EXPERT EVIDENCE PROVIDED TO THE
BASIN BRIDGE BOARD OF ENQUIRY

Auckland - we’re coming!

Our performance over recent years has resulted in increased service offerings and breadth of resource. The result is we now work for a wider variety of organisations, on a wider variety of projects, and increasingly over a greater area of New Zealand than ever before. We are also increasingly exporting our knowledge to the world further helping NZ Inc.

As a result of growth we are proud to announce the addition of our new Auckland office that will meet the needs of our increasing number of northern customers, including the NZ Transport Agency, Auckland Transport and our many private clients. Colin MacArthur has recently been appointed as an Associate Director and manager of the Auckland office.

A physical base in our country’s largest city is a major step forward for our clients and our local team, but it may be surprising given we’ve been in business for over a decade. We’re sure you will support us on this evolving journey where you will now have greater access to our skills and knowledge.

See you in Auckland.

Abley contact: Steve Abley
steve.abley@abley.com
tel: +64 3 367 9003

A $90 MILLION FLYOVER NEXT TO CRICKET’S BASIN RESERVE GROUND IN WELLINGTON IS A NATIONALLY SIGNIFICANT PROJECT.

Dave Smith and Paul Durdin of Abley have recently completed their involvement as independent transport experts to the Board of Inquiry hearing. As independent experts, Dave and Paul were appointed to provide professional advice on all traffic and transport matters associated with the NZ Transport Agency’s nationally significant project application to construct a two-lane, one-way bridge for westbound traffic on State Highway 1, linking the Mount Victoria Tunnel to the Buckle Street tunnel. It is the first time that a Board of Inquiry has sought the services of professionals to provide direct transport advice.

The extent of the review covered a myriad of matters from option assessment, transport modelling, growth projections, economic analysis and safety considerations, through to walking and cycling accessibility, engineering design and construction effects. Dave and Paul were also called on to consider the views of those that lodged submissions on the application, and to participate in expert witness conferencing with the Transport Agency’s experts and experts representing stakeholders and submitters.

The hearing concluded in early June with the decision of the Board of Inquiry due before the end of August. To find out more about the Basin Bridge proposal visit http://www.epa.govt.nz/Resource-management/Basin_Bridge/Pages/Basin_Bridge.aspx

Abley contact: Paul Durdin
paul.durdin@abley.com
tel: + 64 3 367 9004
Local residents recognise the prominent role that walking and cycling has to play in the future of the district and Council is facilitating this work.

The proportion of active travel, like the rest of New Zealand, has become far less popular over the last 50 years. Active travel now only represents 3% of people walking and 1% of people cycling to work. The question is then, can Gisborne transform itself into a walking and cycling friendly region again?

The answer is - yes. The topography and climate of the region and the compact design of Gisborne City means that it can be enhanced as a place where people of all ages choose to walk and cycle for transport, access, health and recreation. There are also opportunities to further develop and enhance the tourism and leisure cycling opportunities within the region. Compared to many other provincial towns and communities located along national cycle trail routes, Gisborne has the benefit of being transport independent meaning visitors can opt to fly in, complete some fantastic walking and cycling journeys, and fly out. This in turn provides direct economic benefits for the retail and hospitality sectors within the region.

Abley are working in partnership with Gisborne District Council and local residents to develop a strategy and implementation plan to prioritise the future investment in walking and cycling facilities. The key priorities for the local residents have been developed based on the communities’ desired outcomes. This work will inform both short and long term policy and planning within the region.

Abley contact: Steve Abley  
steve.abley@abley.com  
tel: +64 3 367 9003

OR

Tracy Fleming  
tracy.fleming@abley.com  
tel: +64 3 367 9086

GISBORNE DISTRICT COUNCIL IS REVIEWING ITS TRANSPORT, LAND USE AND PLANNING POLICY FOR THE NEXT 30 YEARS.

Traffic Counts Made Easier

Abley have recently released a new website, www.trafficcounts.co.nz that aims to provide a central location to access New Zealand traffic count data.

The website is freely available and provides data spatially on an interactive map. The website has many uses including:

- Ease of finding traffic count information near a site of interest by finding the site on the map and locating the nearest traffic count sites.
- Overview of how traffic flows are distributed spatially, by choosing to view traffic count sites colour coded by the magnitude of traffic flow.
- Data quality information, allowing the user to determine the most reliable traffic count site in the area of interest.

Currently the site includes NZ Transport Agency and Auckland Transport traffic count data, and this data will be kept up to date as new counts become available. As we are keen to include data from other Road Controlling Authorities on the site, please contact us if you consider that you may have a suitable data set. We welcome your feedback about what the site could provide to assist you with your traffic count data needs.

Abley contact: Courtney Groundwater  
courtney.groundwater@abley.com  
tel: + 64 3 367 9083
KiwiRAP is a road assessment program that tracks the safety performance of the state highway network. As a member of that committee, Paul Durdin of Abley has led the development and testing of a process for assessing the road safety risk of complete transport networks in Auckland, Tauranga, Christchurch and Dunedin. The Urban KiwiRAP model follows the highly successful inaugural KiwiRAP model that assessed both historical and future risk of the high-speed sections of New Zealand’s State Highway network.

The Urban KiwiRAP model builds on the techniques introduced by the High-Risk Intersections Guide that assigns risk, based on the likelihood of someone dying or being seriously injured if historic crash types continue in the future. This approach acknowledges that the likelihood of a person being killed or seriously injured in a crash varies as a function of the crash movement type, the speed environment and the form of the road where the crash occurs. The departure from a wholly reactive approach to road safety allows high-risk parts of the network to be identified before people are killed or seriously injured, which is a positive step for promoting and providing a safer road environment in New Zealand.

The Urban KiwiRAP model assesses safety risk at intersections and along corridors. It takes into account the heightened risk of high-severity outcomes eventuating when pedestrians and cyclists are involved in crashes and the influence of speed on the likelihood of those outcomes.

The results of the Urban KiwiRAP model have been delivered to the Road Controlling Authorities via an interactive website. This allows the authorities to understand the safety risk of intersections and corridors, enabling informed decisions to be made about countermeasure investments in a way that is aligned with the Safe System approach for improving road safety.

To find out more about the Urban KiwiRAP process, visit www.abley.com/publications.

Abley contact: Paul Durdin paul.durdin@abley.com

In August 2012, the NZ Transport Agency established a new KiwiRAP Technical Committee charged with overseeing and directing the risk assessment process for roads in urban areas and the development of an Urban KiwiRAP model.

**STAFF PROFILE: COLIN MACARTHUR**

**BE(HONS) MIPENZ CPENG**

**MICE CENG(UK)**

Associate Director

The continued growth of Abley has been further strengthened with the appointment of Colin MacArthur. Colin is charged with opening the Abley Auckland Office to help expand services to clients in Auckland and the greater North Island.

Colin broadens Abley’s skill set further with his 20 years’ experience in transportation planning, engineering and procurement (NZ Transport Agency approved). Colin is an excellent communicator (IAP2 accredited) with extensive broad technical capability, learned from delivering significant transportation infrastructure projects around New Zealand. His experience includes a balance of public sector transportation planning and private consultancy transportation engineering in the United Kingdom and New Zealand. He is highly skilled in combining ‘out of the box’ thinking with pragmatic solutions that can be achieved on the ground. Specifically he can help frame the problem that needs to be solved, before applying Abley’s innovative thinking and delivery to provide you with more valuable outcomes.

So whether you need Colin’s fresh thinking and innovative eye to solve your challenges, or you are looking for a new, less corporate career path, call Colin on 09 486 0898 or see him at the IPWEA Conference in Auckland at the end of June where he will be promoting Abley’s GIS arm – Interpret Geospatial Solutions.

Abley contact: Colin MacArthur colin.macarthur@abley.com
tel:+64 9 486 0898
mobile: +64 21 825 979
HAMilton seeks update on transport needs

With this in mind, we are currently updating accessibility modelling we undertook for the Hamilton City Council in 2011. The updated model will identify transport problems and help monitor the progress of improvements.

Accessibility modelling is an analytical method for understanding the ability of people to access goods, services and destinations in a spatial manner.

Hamilton wants a clearer picture of how their current transportation network meets the needs of its people. Abley is performing an update on the Hamilton Accessibility Model to ensure it incorporates new additions to the transportation networks and facilities and better represents what currently exists. This updated accessibility model and its associated GIS web mapping outputs will help with decisions on Hamilton’s future transport and land use considerations.

Accessibility modelling can be thought of as measuring the extent to which people ‘could’ travel. This gives the ability to take into account those travel options that are not currently provided for and those that are disadvantaged. Thus, providing scope to improve under represented forms of transport.

Accessibility modelling is capable of evaluating all modes of transport including active modes such as public transport, walking and cycling. It can also include interchanges between these modes. This realistically represents the transportation world because it considers the separation of origins and destinations and provides a means to measure the long term sustainability of the transportation network. This includes not only what people ‘could’ reach, but also transport ‘need’.

As Hamilton grows, its infrastructure is changing and so are its transport needs.

Abley contact: Helen Roulston
helen.roulston@abley.com
tel: +64 3 367 9082