



email newsletter

May 2002

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Introduction

This email newsletter is produced as part of the membership benefits for AITPM. Members are encouraged to provide material for future editions. Members who have not received this edition electronically should advise the secretariat of their email address.

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The following companies/organisations are National Sponsors:



President's Message

Our Mission: Growing traffic skills and knowledge to deliver sustainable transport

Our Key Asset: Goodwill

Our Key Product: Information

The National Committee has finalised the new mission, principles and strategies for AITPM. The Institute has embraced a more visionary approach. With seven key strategies it is specifically aiming to empower you, a dedicated group of volunteers who give their time freely to help their profession.

Members and people on the National and Branch Committees have always had to wrestle with the difficulty of producing material and activities that help our members and influence decision makers, while carrying on with their own careers.

The objective of the strategies adopted by the National Committee is to broker the connectivity of our network amongst members and other stakeholders and to foster constructive debate. All our actions will be tested against the following question:

“Are we improving the way we identify and distribute valuable information?”

Principles

These are the principles that will underline our deliberations and activities.

- Encourage practical and innovative solutions.
- Encourage and assist our members to develop their skills.
- Achieve strategic goals through facilitation.
- Connect our members to resources, information and people.
- Promote, through our actions, respect for the profession.
- Challenge and promote technical debate.
- Be a valuable reference point for the profession.
- Encourage “Sustainability” in the transport sector.
- Be a credible reference point for the community.

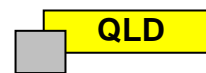
Strategic Goals

1. Increase opportunities that encourage member participation in Institute activities.
2. Develop and improve product mix, marketing and delivery.
3. Establish an information and public affairs process and program.
4. Establish a relationship management process and programs.
5. Establish structured educational programs and facilitate their delivery.
6. Become a forum for industry to promote technical standards.
7. Ensure compliance to standards.

The following companies/organisations are Major Branch Sponsors



- RTA



- Dept of Transport
- Dept of Main Roads



- Transport SA
- RAA



The National Council has developed a series of tasks to deliver these strategies and is currently developing an implementation plan.

Your comments on any aspect of the above or any suggestions and directions are most welcome. Now is the time to influence decisions of your Institute.

Send an e-mail or ring me, now.

John Reid

(03) 97350255 or e-mail:

jareid@austraffic.com.au

National President

Feature

Education

As part of our strategy to “Establish structured educational programs and facilitate their delivery”, the NSW Branch held a meeting on 10 April 2001 entitled “Training and Education for the Traffic and Transport Professionals”. Not only did we have a good rollup of members but the Branch made special efforts to tell other stakeholders about this event, so a good number of non-members attended. We also had several members send in comments because they could not attend on the night.

A summary of the meeting including the initial steps to develop a series of on-going tasks, has been placed on the AITPM web site.

Link (http://www.aitpm.org.au/annex/0205_020423-Summary.pdf)

News

AUSTROADS' Road Safety Audit Guide

Austrroads has released the second edition of its “Road Safety Audit” guide. In its document, Austrroads has noted that road safety auditing had its origins in the UK in the 1980s and followed the development of Accident Investigation and Prevention (AIP) techniques and legislated requirements for highway authorities to reduce the possibility of accidents on their roads. In turn, AIP teams turned their attention from investigating problems on existing roads to preventing accidents on new road schemes.

In the guide, clear details of the audit process are provided, together with a number of real case studies. Chapters on legal liability, costs and benefits and safety principles have been included.

The guide includes checklists for use in assessing road designs and inspecting project sites at the different stages in a project's development.

Road Safety Audit, 206pages, full colour. \$AUD99.00 (inc GST) from ARRB Transport Research, email: booksales@arrb.com.au or ph: 03 9881 1547.



'Smart' cat's eyes

Cat's eyes, those reflectors set in the road to help guide drivers, may soon move into the digital age. A British inventor has created solar powered cat's eyes that, as well as showing the edge of the road, will indicate if there is fog about or if a driver is too close to the car in front of them.

Study of Driver Distractions and Human-Machine Dynamics

General Motors is working with the University of Illinois for a three-year study on driver distractions and how well drivers interact with new vehicle technology.

Researchers hope to learn more about how motorists focus on the driving task when facing distractions such as vehicle instruments and other in-vehicle technologies. They will perform real-time measurements using eye-glance movements and rudimentary brain imaging. They will also test drivers' ability to interact with multiple technologies using a driving simulator.

The car maker will spend more than \$ US 1.6 million over the next three years for the study, which includes upgrading the university's driving simulator to create a more true to life driving environment.

The National Highway Traffic Safety Administration says about 24 percent of crashes have some degree of driver distraction. Some other research (Stutts JC, Reinfurt DW, Rodgman EA. [Proc Assoc Adv Automot Med Conf 2001; 45: 287-301](#) (<http://www.carcrash.org/>)) has reported that 8.3 percent of the drivers were distracted at the time of their crash.

The fact remains that modern digital technology will create more opportunities to inform but also distract the driver.

Link www.senseabledriving.com

DaimlerChrysler pledges \$US50,000 for Internet study

DaimlerChrysler is donating \$50,000 to a non-profit group to study ways to improve access to local government through the Internet.

While the Internet is seen as an opportunity to vote in local elections, pay taxes and obtain licences and building permits, the AITPM believes that the internet can play a role in engaging the community in transport issues as well as communicating transport planning and management information and mentoring professionals in council who have restricted time and resource opportunities.



Discussion Points

Speed Zoning at Road Work Sites

In the March 2002 AITPM newsletter, we raised some concerns about speed zoning at construction sites. Issues such as unnecessarily slow speeds and restrictions for periods of time when work is not being carried out were singled out.

We have received the following response:

“I agree there are concerns about speed zoning at constructions sites during periods of non work and unnecessary slow speeds. A possible solution before the work commences is that site induction and risk assessment must be carried out, and by doing this, it will identify how, what and when the work will be done and in what order. This will determine the speed zoning, how long and what speed is required, it is very easy to place speed zones and not worry about the consequences because the work teams in many situations do not review the processes during the construction period.

I am very committed to safety, quality and environmental issues as this is one of my main duties as the works coordinator with Wingecarribee Shire Council. I have gained many years experience with the construction and maintenance works being a qualified supervisor and OHS coordinator as well as a plant operator. Today, in many industries we have lost the practical aspects due to many experienced staff taking redundancies and not passing on their knowledge to new staff.

Secondly, many speed zones are not suitable nor safe because most work sites install a 40km/h zone, thinking that this will suffice. Speed zoning must be managed correctly and speeds should reflect the road conditions and not just because the traffic manuals say you must reduce the speed.

The general public have a perception if you reduce the speed to 40km/h you should be able to drive at 40 we must be aware that in some work zones it is not even safe to travel at 10km/h. The general public in many incidences do not drive to the road conditions and could try suing in case of an accident because of the stated 40km/h signs. In our council workzones, we now reduce the speed to reflect the prevailing conditions i.e. 5 to 10 km/hr depending on length, location etc.

Thankyou for giving me the opportunity to comment”.

Richard Casburn

Funny Photos



Education

David Hensher from the Institute of Transport Studies (ITS) of the University of Sydney has notified us regarding an advanced “Certificate in Transport and Traffic Management” that they are now offering.

It comprises ten days of instruction offered over a period of 3 months, with no more than 2 days of instruction in any one week.

Textbooks are provided by ITS, together with all course notes and materials needed by students. Fees for the certificate are \$6,000 per student (GST exclusive).

Pedestrians

One of the first discussion points in our newsletters (that prompted a number of passionate letters) concerned the relative safety of pedestrian crossings. Queensland AITPM committee member Jon Douglas has written some briefing notes on pedestrian safety that draw on a recent report by the Department of Transportation Federal Highways Administration in the US.

Jon’s report has been placed on our web site (http://www.aitpm.org.au/annex/0205_peds.pdf) He would appreciate some feedback on their practice/experience. One of the questions on which Jon would particularly like feedback is: “Is it reasonable to apply the US results to the Australian situation?”

Reply to aitpm@bigpond.com

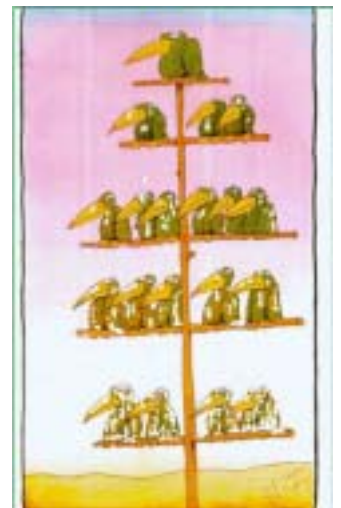
Engineers Join Push For Automotive Black Boxes

Should the AITPM take a public stand on important issues to bring about change rather than just working with what we have got at the moment? Here’s an example:

Some road safety professionals, insurance companies and authorities want data recording devices (“black boxes”) to be standard equipment in all cars so that more accurate accident information can become available.

The Institute of Electrical and Electronics Engineers said it has begun work on a universal standard for vehicle-based data recorders that would capture crash information for analysis. The IEEE standard, due out in 2003, is expected to help manufacturers develop such devices for cars, trucks, buses, ambulances, fire trucks and other vehicles.

Link (<http://eet.com/sys/news/OEG20020419S0100>)



Tolls

The British Government's Commission for Integrated Transport is reported to be recommending the use of existing Global Positioning System satellites to track and charge vehicles via electronic 'black boxes' fixed to the dashboard of all vehicles.

Driver charges could range from a penny a mile on rural roads to 45p a mile for central London in the rush hour.

The recommendations are said to be pushed by the Treasury Department rather than Transport although the politics of implementation may be a stumbling block.

Recent Events

British transport expert **Professor John Whitelegg** recently told an audience in Brisbane that Europeans want fewer cars and fewer facilities for cars. Addressing a meeting of the Brisbane Institute he said that the benefits at the macro level are more liveable cities and more breathable air. He recommended that, at the micro level, it is reasonable to have access to a car when you need it but that does not mean having to own one.

Link

(http://www.brisinst.org.au/resources/brisbane_institute_whitelegg_cars.html)

Upcoming Events

(Events marked with an * have been reported in detail in previous newsletters)

*** Pedestrian Seminar - Sydney - 24 May**

Contact: PO Box 116 Salamander Bay NSW 2317, FAX (02) 4984 2755 or email maa@pco.com.au



Regional Seminar – Dubbo NSW - 27 May

This is one of many Regional seminars to be presented by the NSW Branch of the AITPM.

Venue: Dubbo RSL Club

Cost: AITPM Members \$45.00 and Non-Members \$75.00
(Cost includes GST, Lunch, arrival and afternoon refreshments)

The program includes:

Value Adding Through Infrastructure Development. John Haynes,
(PPK Environment & Infrastructure)

Sharing the Main Street – Rural Centre Project Evaluations . Milly
Hawley, (Cardno MBK)

Railway Level Crossing Safety – Local Gov't Involvement. Bruce
Lord, (Rail Infrastructure Corporation)

Recent Issues in Road Safety. STAYSAFE Committee

Traffic Simulation Modelling – Main Street Application. Chris
Stapleton (Christopher Stapleton Consulting)

Restricted Access Vehicle Routes – RTA & Council Perspectives.
Stuart Peden (RTA) & Dennis Valantine (Dubbo City Council)

Numbers are limited to the first 60 applications received. RSVP preferably by fax to AITPM Traffic Seminar on (02) 9320 9321. (If fax is unavailable contact Andrew Hulse on 02-9320-9431 or andrew.hulse@arup.com.au). Closing date for registration is 22 May 2002. Confirmation of successful application will not be sent, only unsuccessful applicants will be notified.

*** Saferoads, Turning Plans Into Action – Vic – 16-17 July**

Website (www.saferoads2002.com)

AITPM Conference – Perth – 8-9 August

The program for the conference has now been finalised. The keynote address will be given by Stuart Hicks, Chairman National Road Transport Commission, and a total of 19 papers being presented by speakers from Australia and New Zealand. A closing presentation will be given by Dr Michael Parent from France.

A Technical Workshop will be held on the day prior to the conference entitled "Designing for Trucks and Buses". This day long workshop will cover issues such as safety conflicts and space requirements for heavy vehicles and the conflicts that arise between local area traffic management schemes and bus routes. As well as a series of presentations, state-by-state papers and facilitated discussion, the workshop will have a tour of Perth looking at good and bad examples of planning and design on local bus routes and the requirements for heavy vehicles in design.

A Trade/Product exhibition will be run in conjunction with the Conference.



Registration forms are currently being printed and will be posted shortly to all members and those on our mailing lists. A registration form and the full program will also be available at our website www.aitpm.org.au after 10 May 2002.

Convenor Dr Dan Sullivan phone (08) 9323 4162 email dan.sullivan@mainroads.wa.gov.au

Conference Sponsorship & Trade Display phone Mike Klyne (08) 9385 8447 email klyne_co@inet.net.au

Operations Transport and Safety – Vic – 12 September

The Institute of Transportation Engineers, Australian and New Zealand Section will run a two day International Conference on 12 September.

This year's Conference is titled "Operations Transport and Safety - Outside the Square" and is to be held at the Carlton Crest Hotel in Melbourne.

*** ATRF Forum – Canberra – 2-4 October**

Website (<http://www.dotars.gov.au/btre/atrf.htm>)

Job Spot

QED

QED, a South Australian-based multi-disciplinary consultancy specialising in transport, planning and environment, has two vacancies:

Traffic Engineer/Technician with some experience in traffic engineering (knowledge of traffic signals would be an advantage);
and

An experienced Transport Planner/Engineer with proven experience in traffic and transport planning and policy development, and parking management strategies.

Applications should be labelled Traffic/Transport Position and sent to QED Pty Ltd, PO Box 7088 Hutt St, Adelaide SA 5000 or emailed to qed@qedecisions.com.au by 10th May 2002. Please direct enquiries to Richard Hanslip, telephone 08 8227 0188.

Shoalhaven

Shoalhaven City Council is advertising for two positions:

Transport Engineer – anticipate salary \$45,000; and
Traffic and Transport Manager – anticipated salary \$60,000 with a lease back motor vehicle.

Higher salaries may be negotiated for outstanding applicants.

Contact Mary Manley 02-4429 3221.



Useful Links

Problems with links

Some AITPM members have had trouble making links from the newsletter. All references to specific internet sites have a hyperlink but the full URL will also be printed for reference.

International Comparison Of Road Safety Statistics

The Australian Transport Safety Bureau has just produced “The Benchmarking Road Safety Report” that compares Australia’s road fatality experience with many other countries.

Link (http://www.atsb.gov.au/road/stats/pdf/benchmark_99.pdf)

Subscriptions

AITPM subscriptions for the 2002-2003 were payable by April 30. If you have not yet forwarded your payment, please do so promptly.

Letter to the Editor

Speed Cameras

So NSW is to get another 50 fixed speed cameras! (SMH 16 March 2002). In the referenced article, Minister Scully and the RTA claimed that all of the sites have an adverse crash history and quote crash statistics for some. The key issue is how many of these crashes are **speed**-related, rather than the result of poor geometry, poor visibility or poor traffic engineering practice”.

I encourage my professional colleagues to challenge the RTA and the Police to prove that there is some scientific basis (backed up by common sense, traffic engineer observation) to the selection of speed camera locations.

Name and address supplied

This is an edited version of a letter sent into the newsletter. A full version of the letter has been put on our web site.

Link (http://www.aitpm.org.au/annex/0205_SpeedCam2.pdf)



Odd Spot

Oh What a Feeling

Nosi Maxakato, 29, fell 22 floors from the Free State Provincial Building in the US and lived.

He was not killed because he landed on the roof of a Toyota Corolla, which was crushed down to the level of the top of the seats.

The technical editor of CAR magazine was reported as saying “The incident highlights the benefits of the controlled deformation principle at the heart of automotive safety design”.

Same Again?

Researchers in Japan have developed a clever glass that uses a microchip to tell the waiter when your glass needs a refill. Link
(<http://www.newscientist.com/news/news.jsp?id=ns99992123>)

From a road safety perspective, perhaps this technology could be used to keep track of how many drinks you have had so that you can make a more informed decision if you are going to drive.

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