



email newsletter

August 2002

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Introduction

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The following companies/organisations are National Sponsors:



News

Easy Merge-Safer Flow - A New Initiative To Ease Freeway Congestion And Improve Traffic

VicRoads has launched a system called *Easy Merge-Safer Flow* to manage the rate at which vehicles merge with freeway traffic in peak periods.

They claim that this is a more sophisticated system than other applications used in Australia and builds on those that operate successfully in the UK, Europe and the United States.

VicRoads Manager, Traffic Management Services and AITPM Victorian President, Ms Janet Brash, said the system would be progressively installed on freeway entrances in Melbourne.

The red, yellow, green signal cycle will be much shorter than normal – typically switching every 6 to 12 seconds. The lights will only operate during the evening peak period on weekdays. They will start working when roadway sensors indicate that traffic on the freeway and the freeway entrance is heavy.

The lights will turn green long enough to allow one vehicle in each lane to join the freeway traffic. The traffic lights will stay on until the freeway traffic flow improves.

Link: http://www.aitpm.org.au/annex/0208_EasyMerge.pdf

One tag fits all by Christmas

Sydney's motorways will have a common toll collecting system by Christmas, with the M2 (in the north west) and M4 (to the west) converting to accept the electronic tags used on the M5 (in the south west), the Eastern Distributor (to the east of the city), Harbour Bridge and Tunnel.

Link <http://enewsletters.f2network.com.au/cgi-bin16/flo?y=hDEa0CRVd0Bhi0PA70Ap>

Re-analysis of Travelling Speed and the Risk of Crash Involvement in Adelaide South Australia

The ATSB has released a report on the project that aimed to establish a mathematical curve that defines the relationship between free travelling speed and the risk of involvement in a casualty crash, for sober drivers in an urban setting. The speeds of passenger vehicles involved in casualty crashes were compared with the speeds of passenger vehicles not involved in crashes but travelling in the same direction, at the same location, time of day, day of week, and time of year.

Estimates were also made for a hypothetical reduction in the general urban area speed limit from 60 km/h down to 50 km/h using two sets of assumptions.

Link <http://www.atsb.gov.au/road/rpts/cr207/index.cfm>



The following companies/organisations are Major Branch Sponsors

- NSW**
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 - [RACV](#)
 - [Vic Roads](#)

Features

A short questionnaire was sent to all members to establish the latest profile of the membership nationally and to get feedback on the following questions:

- Do you think this institute should take a more pro-active role in developing our profession, workplace reform, skills development standards maintenance, training and ethics?
- Any comments, observations pertaining to workplace or professional development issues.

Members offered a range of comments including:

- “If AITPM does not take a more pro-active role, who will? The difficulty is always finding people passionate and energetic enough to devote time to these issues. Those issues likely to give the greatest return should be tackled first and probably from a National perspective to provide enough clout and energy”.
- “From talking to other LG traffic professionals there is a definite need for a forum on ‘what has been undertaken and did it work’. Basically, lessons learnt from experience”.

An interesting response to the survey came from founding member Bruce Sinclair and is printed in full in the letters to the editor section.

More detailed results will be presented at the National Conference in Perth.

[Link](#) to a list of all the individual comments made by members.

http://www.aitpm.org.au/annex/0208_MemberComments.pdf

Public Image Vs Good Engineering – Who’s Winning

In the public’s mind, funds for road improvements and accident reduction should be spent on building major freeways and carrying out road safety campaigns aimed at changing driver behaviour.

But has the public lost sight of the need for, and value of, funding traffic engineering works on poorer standard roads and does the public put too much faith in publicity campaigns? Two recently published investigations may help to answer these questions.

The Danger of Two Lane Roads

Gerald Donaldson from Advocates for Highway and Auto Safety has looked at the latest five years of accident records in the US, which represents nearly 209,000 deaths including about 24,000 each year on two-lane roads.

Cont.



Some of his comments and conclusions are:

- All across the nation, drivers face hundreds of thousands of miles of undivided, two-lane highways with deadly flaws like dangerous hills, blind curves, poorly-marked lanes, or narrow shoulders. Many of the roads carry far more traffic than they were designed to handle.
- It's obvious how these roads can kill. They give no ability to recover. There is no margin of error. You make one mistake, it can be fatal.
- Too much money for big highways in big cities, and not enough for the small roads that take so many lives.
- Experts suggest that it is easy to make two-lane roads safer as long as the money is there. They tell us low-cost fixes like wider shoulders and rumble strips that make a vibrating noise when you leave your lane are a good start. But ideally, you also want to add lanes or install dividers to prevent the catastrophic head-on crashes that kill so many people on two-lane roads.

Link (<http://www.msnbc.com/news/748422.asp#BODY>)

Traffic laws reduce crash deaths

A paper in the British Medical Journal by O'Neill and Mohan looks at traffic safety in developing countries. Their conclusions are emphatic including:

- Properly enforced traffic safety laws, such as speed control measures and traffic calming measures, are the most effective way of reducing road deaths.
- Driver education and training programs have no effect on crash rates.

Link

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

President's Message

National Presidents AGM Report, Perth August 2002

My term as National President is nearly complete.

I consider myself privileged to have had the opportunity to lead this Institute. I am grateful for the opportunity not only to make a contribution, but to grow personally through the experiences of dealing with challenging issues and people.

To make a contribution of substance, I strove to improve the building blocks of our Institute and to ensure that we could position ourselves to be as effective as possible within the many segments of our traffic and transport community. I saw this as being more important than focusing on just short-term goals.

Cont.



I gave particular attention to the structure of our operations, which is essential to maximise the contributions of every state committee.

There are many causes worthy of our attention, but our limited resources and small financial base can sap our will and dilute our impact. It is all too easy to take the easier options of prancing the world's stage, espousing broad concepts and making declarations of interest or opinion. The hard part is producing and managing the substance.

To be effective our Institute cannot be, or appear to be, shallow. The things we deliver must have depth, especially our information resources.

We need to "do" and "say" things that earn the community's and our members' respect. To gain their respect we must be technically competent, embrace relevant issues and express our position clearly.

The past two years have been a period of change and following through with changes, some of which were initiated during the previous two years of the Avent reign.

Key aspects of change have been:

- Establishing our electronic monthly newsletter;
- Identification of our Key Asset as being "goodwill";
- Developing a visionary 2002 corporate plan with clear principles and dynamic strategies;
- Instilling responsible financial management and reinstating prudent cash reserves;
- Establishing partnering relationships with education establishments to influence technical teaching agendas;
- Promoting the significance of relationship management and achieving important connections with major stakeholders in our profession.

The highlight would be the expansion of the Scholars Awards program from one to five awards - one per branch per annum. The awards were initiated in 1997 but were nearly pruned back to one in 2001. It is with pride that I can say that we have 5 positions in 2002. Each award provides the opportunity to attend our national conference with registration, travel and accommodation costs covered. The awards are open to students nearing the completion of their studies in a Traffic and Transport related course.

A task, not yet fully delivered, is harnessing the combined energies of our 85 committee persons around Australia. The process has commenced via our various product related committees but we are not near our full potential. This is not a process to create more work for honorary persons but rather to coordinate the efficient utilisation of their valuable, discretionary, honorary time.

The Institute is in another positive and interesting transition. This month marks the end of an era, as all of the new executive and administrative support now resides outside NSW, the Institute's State of Origin.

Cont.

Funny Photos



The challenges for the incoming committee include capitalising on the strategic directions that have been initiated and ensuring the Institute is positioned to represent its members with a relevant, strong voice that has the respect of stakeholders.

I look forward to taking up the duties of Past President, which include overseeing the editing and production of our newsletter with the capable assistance of David Brown & FTC Communications.

I thank the following retiring Members of National Council for their support and commitment; Mel Hallett, Queensland Representative; Frank Dunne, long standing Secretary; Tony Avent, current Past National President who has served on both Branch and National committees with many years of continuous service to this Institute. I would also like to thank our retiring administration assistant Trish Lever.

Welcome to the new National Council Executive of Richard Hanslip, SA (President), Garry Mason, WA (Vice President), Bill Cirocco, SA (Secretary), Bob Taylor, Qld (Treasurer), John Reid, Vic (Past President); Branch Representatives: Jon Douglas (Qld), Fred Gennaoui (NSW), Janet Brash (Vic) Pat Trimboli (SA) & Dan Sullivan (WA).

I wish the incoming National Council every success and look forward to the stewardship of new executive.

Yours truly,

John A Reid

AITPM National President

AITPM Activities

Disability Presentation

After hearing a report on ABC radio about the AITPM Adelaide seminar, the Mayor's office of a Sydney local government asked if AITPM could make a presentation to the Southern Sydney Regional Organisation of Councils' (SSROC) Access Forum. Many councillors and council CEOs attend the meeting and this will be a great opportunity to showcase the Institute. The presentation will be made in November.

Roads Magazine

Roads Magazine intends to allocate a significant proportion of each issue to traffic management and planning issues and they have asked the AITPM if we are interested in having a regular one-page column. The magazine has been impressed with our newsletter and the dynamic and positive directions that we have been taking.

They have suggested that the content could be a mix of AITPM news, opinions and happenings in the sector as well as "chatty, newsy type of editorial material". Free copies of the latest Roads magazine will be handed out to delegates at the Annual Conference in Perth.



Straw Poll

In his July message, the president asked two straw poll questions:

1. Do you have the time allocated within your workplace to professionally grow and learn?
2. Does it matter?

All responses agreed that they do not have enough time and it is an important issue. Comments included:

- No, I don't have sufficient time.
- Yes, it does matter. By not growing, I am, in fact, 'slipping behind'.

Book Review

In the July newsletter AITPM member Brian Smith reviewed the book "Human Factors for Highway Engineers".

The book was provided by Elsevier Science (www.elsevier.co.uk) and we have been corresponding with Julie Neden, their Editorial Assistant, Social Sciences. She has been reading our newsletters and observing the media work we have been doing. Her last email referred to our Adelaide seminar:

Many thanks for the information. Such good media coverage can.....only help towards encouraging conference participation and coverage and we would certainly like to be kept informed of any future conferences you may be holding. I have read the seminar report and it seems that the papers presented may well be appropriate for our journal Transport Management. I wonder whether there is any way in which you could encourage AITPM members to submit their papers to this journal? The journal details can be found on:

<http://www.transportconnect.net/traman>

If there are any other ways in which you think we could co-operate, please let me know.

Discussion Points

Variable Message Signs

This issue, raised in a recent newsletter, has become a subject of interest to the Pedestrian Council of Australia. Their letter to Paul Forward CEO RTA (NSW) says in part:

The recent introduction of scrolling billboards now adds "distractions" to the already serious safety concerns of "obstructions".

In many cases, JC Decaux has placed these scrolling billboards directly in front of pedestrian crossings at some of the busiest intersections in the CBD (see photos attached). At night they are highly illuminated, adding yet another dimension to their propensity to distract drivers from watching the road and the traffic lights.

Cont.



That these devices have ever been permitted is quite unbelievable.

To suggest that this is a matter for Councils is nonsense; you are the Lead-Agency responsible for reducing the road toll. Your representatives sit on all Council Traffic Committees and are an integral part of the approval process of Street Furniture and all other matters which affect Road Safety.

Pace Cars

Palo Alto in California is trying a traffic watch program, where residents are asked to be model motorists and set the pace for other drivers.

The idea is that if drivers adhere to a certain speed it will encourage, if not force, others to do the same. The pace cars have been described as "mobile speed humps." Similar programs have kicked off across the country, the first originating in Boise, Idaho, launched by an Australian traffic consultant.

Officially it's called the Neighbourhood Pace Car Program in Palo Alto and those who take part in it sign a neighbourhood pace car pledge and then display a "pace car" sticker on their rear bumper.

We asked a few ATIPM members what they thought about this issue and who might the mysterious Australian traffic consultant be:

- Courtesy is catching... (if not forced upon...) (Wal Cichocki)
- I'd be interested to know how long it lasts, as my experience is that the locals are generally a big part of the problem and usually revert to their earlier speed a few months after a scheme is implemented. (Bob Taylor)
- In several cases a local community has pressured police into patrolling the area to enforce speed restrictions, and then complained later on about the number of speeding tickets they have received themselves. (Bob Taylor)
- David Engwicht (<http://www.lesstraffic.com/dec.html>) talks about this in some of his publications (Ludmilla Hawley)

Recent Events

The July meeting of the NSW branch was entitled "Accident Investigations" and had presentations by Grant Johnston (Grant Johnston Consulting Engineers) and Paul Hillier (Transport Research Laboratory - TRL).

Both speakers have made their presentations available.

Link

http://www.aitpm.org.au/annex/0208_GSMITH.pdf

http://www.aitpm.org.au/annex/0208_Hillier_AITPM.pdf



AITPM National Forum

AITPM 2002 National Conference Perth – 8 and 9 August 2002.

It almost time!!

The AITPM's 2002 National Conference in Perth, Western Australia is almost upon us. If you are intending to attend the conference, you are urged to register and book as early as possible.

New Major National Conference Sponsor

AITPM would like to welcome Sunny Sign Company and Nikkalite as a joint Major National Conference Sponsor.



Sponsor and Trade Exhibition Opportunities

Sponsorship and Trade Exhibition Opportunities are still available for this year's conference. If you are interested in the exposure opportunities that the AITPM 2002 National Conference can offer your company, please contact Dan Sullivan on 08 9323 4162

Conference Sessions and Workshop

A wide variety of interesting papers have been selected for presentation at this year's conference. In fact, such a high calibre of submissions for presentation at the conference was received, that to accommodate additional papers, a one-day workshop on Designing for Trucks and Buses has been introduced for the day prior to the conference. For more information on the conference and workshop program, please visit our website at

<http://www.aitpm.org.au/conference/index.html>

Abstracts for most papers can be viewed at the website.

Discount Accommodation at the Sheraton Hotel

Since the printing of the conference brochure, the Sheraton Hotel has announced a special rate of \$120 per night. Please call the Sheraton Hotel directly on 08 9224 7777 to take advantage of this offer.

Job Spot

Westbus, a large bus operator in NSW, is seeking an operations manager. As a member of the Executive Management Team the successful applicant will be responsible for the provision of daily operational and support activities across eight depots.

For a copy of the position description contact Lynn Barrett on 02 9890 0055.



Other Upcoming Events

2002 Ogden Transport Lecture – Melb – 9 Sept

Topic: e-topias: cities in the digital electronic era
Speaker: Professor William J. Mitchell Dean, School of Architecture and Planning Massachusetts Institute of Technology, Boston, USA
Location: Shell Theatrette 1 Spring Street Melbourne
Time: 5:30pm refreshments; 6:00pm lecture

NO RSVP REQUIRED

William J. Mitchell is Dean of the School of Architecture and Planning at MIT, where he holds a joint Professorship in Architecture and in Media Arts and Sciences. He teaches courses and conducts research in design theory, computer applications in architecture and urban design, and imaging and image synthesis. He is author of the recent books 'City of Bits' and 'e-topia'. These books explore the new forms and functions of cities in the digital electronic era, and suggest design and planning directions for the future.

The Ogden Transport Lecture is a free public lecture that reflects the commitment of the Institute of Transport Studies ITS (Monash) to 'progress transport knowledge and practice' through its activities which span education, research, community and professional services.

The Ogden Lecture is also available on the ITS (Monash) web site:
<http://www-civil.eng.monash.edu.au/people/centres/its>

Geoff Rose of Monash is a keen AITPM Supporter, Sponsoring last years Conference CD's.

Letter to the Editor

11 July, 2002

Dear Fred

Attached is my response to the AITPM Membership profile survey.

I am now well and truly retired and would not be able to give useful answers to a young and forward looking Institute in 2002. My link with the Institute is as a Life Member, an honour which I treasure, and I enjoy receiving the Newsletter from time to time. If I actually practiced, I would infringe several tenets of the IE Aust Code of Ethics.

That said, I am delighted to see that you are still active in the Institute – it needs guys with a corporate memory to provide wise counsel when major initiatives are being considered. I still occasionally provide that role in IE Aust.

Cont.



I also still look back with nostalgia to the “good old days” when I knew everyone in SK by their first names, and most of their partners and many of their children as well.

I would be hopeless doing Paul Douglas’ job running a firm of 3,500 people all over the world. I enjoyed traffic and transportation work as a “cottage industry” and it should probably remain that way.

Fred, keep up the good work, and best wishes.

A. Bruce Sinclair

AM, Hon FIE Aust.

Useful Links

Road user and workplace parking charges

Road user and workplace parking charges are not a new idea and the UK Department of the Environment, Transport and the Regions’ white paper on the subject was published a few years ago, but it is worth a look if you are after the structure and policies that may get the issue going.

The paper is entitled:

“Breaking the Logjam - The Government's consultation paper on fighting traffic congestion and pollution through road user and workplace parking charges”.

Two issues are particularly of note:

- The Government believes that the decision on whether or not to implement a road user charging scheme should be one for local traffic authorities to take, either singly or jointly.
- The use of revenues to benefit transport serving the area where charges apply.... will be critical to the success of such schemes.

Link (<http://www.dtlr.gov.uk/itwp/logjam/index.htm>)

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