



email newsletter

June 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

The Annual AITPM conference is looming. It is in Perth on 8-9 August 2002 with an additional workshop on 7 August 2002. A registration form and technical program are now available from our website (www.aitpm.org.au). Sponsorship and trade opportunities still exist.

Last year the National Council decided to extend the Scholars Award from three to five participants. This award gives a top performing student from each of the five AITPM active States, who are in their final year of transport studies, a full national conference registration as well as air fares and accommodation where applicable. Last year's recipients were presented with a Scholars Award certificate by our Victorian Patron at a pre-conference cocktail party attended by many CEOs and Managers active in the traffic and transport sector from Government and private organisations.

Key Players or Wise Virgins

A lot of words emanate from within our profession on a range of problematic issues.

We have the right to complain because we are at the coal face and we know what is wrong with the system. But apart from discussing our problems amongst ourselves, what effective conversion do we get to actually rectify the situations? Do we make our opinions count?

Do we effectively participate in forums that are capable of delivering a changed workplace environment? Unless we pursue change we could be accused of being a profession of well-educated whingers. My observations and my own pontifications over several decades make me think that we misdirect our wisdom into procrastination and stagnation rather than progression.

There are two serious questions, for which I would like your serious answers (e-mail will be fine).

1. Are we going to be arguing amongst ourselves in ten years time on the same subject matter?
2. Should the AITPM position itself to be an effective Key Player to represent members' opinions in the skills, training, mentoring and workplace technical performance issues?

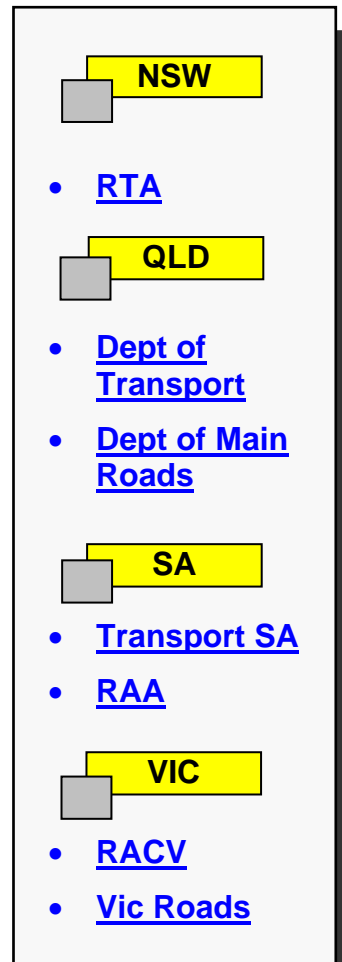
These issues will also be taken up at the National Conference.

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(03) 97350255 or e-mail:

National President

The following companies/organisations are Major Branch Sponsors



A list of major branch sponsors, organized by state. Each state name is in a yellow box, followed by a grey square icon and a bulleted list of sponsor names in blue underlined text.

- NSW**
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 - [Transport SA](#)
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 - [Vic Roads](#)



Features

Traffic Light Cameras To Hit Speeders In Victoria

The Victorian Government has announced that 50 new high-tech cameras will be installed at intersections across Melbourne. The cameras are flashless and record two offences at once:

- Drivers who speed through an intersection, even on a green light; and
Those running red lights.

The location of the cameras will not be publicised but will be predominantly at black spot locations. Traffic fines from offences caught by the cameras will contribute to a budgeted increase in fine revenue of nearly 85%.

The Age Newspaper reported that Opposition transport spokesman, Geoff Leigh, predicted more rear-end crashes as motorists brake sharply when lights turn amber.

Significant citywide crash reductions followed the introduction of red light cameras in Oxnard, California. This is the key finding of the first US research on the effects of camera enforcement on intersection crashes.

Injury crashes at intersections with traffic signals were reduced 29 percent after camera enforcement began in Oxnard in 1997. Front-into-side collisions -- the crash type that's most closely associated with red light running -- were reduced 32 percent overall, and front-into-side crashes involving injuries were reduced 68 percent.

Link http://www.hwysafety.org/news_releases/2001/pr042601.htm

Truck Safety

A new report on heavy vehicle safety has found that there are significantly more truck fatalities on Australian roads, per kilometre travelled, than in the USA or UK.

The report focuses on a range of areas that have the potential to improve the safety performance of the heavy vehicle industry. These include:

- road standards;
- targeted low-cost road safety treatments;
- analysis of single vehicle crashes;
- day and night time driving comparisons;
- improved underrun protection;
- occupant protection; and
heavy vehicle speed limits.

Link

<http://www.nrtc.gov.au/publications/report-82.asp?lo=public>



News

The Poor Need Traffic Calming Priority

The UK Government is to introduce new speed restrictions and traffic calming measures in poor neighbourhoods because children living there are five times more likely to be hit by a car than those in affluent areas.

The research was carried out for the Social Exclusion Unit of the Cabinet Office.

The reasons for the difference were not education levels but exposure. Children from poorer areas are more likely to be walking because the family does not have available transport or playing on the streets because they do not have yards in which to play. This has raised the concern that government is concentrating its efforts on the wrong remedy by providing more road safety lessons for poor children.

Another issue that complicates the prioritising of traffic engineering projects is that middle-class families have been much more successful in lobbying for traffic calming in their streets despite having a lower risk.

Parking Changes in Sydney CBD

Draft Amendment No. 9 to Central Sydney LEP 1996 (Public Car Parking) has been approved. The Amendment aims to limit opportunities for growth in public car parking, especially commuter-related public parking, by:

- providing additional objectives for car parking, including:
 1. favouring short-stay parking over commuter parking;
 2. discouraging above ground parking; and
 3. minimising pedestrian and vehicular conflicts.
- ensuring that tenant parking spaces are used only by tenants and their visitors;
- prohibiting new public car parks except in specified circumstances, and providing improved criteria for the assessment of public car parking.

Can Demand Management Be Working? - Adelaide Travel Patterns

An analysis of survey data on travel patterns in Adelaide has just been released. Along with the common trends of increased mode split to cars and a decline in trips using more sustainable modes of transport such as walking, public transport and bicycles, there was one unusual trend.

The total number of trips remained relatively stable because, although the population in Adelaide grew, there was a slightly greater and offsetting decline in trip rates.

In future years, if trip rates continue to decline and population grows only slowly, the total number of trips may in fact decline.

Cont.



The change from 1986 to 1999 in average trip rates, i.e. the frequency of travel per person, was:

- **Weekday:** decreased by 10%;
- **Saturday:** decreased by 10%; and
- **Sunday:** decreased by 13%.

Most cities would like to reduce their travel demand. This is one of the recommendations that the Warren Centre at Sydney University will make at the launch of the final report of their major project “Sustainable Transport for Sustainable Cities” on 4 July 2002.

If you have any ideas on why this trend is occurring in Adelaide then send them in and we will publish them in this newsletter.

For further information on the Adelaide study contact either:

Dr Peter Tisato, Transport Policy Group, Transport SA, Ph. 08 8343 2847, peter.tisato@transport.sa.gov.au. or

Mr Lindsay Oxlad, Transport Strategy Group, Transport SA, Ph. 08 8343 2985, lindsay.oxlad@transport.sa.gov.au

Traffic Engineering - A Good Job To Have

U.S. News and World Report has named traffic engineering as one of the eight most-secure career tracks in the United States. The article briefly discusses the need for traffic engineers, the enticement to become a traffic engineer, pay and perks and training requirements.

Link

<http://www.usnews.com/usnews/work/articles/020218/18tracks.htm#traffic>

Enforcement And Traffic Engineering Reduce Crash Deaths

In a report in the *British Medical Journal*, O'Neill and Mohan claim that properly enforced traffic safety laws, such as speed control measures and traffic calming measures, are the most effective way of reducing road deaths. Furthermore they concluded that driver education and training programs have no effect on crash rates.

Link

<http://bmj.com/cgi/content/full/324/7346/1142?lookupType=volpage&vol=324&fp=1142&view=short>

Obese People More Likely to be Injured in Crashes

Heavier people are more likely to be killed or seriously injured in car accidents according to new research. It is not just a question of overall weight but rather body mass index (a typical measurement of obesity).



Cont.



Researchers have not identified why this is the case but have postulated that obese people generally have below average health and so an accident is more likely to cause them difficulties; and that a lot of fat around the body may impede the effectiveness of seat belts.

The research was carried out on behalf of the Harborview Injury Prevention & Research Center in Seattle.

Discussion Points

Useful Links

Several transport organisations have internet discussion services that raise issues and encourage comments. Below are a couple of examples.

Can We Avoid Gridlock Altogether?

National Associations Working Group for ITS

It has been suggested that gridlock on major freeways and arterials must be avoided at all cost, since once in gridlock their capacity is severely restricted and thus they add to the recurring congestion problem.

Intelligent Transport Systems (ITS) technologies could help these major roadways remain free flowing. For example, ramp controls, highway advisory radio, lane control signals, changeable message signs, and arterial traffic signals could all work in tandem to help restrict the number of vehicles entering freeways/arterials that are nearing gridlock.

While that concept sounds attractive in theory, can it work in the real world? If it were technically feasible, would the travelling public ever accept a system that seriously restricted roadway access during rush hour?

Link

<http://www.nawgits.com/itsforum/nawg/index.cgi?read=1238>

Transportation Monitoring Policies - When is it too much?

Electronic National Dialogue on Transport Operations

Traffic surveillance can be very helpful to the travelling public but after September 11, the public availability of information is a more complex issue. Is it acceptable to publicise evacuation procedures and routes in case of terrorist activities (the thought is that these routes can become prime targets)?

Recently, requests were made for bridge and tunnel monitoring surveillance systems to be taken 'off-line' because the information is too sensitive. There are other examples of censoring transportation monitoring information out there as well.

Link

<http://www.nawgits.com/opdialog/index.cgi?read=684>



Recent Events

Freight – Strategy And The Industry – Vic - 9 April

The Victorian Branch held a technical forum to discuss the State Government's "Victorian Freight and Logistics Strategy".

The freight industry is looking at the way it operates and developers are providing facilities to cater for the various changes that are occurring in the inter-modal freight industry.

The forum looked at the changing ways in which freight is moved and will be moved around Victoria in the future. The opportunities cover sea, rail, road and airfreight modes of transport.

The speakers were:

- **Neil Chambers**, CEO of Victorian Sea Freight Council.
 - **Don Hogben**, VicRoads representative and Secretary of the Victorian Road Freight Advisory Council.
- Bill Green**, General Manager with AUSTRAK Pty Ltd who described a multi warehouse freight storage facility currently being developed by AUSTRAK at a strategic site off Somerton Road and the Hume Highway, Somerton. The warehouse/freight storage facility provides opportunities to transfer freight from rail to road modes and ultimate distribution to end-users.

Local Government's concerns about impact of rapidly increasing freight on local roads are yet to be addressed.

Upcoming Events

Lane Cove Tunnel and AGM – Syd – 6 June

The next NSW Branch meeting will be addressed by John Betts, Project Development Manager for the Lane Cove Tunnel. The meeting will also incorporate the branch's AGM. The AITPM student award for best student in the transport course at UNSW will be presented to Greg Huzij.

- Date: Thursday 6 June 2002
- Time: 5.30pm for 6.00pm start
- Venue: Burwood Council - 2 Condor Street, Burwood

Motorcycle Safety – Sydney – 19 June

The Motor Accidents Authority (MAA) and the Australian College of Road Safety (ACRS), Sydney Chapter, is holding a seminar to promote the outcomes of recent MAA funded research into motorcycle safety and to highlight developments in motorcycle safety strategic planning.

Date: Wednesday 19 June 2002
Time: 9.30am – 1:00pm
Venue: 279 Castlereagh Street, Sydney NSW

To reserve a seat, contact Inderjeet Bains on (02) 8267 1922 or email ibains@maa.nsw.gov.au by Friday 7 June 2002. *There is no charge to attend the seminar, however RSVP is required.*



Release of Sustainable Transport Report – Syd – 4 July

After more than three years research and over \$4mill worth of effort, the Warren Centre for Advanced Engineering at Sydney University will release its final report on “Sustainable Transport for Sustainable Cities”.

The opening will be attended by The Hon. Dr Andrew Refshauge, Deputy Premier, Minister for Planning, Minister for Aboriginal Affairs, and Minister for Housing and The Hon. Carl Scully, Minister for Transport, and Minister for Roads.

Link

<http://www.warren.usyd.edu.au/projects/>

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

Website (www.saferoads2002.com)

AITPM Conference – Perth – 8-9 August

Papers have now been finalised for the AITPM National Conference in Perth on 8-9 August. Subjects include:

Policy Issues

- Urban Road Pricing/Congestion Charging: Overcoming the barriers to implementation;
- The lessons from an urban and regional design approach to roads; and
- Road Safety Engineering - From Principles to Practice.

Traffic Engineering

- Pedestrian Facilities Guidelines;
- Speed Limit ... go over, you're gone;
- Four-Way Stop Signs: The Newcastle Experience; and
- Traffic and Transport for Special Events - Learning from Experience.

The Profession

- A Strategy for Professional Sustainability;
- Growing Traffic Skills and Knowledge for Sustainable Transport; and
- Empowering the Technical and Political Process with resourceful competence.

A Technical Workshop will be held on the day prior to the conference (August 7) entitled "Designing for Trucks and Buses".

A registration form and the full program are available on our website www.aitpm.org.au.

Cont.



*** Operations Transport and Safety – Vic – 12 September**

The Institute of Transportation Engineers, Australian and New Zealand Section are running a two day Conference on "Operations Transport and Safety - Outside the Square" in Melbourne.

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

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

Letters

Speed Cameras

I refer to the Letter to the Editor in the May 2002 edition of the Newsletter re additional speed cameras for NSW.

Could I suggest to the letter's author that he/she check with Queensland Transport (QT) on their procedures for selecting sites for speed camera deployment. I understand that QT employs a multi-disciplinary/organisational committee in the selection of appropriate sites for camera deployment based on agreed guidelines.

Leonard J. Evanson.

Pedestrians

In our last newsletter, one of the discussion points was about an American report on the safety of pedestrian crossings. We asked for feedback on how this research related to the Australian experience. Fortunately we have a member with experience in both countries.

Dear Sir

My experience is that the US data do represent outcomes similar to those for pedestrians in Australia.

I make the following points :

1. Collisions between pedestrians and motor vehicles at points of crossing are similar to experiences with vehicle-to-vehicle and vehicle-to-pedestrian collisions on so-called "quiet backstreets", particularly those of the Collector/Distributor class, owing to the street- users' perceptions that the respective volumes do not warrant the exercising of due care and attention relating to potential conflict.
2. The principal concerns about pedestrian safety in crossing multi-lane roads relate to the driver perception of the level of expectation of actually "meeting " a pedestrian on the crossing (particularly by drivers who frequently use the route), the lack of any dynamic device to warn motorists in all lanes of the potential conflict with an "unseen" pedestrian on a marked crossing, and of the obstructed



view of all potential vehicle conflicts for the pedestrians on the crossing. See my paper on Road Classification in the IEAust Northern Engineering Conference 5-8th June 1987 and Appendix 2 thereof.

3. Some pedestrians exercise poor judgement when they "force" their right-of way over other traffic, particularly if the waiting time to cross is perceived to be excessive. Further, some motorists act over-cautiously by stopping for a pedestrian not yet on the crossing, without taking account of the general traffic conditions in which other motorists may not be able to take the same action with safety. This is what I have often referred to as "killing pedestrians with kindness". See point 7 below.
4. Pedestrians need to make an assessment for crossing a multi-lane or high-volume 2-lane road when faced with traffic approaching from two directions (i.e. without a central pedestrian refuge).
5. Pedestrians should be encouraged to make their own assessment of the appropriate time and place to cross multi-lane roads as far as is practical, and not to request measures which they may believe are safe to use without appropriate forethought on their part.
6. Formal crossing facilities on multi-lane roads to aid pedestrians to cross safely (whether or not accepted warrants are met), should include some dynamic features such as flashing message signs or conventional signals with advance, dynamic devices to warn motorists of the potential for conflict and of the likely need to stop ahead. Preferably, the dynamic devices should be automatically activated by the presence of pedestrians and not by the pedestrians themselves. Pedestrian-activation at non-signalised crossings is likely to encourage the pedestrians to respond to the device and not to the motorists' actions.
7. I suspect that many motorists have a poor knowledge of road rules (especially since the introduction of the new National code) particularly in relation to pedestrian traffic.

Regards, Jim Evanson (ret.)

CPEng, RPEQ, MIEAust, MAITPM, MIPWEAust, AIMM, and formerly member of ITEAust(USA) and IHT(UK).

Job Spot

Milly Hawley

Geoplan Urban & Traffic Planning/Geoplan Services has been amalgamated into Cardno MBK. Milly Hawley, who founded and was director of Geoplan for 20 years, is now the inaugural Transport and Traffic Manager in CardnoMBK's new offices in Gordon. The firm has offices throughout NSW and Queensland.

Cont.



Program Engineer – Traffic & Roads

RACV, Victoria's premier motoring club, seeks a suitably qualified & experienced engineer for appointment to the position of Program Engineer - Traffic & Roads. Situated in the Public Policy Department, the prime focus of this role is to develop & promote RACV policies & member information on a broad range of traffic and transport issues, including road performance, road environment safety, traffic management, road infrastructure and public transport. This involves undertaking research, preparing reports/submissions and promoting current issues at external forums.

The main responsibilities will include:

- Provide technical/professional advice to assist in formulation of RACV policies;
- Undertake and/or manage RACV programs related to transport, mobility & tourism issues.
- Prepare papers and submissions as directed;
- Respond to traffic & road enquiries & assist in the preparation of information for the media;
- Represent RACV & Australian Automobile Association (AAA) on committees.
- Keeping abreast of emerging issues in transport and mobility.

The successful applicant must satisfy the following criteria:

Qualifications

Civil Engineering qualification on with a significant transport component & comprehensive practical experience in transport engineering.

Knowledge

Traffic & road engineering theories & transport planning principles/applications as they affect policy development.

Skills

Excellent inter-personal skills, written & verbal communication & research skills.

Experience

Experience in the traffic, transport and/or road safety engineering areas.

Experience in dealing with the public and professionals on complex and sensitive issues, which require tact and diplomacy.

Personal Characteristics

A highly motivated team player.

A self-starting professional who is challenged by diversity in the work environment.

Location: Noble Park

The hours of work will be: You will be expected to work 38 hours per week, however a flexible approach to working hours is required in order to meet business needs.

Cont.



Interested?

If so, please forward a covering letter, along with your resume by June 11, 2002 to:

Michelle Fryc

OD & HR

Level 2, 550 Princes Hwy,

Noble Park VIC 3174

ph - 9703 6559 fax - 9790 3024

email - Michelle_Fryc@racv.com.au

Odd Spot

Signposting Vigilante

Richard Ankrom was dissatisfied with the message on a signpost on the Harbor Freeway in downtown Los Angeles near 3rd Street.

The 46-year-old Los Angeles artist made an addition to the overhead freeway sign, to exact state specifications, to help guide motorists to the northbound Golden State Freeway a couple of miles farther north.

No-one from the relevant authority noticed the change for nine months.

A Rose By Any Other Name

Natalie Elliott, a 22 year old single mother, didn't like her maiden or her married name. So she has changed it to the thing she loves the most – Subaru Impreza. Natalie does not have a driver's license.

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