the school sports turf.

The record stood at 1,148 people, made up of school children from Kenilworth School and sixth form, the school staff and Warwickshire County Council staff in England. A Guinness World Records Project Manager, a Guinness World Records Adjudicator, and independent witnesses also attended. The whole event was captured by a drone as part of the world record image.

This Singapore 'vending machine' sells luxury cars

Forget about fizzy drinks and chips; a "vending machine" in Singapore is offering up luxury vehicles, including Bentleys, Ferraris and Lamborghinis.

Used car seller Autobahn Motors opened a futuristic 15-storey showroom in December, with vehicles on display in 60 slots, billing it as the "world's largest luxury car vending machine". Customers on the ground floor can choose from a touchscreen display which car they wish to see.

The car arrives within one to two minutes thanks to an advanced system that manages vehicle retrieval, the company says.

Gary Hong, general manager at Autobahn Motors, said the vending machine format was aimed at making efficient use of space in land-scarce Singapore as well as standing out from the competition.

"We needed to meet our requirement of storing a lot of cars. At the same time, we wanted to be creative and innovative."

Hong has been approached by developers interested in using the company's Automotive Inventory Management System for parking services, he added.

Vehicles on offer run from modern luxury sports cars to classics, including a 1955 Morgan Plus 4.

US company Carvana also uses vending machine-like towers to sell used cars. In March, it opened an eight-floor structure that holds up to 30 cars in San Antonio, Texas.

In March, a residential building called ''The Dezervator'' opened in Miami, with a drive-in lift which enables residents of the tower block to turn their cars into works of art by driving them into their apartments.

CALLING ALL ASSET MANAGERS & TRANSPORT PLANNERS

ASSET DATA & INSIGHTS CONFERENCE

26-27 JULY 2017
GRAND MILLENNIUM AUCKLAND

OPTIMISING DATA TO MANAGE, MAINTAIN AND FUTURE-PROOF NEW ZEALAND'S INFRASTRUCTURE

REGISTER TODAY TO HEAR THESE GREAT SESSIONS:

- *Data collection and analytics: Why are we collecting the data?*
- *Collecting, utilising and analysing data for sustainable transport systems*
- *Learning from intelligent transport systems*
- *Building a case for collaboration between infrastructure networks*
- *Strategic Network Analysis - platforms for real-time operations*

INSIGHTS FROM: *Data Futures Partnership, Data Insight, NZ Transport Agency, Stantec New Zealand Ltd, Auckland Council + more*

CONFERENZ.CO.NZ/ASSETDATA

CONFERENZ

University of Canterbury - Postgraduate Transportation Programme

ENTR603: Advanced Pavement Design - 2017

Course Outline
Aims and Objectives:
This course covers two important aspects of pavement design and materials. The first part is mainly concerned with pavement materials characterisation and mix design, with emphasis on Superpave technology for bitumen characterisation, hot mix design and Recycling.

The second part covers in detail Mechanistic-Empirical (M-E) design for both flexible and rigid pavements. The Austroads M.E. pavement design for is fully covered. Deflection analysis utilising FWD and deflectograph, deflection bowl parameters and back calculations are thoroughly covered. Circly software and back calculation software are fully covered.

At the end of the course, students should:
- Be able to carry out advanced material characterisation using both conventional and Superpave specifications.
- Be able to carry out Mechanistic-Empirical pavement design for both new flexible and rigid pavements.
- Be able to undertake overlay design of existing flexible and rigid pavements.
- Demonstrate their research and presentation skills through their research work.

Indicative Course Content
The course will comprise teaching material covering the following topics:
1. Bitumen Properties, Testing and Characterisation using conventional methods
2. Superpave Characterisation methods (Dynamic Shear Rheometer, Bending Beam Rheometer, Direct Tension Tester)
3. Superpave Aggregate Characterization
4. SuperPave Mix Design
5. APRG18 Mix Design
6. Pavement Recycling
7. Material Characterisations for fine grained, coarse grained unbound materials and asphalt concrete mixes Bending Beam, Dynamic/Resilient Modulus Tests, CBR Tests
8. Stresses, Strains, and Deflection analysis of Multilayer system using Circly
9. Traffic Loading and Volume analysis
10. Austroads Mechanistic–Empirical Pavement Design Procedure
11. Structural Responses in Rigid Pavements
12. Rigid Pavement Design Procedure (Austroads)
13. Deflection Analysis and back calculations
14. Overlay Design

Teaching Block:
The course is delivered over two blocks, each block is two days of teaching from 9:00 to 5:00 pm with some frequent breaks for lunch and tea. Each block would comprise lectures, tutorial, student presentations for reach topics, and demonstrations within the pavement laboratory.

The teaching block would be held at the University of Canterbury. Students would need to make their own travel/accommodation arrangements.
Block 1: 6-7 of March
Block 2: 8-9 May

Indicative Course Assessment: (subject to confirmation)

• Research Paper (due date TBC)	10%
• Two Assignments (due a week before final exam)	20%
• Lab report (details TBC)	10%
• Final Exam	60%

Students will choose a research topic to investigate from a range of suggested topics (based on the course notes provided) or in any other related subject if the student desires (discuss with the course coordinator beforehand).

Students have to carry out literature review on this subject and make a class presentation for 10-15 minutes on this topic during the teaching block and submit a research report. The research project report will be in the form of conference or journal paper format.

The final exam will be a closed-book exam designed to test students' understanding and application of the material covered in the course notes and teaching block. Students from outside of Christchurch will be able to arrange to sit the final exam in their home town with a suitable local supervisor.

While a minimum 50% overall grade of the total course mark is the usual benchmark for passing, to guarantee a pass in the course you must also achieve at least 40% in both coursework and examination total marks.

Teaching Staff:
This course will be taught by:
• Associate Professor Mofreh Saleh (Course Coordinator), University of Canterbury

Target Audience:
This course is available to full-time and part-time students enrolled in Canterbury's postgraduate transport programme (i.e. MET, MEngSt, PGCertEng; or CoP see the website www.met.canterbury.ac.nz for more information).

Other undergraduate or postgraduate students at Canterbury (e.g. in engineering, geology, etc) may also apply to enrol and will be considered on a case-by-case basis. Such students should make contact in advance with the course coordinator.

The course will also benefit industry professionals and practitioners involved in pavement design but with little theoretical experience. The course can be undertaken for a one-off Certificate of Proficiency (COP) or as part of a larger qualification such as MET.

Some previous training in basic pavement engineering/design or rehabilitation is desirable, e.g. the undergraduate course ENCI415 (background reading references can be provided if necessary).

Course Workload and Learning Resources:
This course is worth (15 points), which translates into a nominal average of 150 hours of lectures, labs, assignment work, background reading and other study time for a typical student.

All participants will be given detailed lecture notes for each topic at the beginning of the course. While there is no required textbook, suggested books in the Engineering Library will be indicated where appropriate, and students will also be expected make use of the Library's research tools (note: distance services are available for non-Christchurch students).

Links to useful websites and electronic documents (including Austroads pavement guides) will also be provided on the University's online teaching system, Learn, and students will be expected to use Learn for ongoing communications and discussions.

Enrolment:
All students should apply to enrol in "ENTR603" no later than one week prior to the start of semester, i.e. by Mon 27th of February 2017 – otherwise late fees may be applied. Students new to the UC programme should ideally apply earlier than this to confirm eligibility.

Completion of enrolment (documentation, fees, etc) is required before access to Learn and course notes can be provided. See www.canterbury.ac.nz/enrol/ for details on enrolling.

For more information about this course contact Associate Professor Mofreh Saleh, Civil & NatRes Eng Dept
Phone: (03) 3642853 Email: Mofreh.Saleh@canterbury.ac.nz
Postgraduate Transportation website: **www.met.canterbury.ac.nz**

UC
UNIVERSITY OF
CANTERBURY

A big rig overturned Monday morning, creating a headache for commuters on the 210 Freeway.

Transportation Engineering Postgraduate Courses 2017

Dept of Civil & Natural Resources Engineering
University of Canterbury

supported by: NZ TRANSPORT AGENCY WAKA KOTAHI

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 or thesis

*All courses run in "block mode" to enable **part-time and distance students** to easily take part. Each course is offered over two blocks, each block is two days teaching, 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** *(see flyers on website for more details)*
Semester 2	
ENTR613: **Highway Geometric Design** *Block dates:31/Jul to 1/August, 2-3 Oct)*	Human and vehicle factors; sight distance; horizontal and vertical alignment; cross-section design; design plans; land use access; signs, marking, delineation; intersection design; major design project.
ENTR619 **Quantitative Techniques for Transport Engineering and Planning** *(Block dates:14-15 Aug,18-19 Sep)*	Optimisation and linear programming; sensitivity analysis; simulation modelling and analysis; statistical modelling; estimation of statistical models; validity and hypothesis testing; survey design; analysis of surveys experimental design; statistical inference techniques.
ENTR617: **Traffic Engineering and Design** *(Block dates:21-22 Aug, 25-26 Sep)*	Traffic flow & queuing theory; traffic study design and analysis; local area traffic management; traffic signals; intersection safety; parking planning and design; traffic detection; intelligent transport systems.
ENTR612 **Transport Policy & System Management** *(Block dates: 7- 8th Aug, 9–10 Oct)*	This course introduces students to the underlying theory and state-of-art experiences for managing and developing transport policies. Transportation engineers and planners are expected to know and apply basic and advanced concepts to conceive, manage and operate efficient transportation systems according to the needs of society.

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

For more details contact:

Associate Professor Mofreh Saleh
Phone: (03) 364-2987 Email: *mofreh.saleh@canterbury.ac.nz*

Or visit the website: ***www.met.canterbury.ac.nz***

A few of our favourite conference photos are below. Take any better shots? Send photos to: daniel.newcombe@at.govt.nz

Branch updates

Auckland/Northland Branch

Wrap-Up of Recent Events

IPENZ Transport Careers Evening
Wednesday 17th May 2016 –
University of Auckland General Library

Held at the University of Auckland this annual event was focused on providing general information about potential careers in the transportation industry.

It was targeted at students from all disciplines in their earlier years of studies who are interested in transportation. The intention was to create awareness about different pathways and potential employers.

This year our keynote speakers were:

• Kathryn King (picutred above) Walking, Cycling and Road Safety Manager at Auckland Transport

• Bridget Burdet (PhD student in driver behaviour psychology at the University of Waikato and Chartered Engineer and Principal Researcher at TDG in Hamilton)

• Hamish Speakman (Graduate Transportation Consultant for HG T2 and careers evening success story)

We had approximately 200 students and 12 companies and organisations in attendance. There was a great networking session after the event with many of the students and organisations engaging in discussions long after the pizza had finished.

The IPENZ TG Auckland Branch wanted to thank everyone who supported this event. Particularly our speakers and sponsors – AECOM, Auckland Transport, Aurecon, Beca, Eighty4 Recruitment, GHD, Jacobs, MRCagney, NZTA, T&T, HG T2 and TDG.

This is an annual event so if you have ideas for next year or are interested in finding out more, please contact our branch chair Jenson Varghese (jvarghese@mrcagney.com)

Introducing Congestion Free Network 2.0
Wednesday 7th June 2017

The IPENZ Transportation Group Auckland Branch hosted a presentation by Greater Auckland on their proposed Congestion Free Network 2. This was presented by Matt Lowrie (Matt L from Greater Auckland, formerly known as Transport Blog)

Matt presented on the challenges facing a growing Auckland and their transport vision. If you are interested in reading more about the CFN 2.0, you can find it here:
https://www.greaterauckland.org.nz/2017/04/10/introducing-the-congestion-free-network-2/

It was a great presentation and we had about 40 attendees despite the fact that it was on the same night as a Lions match.

Upcoming Events
We are currently working on organising some future events:

Electrifying Auckland's fleet
20th July 2017
More details to come soon.

IPENZ TG Pub Quiz
August 2017
More details to come soon.

Waikato/Bay of Plenty Branch

Must be having a breather after the conference.

Branch updates

Central Branch

The central branch of IPENZ Transportation Group hosted two successful lunch time talks in Wellington during the past month.

On May 2, Gerry Dance, Cycling Delivery Manager from NZ Transport Agency, presented to an enthusiastic audience and explored the concept of a national cycling network, the different types of rides and experiences and initial high priorities and focus.

On May 19, Wayne Heerdegen, Principal Investment Advisor from NZ Transport Agency and Peter Nunns, Principal Economist at MRCagney jointly presented to a full room of Transportation Group members and guests from NZ Planning Institution on the topic of transport economics (pictured).

Peter talked about the research that MRCagney and PwC undertook on measuring the value of people and goods on transport networks and discussed microeconomic perspectives on the productivity of public infrastructure.

Wayne presented the different methods currently used to forecast economic effects of transport investment and explained why different methods were suitable for different applications. He also presented some recent advancements in our understanding in this field.

Canterbury-Westcoast Branch

Getting over the shock of having to help host next year's conference!

Southern branch

These guys are... apparently still in existence.

Why? Why not?

Roundabout of the month

No roundabout this edition. Instead we have the world's worst car wash. Possibly in a standard car it would be OK but not at all recommended in a tuk-tuk. Seen a better one? Email daniel.newcombe@at.govt.nz

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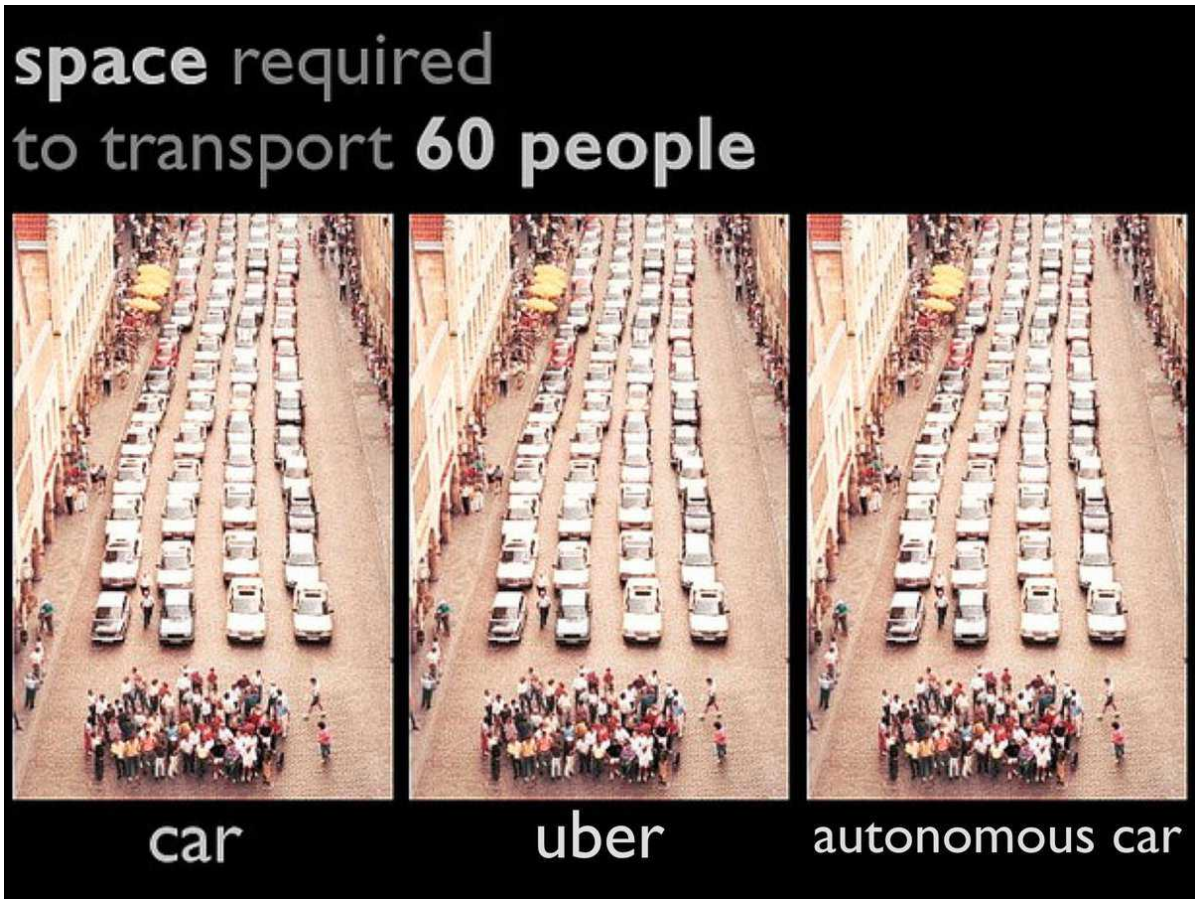

Caption competition

Two guests at the conference dinner in Hobbiton posed for a happy photo. A caption has been suggested. If you have any better suggestions, send them to: daniel.newcombe@at.govt.nz

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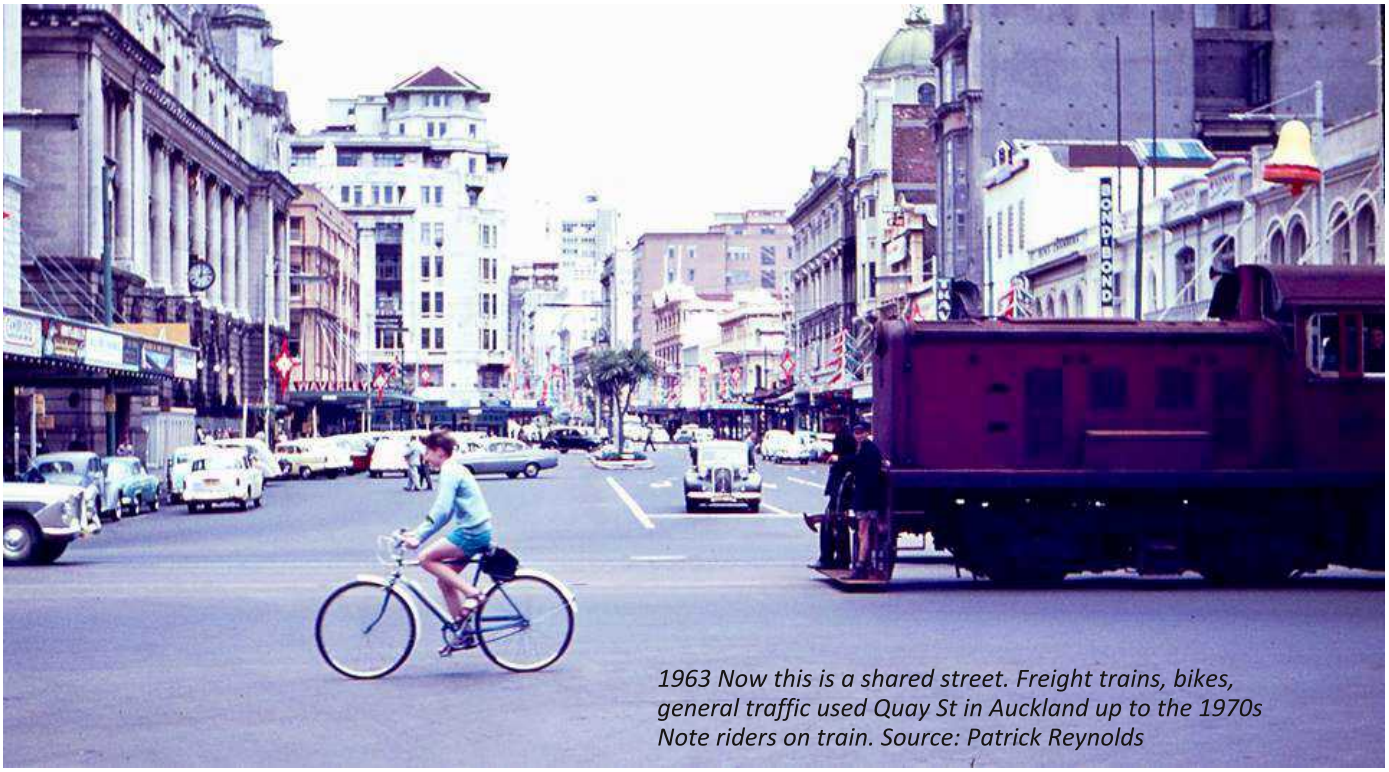


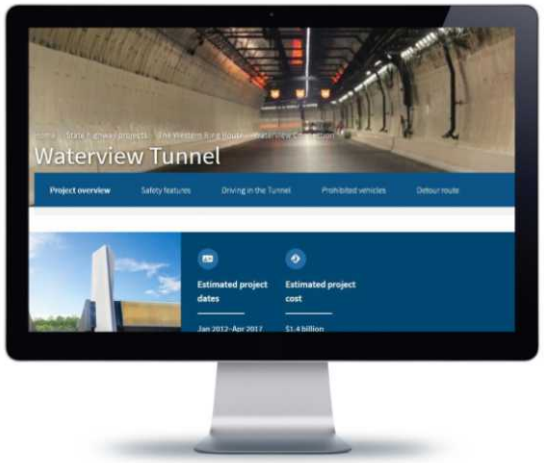
1963 Now this is a shared street. Freight trains, bikes, general traffic used Quay St in Auckland up to the 1970s Note riders on train. Source: Patrick Reynolds

SH20 Waterview update

The Transport Agency and Well-Connected Alliance are pleased to confirm the Waterview Tunnel is now undergoing final certification and preparation and will open to traffic in early July.

Now the safety system testing is complete we are excited about sharing this fantastic piece of infrastructure with the community. A series of free public open day events will be held in the lead up to the operational opening.

A new website to provide people with information about the Waterview Tunnel has been launched by the NZ Transport Agency.



The website, 'Waterview Tunnel', provides a specific resource for people to refer to regarding the tunnel including interesting construction facts, safety features, and information about driving in the twin 2.4km long tunnels.

Users of the website will also be to view maps, safety feature illustrations and a 'Waterview Tunnel Tips' poster – all intended to inform people about New Zealand's largest and longest road tunnel ever.

Importantly information about vehicles not permitted to use the Waterview Tunnel is also included. The Waterview Tunnel Tips poster for 'safe and happy driving' features nine tips for people to follow such as to refrain from changing lanes, moving to the left or right lane if you have car issues and following the signs.

The Waterview Tunnel website can be found at or can be accessed via the Waterview Connection project NZTA website at www.nzta.govt.nz/projects/the-western-ringroute/waterview-connection

The NZ Transport Agency has started a new radio service to give drivers better travel information while they are on the move. The station is called OnRouteFM and its frequency is 102.2.

It's being trialled in one of the busiest sections of Auckland's transport network – the Southern Motorway from Takanini to Mt Wellington, State Highways 20, 20B and 20A, as well as arterial roads in south and east Auckland.

OnRouteFM will broadcast information about congestion, updates on crashes and other incidents along with relevant civil defence emergency or warning messages, advisories about current and future road works plus public events that might affect people's travel plans, along with some public transport information and messages focused on driver behaviour.

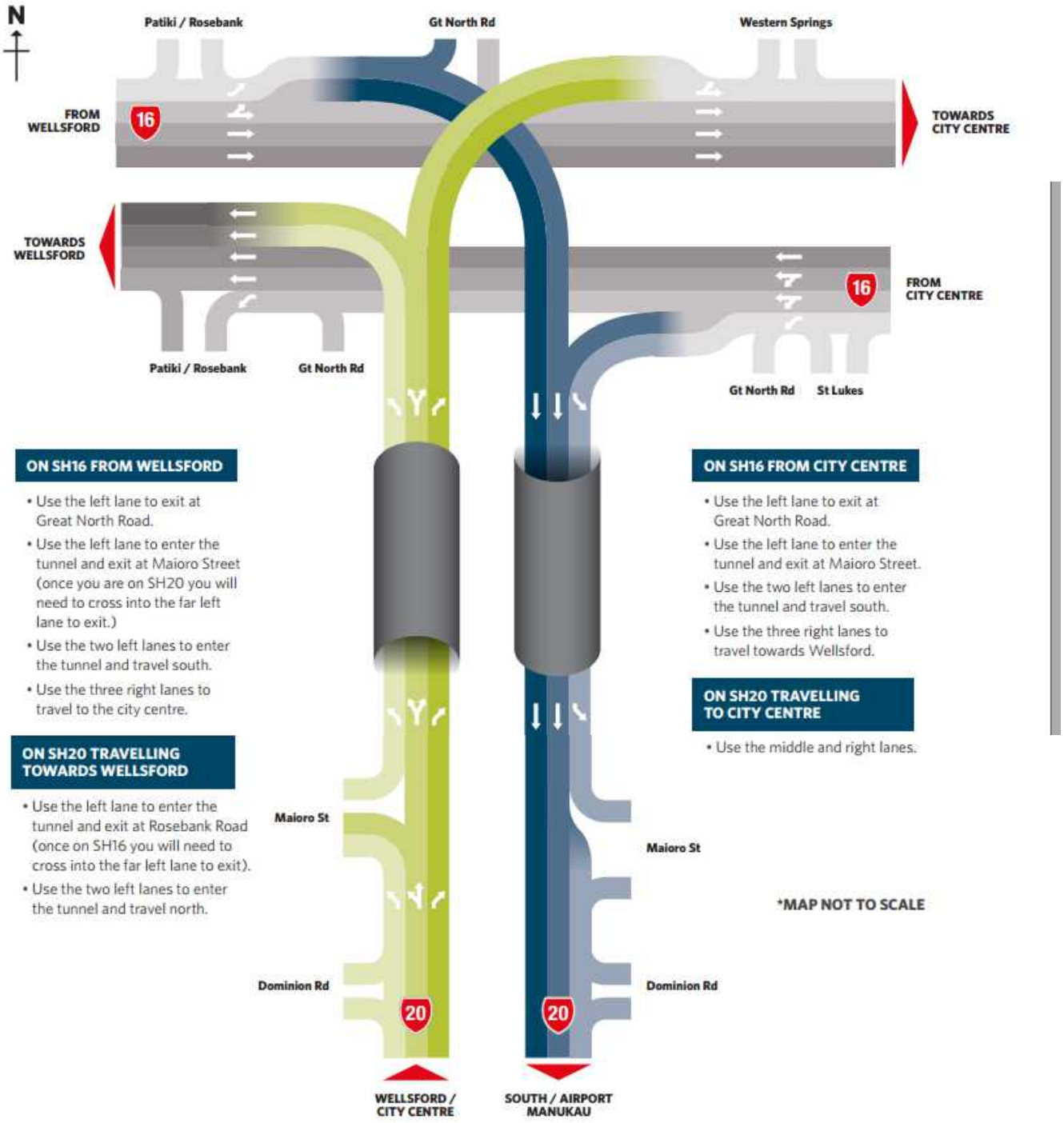
The Transport Agency says radio stations like this work well overseas and are really useful for people driving alone who can't use their mobile phones to check traffic conditions. The trial will continue for 6 months.

WATERVIEW TUNNEL TIPS

LANES TO USE ON YOUR JOURNEY

www.nzta.govt.nz/waterviewtunnel

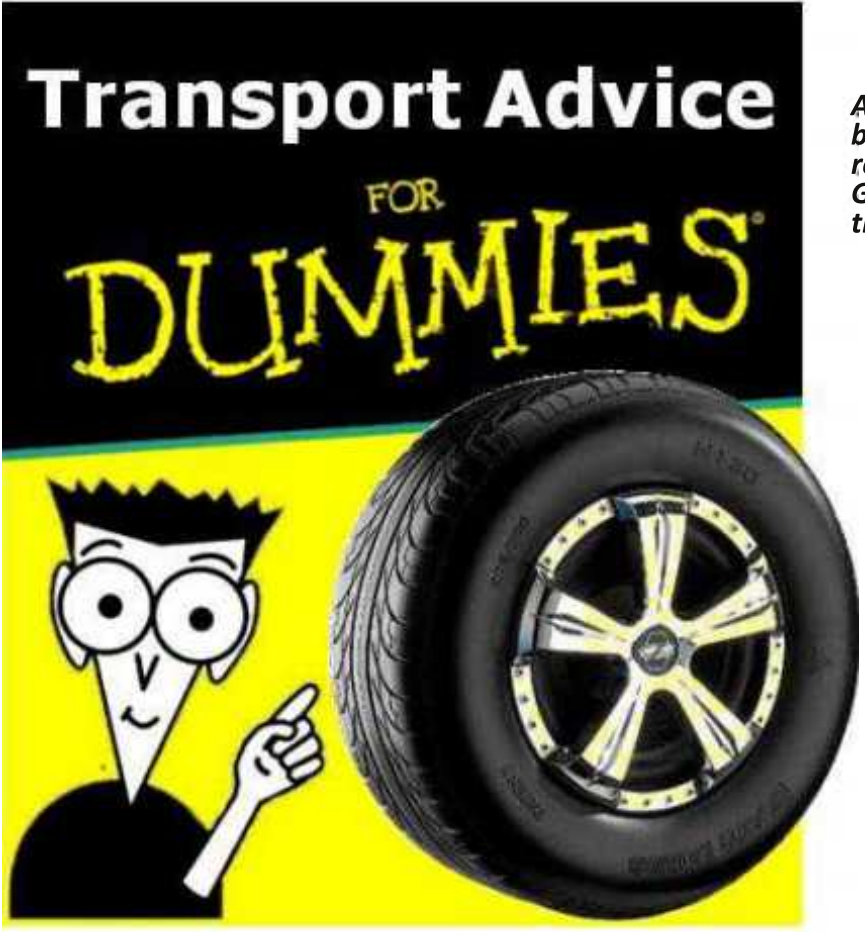
When the Waterview Tunnel opens there will be plenty of signage to show you which lane you need to be in. This map will help you familiarise yourself with the road layout and the lanes you will need to use for the journeys you make. Switching lanes increases the likelihood of an incident and delays to your journey, so please choose, safely move into and stay in your lane*.



NZ TRANSPORT AGENCY WAKA KOTAHI | New Zealand Government

WATERVIEW TUNNEL

If you want to find out a bit more information on the project, visit:
www.nzta.govt.nz/projects/waterviewconnection
or for regular updates and some great vidoes www.facebook.com/AliceTBM



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 quite enjoyed the conference in Hamilton, despite my previous misgivings. The people were very friendly and that farm visit we did for the dinner was great. Why were the people all wearing those funny clothes?
Barry, Albany

Dear Boring
You are probably describing the hobbits, who are sometimes confused with traffic modellers, as they have large hairy feet and live in holes in the ground. I'm glad you had a good time. I encourage you to keep returning to Hamilton, because eventually a bypass will be built and you will never get the chance to go there again.

~Transport Guy

Hobbits are sometimes confused with traffic modellers, as they have large hairy feet and live in holes in the ground

Dear Transport Guy
I have been following with interest the opening of the Waterviw tunnel. Or rather lack of opening. What's the real reason it has been delayed?
Denis, Westgate

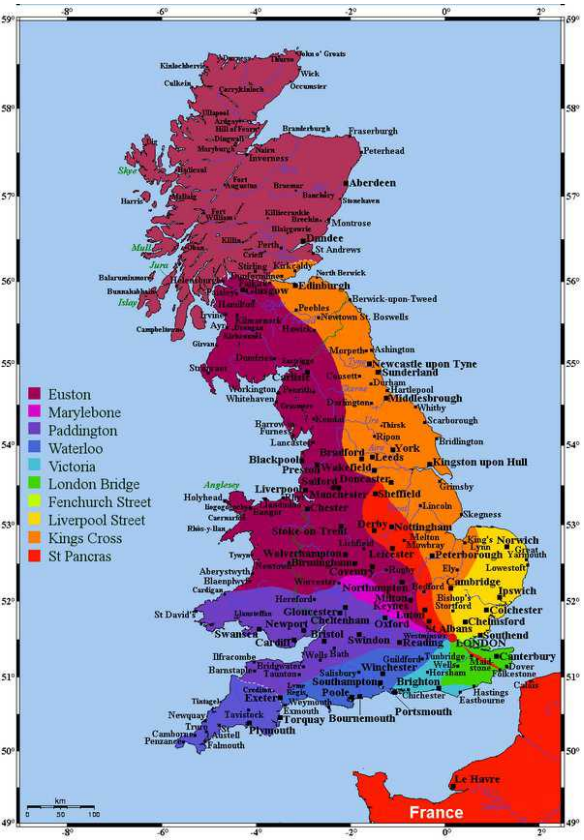
Dear Dense
There is no conspiracy here. The real reason that the original tunnel opening date was delayed is due to an early test finding that the northbound tunnel was incorrectly connected to the southbound entry ramp, and vice versa, so that traffic was being directed the wrong way between motorways.

This minor issue required a complicated underground weaving of the tunnels to make sure the lanes correctly connected to the right ramps. Turns out one of the engineers was holding the plans upside down. Happens all the time.

Anyway, after the weaving of the tunnels - I'm not sure how they did it, probably using an app - they found that some of the ventilation and deluge systems weren't working - so that is what has delayed the opening. Simple.
~Transport Guy

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

Group Contact Details



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Finally got all my ducks in a row

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Additional dogsbody: John Lieswyn john@viastrada.nz

Kids explain traffic engineering