



email newsletter

September 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:



- Involvement of stakeholders (including the community) is also a key success factor in project delivery;
- Reasonable equity is required, particularly with regard to access;
- Low cost solutions can provide good results and therefore should not be overlooked;
- Public transport is clearly an effective means of moderating and reducing car travel – it is definitely a viable choice of mode;
- Integrated solutions should involve all facets of urban design and engineering;
- There are exciting future opportunities.

These themes and other key ideas are specifically illustrated in the brief summary of the individual papers below.

Session 1: Opening

Opening Address by Hon Graham Giffard

Parliamentary Secretary to the Minister for Planning and Information

- Transport planning involves land use, social and environmental issues and transport
- Effective public transport is essential to our future
- People and goods are the focus, not vehicles
- Consultation approach
- Sustainability.

Keynote Address by Tony Middleton

Advanced Engine Components Limited

- Traffic and transport are life and death issues
- Plan for congestion management, even in Perth (and Adelaide)!
- TransPerth provides a world class service
- We must reduce car dependency
- But currently there is a low usage of Public Transport
- Vehicle growth in cities is the largest single threat to urban sustainability
- New fuels, particularly natural gas, are more efficient and produce fewer nasties
- Public transport is on the move.

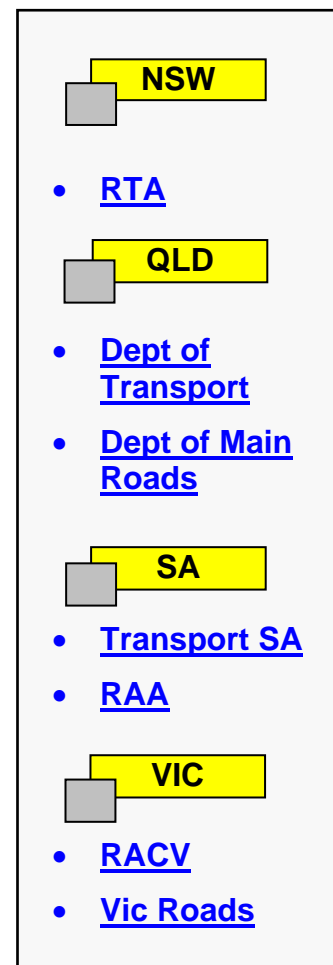
Session 2a: Technology

Overcoming the Barriers to Urban Road Pricing.

Stephen Luke (PPK Environment & Infrastructure) and Peter Crane (Transport for London/Mott MacDonald):

- Huge road congestion increases expected from now to 2015
- Public against tolls in Australia
- Congestion threatens business and employment
- Risks include:
 - Finances and resources
 - Leadership
 - Good alternatives
 - Equity.

The following companies/organisations are Major Branch Sponsors



Guidelines for the Use and Operations of Variable Message Signs in Queensland

Sanjay Ram and John Oppes (Qld Department of Main Roads) and Kirsten Richards (Qld Department of Transport):

- Better use of existing infrastructure
- Consistency, standardisation and human factors
- Technology developing rapidly but can be expensive
- Driver expectations and needs
- Ensure no adverse effects on safety.

Session 2b: Terra Pounders

Pedestrian Facilities Guidelines

Marisa Setter and David Stewart (Queensland Department of Main Roads):

- Making crossing easier
- New warrant model being trialed because old one not relevant anymore
- Zebras still controversial.

Crawl Before You Walk – Increasing Pedestrian Safety Around Schools

Bill Cirocco (Transport SA):

- Education important component of road safety
- Warrants less applicable – safety is key concern
- Coordination of engineering and education
- Partnerships – Transport SA/Councils/Schools.

disAbility Planning

Ben Sgherza (Disability Consultant) and Roger Acacio (Main Roads Western Australia):

- Universal Design = accessibility for all = equity
- Empowerment and fair go for everyone = equity
- Involve consumers, use experts, obtain agreement with all stakeholders
- Accessible transport system not expensive if disability planning done at early stage.

Session 4: Trauma

Road Safety Engineering from Principles to Practice

Peter Croft (Land Transport Safety Authority New Zealand) and Peter Cleal (Transport SA, formerly Land Transport Safety Authority New Zealand):

- Optimising and targeting
- Change focus from users to road network
- Safety management systems (SMS) – systematic approach
- Safety at reasonable cost
- SMS is QA for safety.



Road Safety Strategy Western Australia

Mel Hay (Assistant Commissioner Traffic and Operations Support):

- Life and health can never be exchanged for other benefits within society
- Whenever someone is killed or injured, necessary steps may/should be taken to correct
- Crashes starting to plateau out, therefore new ways required, for example new technologies
- Better design and management, safer vehicles, better driver behaviour and a change in thinking.

The Signing of Sub-standard Curves – a Credibility Problem Exists

Kym Dorrestyn (Dorrestyn & Co):

- Signs have impressive safety record
- Fewer but more credible signs
- Inconsistency = low credibility
- Change necessary.

Session 5: Traffic Management

Traffic and Transport for Special Events – Learning from the Experience

Peter Turner (PPK Environment & Infrastructure):

- Wide support
- Public transport included in tickets = integration
- Simple, cost effective barriers plus technology
- Communications, early notice
- Capture knowledge.

Four Way Stop Signs – The Newcastle Experience

Jocelyn Guyano-Cardona, Peter Sylvester and Ian Jenkins (Newcastle City Council):

- Effective low cost treatment
- Improved safety
- Paper generated great debate, including comment that creditability risk if Stop sign not used where poor sight distance; not a common finding, for example Main Roads WA found this to be more hazardous; horses for courses – suits some situations, but care required; need to amend Australian Standard if acceptable.

Simulated Solutions for the Incremental Retrofitting of ETC Lanes at Toll Plazas

Damien Bitzois (PPK Environment & Infrastructure):

- Technology used to increase traffic capacity and revenue
- Safety issues apparent due to non-typical weaving situation – apply common sense
- Keep high technology segregated from low technology.



Session 6: Transit

The Liverpool – Parramatta Transitway

Keith Varga (Roads and Traffic Authority, NSW):

- Bus priority
- ITS: real time passenger information, communications, security/surveillance
- Environmentally friendly
- Multimodal integration
- Accessibility for all users
- Biggest advance in transport in western Sydney in 50 years.

Turning Multi-modality Into Seamless Mobility

Peter Moore (International Association of Public Transport):

- Flexibility in public transport from anywhere to anywhere
- Transparency of transport taxation = equity
- Will to change by bureaucracy and politicians
- Fundamental change required
- Innovative funding.

Bus Public Transport Planning – Issues and Implications

Barrow Emerson (Sinclair Knight Merz):

- Benefits: sustainability and triple bottom line
- Planning for people
- Partnering with Local Government
- Land use design with transport integration
- Realign subsidy to favour public transport and less for private vehicles = equity.

Session 7: Transport and Land Use

City of Melville Transport Strategy

Martin Spencer (City of Melville):

- Change for the better – more livable city
- Integrated transport strategy
- Environmentally responsible
- Extensive consultation
- Accessibility for persons with disabilities and those without access to cars.

An Urban (and Regional) Design Approach to Roads and Transport – Lessons of the RTA NSW

Raeburn Chapman (Roads and Traffic Authority, NSW):

- Change management approach
- All movement systems integrated and improved
- Consultation and collaboration
- Integration with urban design.

Funny Photos



Balancing Traffic Planning Objectives and Community Opinion in a Rapidly Growing Tourist Town (Dunsborough)

Peter Damen and Samantha Taylor (ARRB Transport Research):

- Community opinion and influence
- Balance between good traffic planning practice and community expectations.

Session 8: Closing Keynote Address

A New Intelligent Transportation System for Cities

Dr Michael Parent (INRIA, France):

- Technology: small automated vehicles part of PT system
- Replace the driver
- Mobility for everyone
- Entertaining glimpse of future sustainable transport on the move.

Final Conclusions

- Did the conference move traffic and transport for you?
- Did your perspective move, did the conference influence your thinking on traffic and transport?
- Did you gain new knowledge which will be useful to you?

Richard Hanslip

President's Message

I am delighted to be writing my first message as National President of the Institution. It is an honour to have been selected to this position and to represent all our members, sponsors and other customers. Thank you for this great opportunity. Like John previously, I recognise that it will be a daunting and challenging task ahead. I hope that I provide the necessary visionary leadership to continue the good work of past Presidents. I am certainly excited about the prospects for AITPM for the next two years and beyond and my role in delivering our Corporate Plan.

But before I relate some of the directions of AITPM for the future I would like to thank those who have recently given so much of their valuable discretionary time to the Institute.

To John Reid, Immediate Past President, who in his two years in office as National President managed a process of significant change and growth of the Institute to our benefit and the increasing respect of the profession. There were many achievements, which he outlined last month. John's dedication was inspirational, and the initiatives he started will be continued.



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To the Western Australia Committee, who excelled in producing and delivering an outstanding and enjoyable National Conference in Perth last month - feedback suggests that the program was relevant, topical, interesting and well appreciated by the delegates. Our conferences seem to get better every year, making it a challenge for the next team: to be in Sydney in September 2003.

To retiring National Council members Frank Dunne, Tony Avent and Mel Hallett. Frank has been Secretary of AITPM for many years and has overseen important changes to our administration processes and Constitution (a process he now believes will keep us going for a number of years!) to make us more effective and efficient in the delivery of our services to you. Tony, retiring Past National President, has also been actively involved on the National Council for a long period. He is continuing his professional career as a consultant in Queensland. Mel, retiring Queensland Branch President, is also shortly to retire from his career, but is to continue with his valuable involvement with AITPM.

The Perth Conference represented another key change in AITPM's life. Our Administration Officer, Trish Lever is retiring to pursue family gastronomic interests and Sharyn Robinson is taking this role from September. Trish was the Institute's conduit and mailbox for all mail, subscriptions and registrations and maintained the Institute's database. This change means that our postal address, telephone and fax contact details are also changing. These details can be found elsewhere in this edition of the Newsletter.

Thank you all for all your huge efforts.

I am also very pleased to acknowledge our new Life Member, John Carlisle. John has been a stalwart contributor to and supporter of AITPM Queensland and Nationally for many years. John has been a member since the 1970's; he was National President from 1983 - 1985, father of the AITPM Constitution, and the catalyst for establishing the Queensland Branch. Congratulations, John.

Three times a year the National Council meets to manage the progress of the Institute, discuss the issues needing attention and decide the future tasks and direction to take. In August this meeting preceded the Conference in Perth (taking place during the workshop on Trucks and Buses).

Much attention was given to the various current and forthcoming conferences, as they are such large events needing careful planning. Perth was upon us, but the budget, program and format for Sydney in 2003 was considered, as was the preliminary budget and venue for Adelaide in 2004, and the 2005 conference! The 2003 registration of interest brochure (distributed at the Perth Conference) will be shortly distributed to all members and friends of AITPM. The venue is the Darling Harbor Convention Centre.

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The 2004 venue has been booked (the Adelaide Convention Centre). This early commitment is required to secure the preferred dates in a suitable venue. The 2005 conference is being discussed because there is the opportunity of partnering with another international transport event.

Another key issue was continued debate on the establishment of a Public Affairs Manager (PAM). The need for this role was presented at the National Conference, and forms an important piece of the AITPM's new Corporate Plan. The reason for PAM is to better position the Institute on relevant issues for example by obtaining increased media coverage amongst others. Briefly the PAM role is to:

- Project AITPM's credibility to benefit our members and sponsors
- Ensure access for our members and the community to a balanced, and informed technical debate
- Create an image of the Institute that members are proud of and enhance their position in the community
- Involve a broader range of people and organisations in AITPM activities
- Create strong public support for the right technical solutions
- Have a greater impact on a wider range of stakeholders
- Enhance the public face of our Institute and community support
- Manage communications with our members so that they are always informed technical participants
- Create a better environment to achieve better solutions
- Promote good policy
- Create market opportunities that would attract sponsorship.

As you probably noticed if you attended the Perth Conference, we changed the format of the AGM to outline some of our concerns with the traffic planning sector and profession, to outline some of our thoughts for the future and how we might communicate better with you, our customers and the community.

This issue and other key parts of the new Corporate Plan will be expanded on in future editions of the Newsletter. I am now preparing with others a detailed specification for the role of and tasks for PAM. I look forward to discussing these and other issues with you. I encourage your participation in debate of the Institute's development, by contacting me (email address: richard@qedecisions.com.au), contacting another member of the National Council or a member your Branch Committee in your State, or writing a letter to the Newsletter.

Together "Growing Traffic Skills and Knowledge to Deliver Sustainable Transport".



Discussion Points

Variable Message Signs

After articles in the last two newsletters, a member of the AITPM has highlighted the difference between “variable” signs and “varying” signs. Variable signs can be adjusted for a particular situation but it is another step altogether to have a sign that is showing a varying message. Electronic signs that consist of several screens of information create a totally different type of distraction to drivers. Drivers are encouraged to continue to look at a sign so that they don’t miss getting the full message.

AITPM member David Brown, has discussed this issue on over 20 radio stations since the material appeared in the newsletter.

Recent Events

AITPM Forum on Crash Barriers

ARRB Transport Research recently hosted an Australian Institute Traffic Planning and Management Technical Forum on Crash Barriers.

Thirty per cent of fatal single-vehicle crashes on Australian roads involve a collision with roadside poles. Similar statistics exist for other types of roadside hazard. Where generous clear zones or the removal of hazards is not possible, appropriate use of crash barriers is a viable method to improving safety on our roads.

The AITPM Forum comprised of four presenters, each with considerable experience in the use of crash barriers.

Raj Muthasamy, the Principal Road Safety Auditor of Road Safety Audits, presented an overview of the use of crash barriers on Victoria’s road network. Raj briefly described some of the key aspects of the Victorian guidelines on crash barrier use, such as length of need; installation criteria and terminals. Raj presented a slide show of some good and bad examples of crash barrier installation.

Bruce Corben, a Senior Research Fellow with Monash University Accident Research Centre, presented the results of a series of crash barrier tests using Toyota Echo vehicles as the test vehicle and Hybrid III dummies as the crash test dummies. Crash tests were conducted on New Jersey barriers; wire rope at different approach angles and speeds. The results will be used to improve the understanding of crash barrier design and installation. However, further research is required to improve protection for larger vehicles and motorcyclists.

Dennis Maxwell, Road Design Standards Engineer from VicRoads Design, presented some of the key aspects of the draft Road Design guidelines: Part 12 - Safety Barriers. Dennis presented details on performance criteria, the role of crash barriers in the road system and the capabilities / limitations of some of the crash barrier designs. Dennis used photos to illustrate some good and bad examples of barrier installation. Cont.



Bruce Grey, a Sales Manager for Saferoads, presented some of the US-based and Australian designed products available to improve safety on the road network in terms of both crash barriers and crash attenuators. Bruce's visual presentation included numerous images of crash tests conducted on the products.

The four presenters provided those in attendance with an excellent overview of the standards, use and installation of crash barriers and attenuators. The level of protection offered by the barrier system is constantly changing with the development of new systems and products. To ensure these changes are reflected in the guidelines used by practitioners to select and install crash barrier systems, it is essential to regularly revise the guidelines that we use.

ARRB TR has been commissioned by Austroads to revise the 1988 crash barrier guidelines. The tasks that have already been completed, as part of the revision, include a literature review of current best practice from around the world and a review of the current approach to crash barrier selection and implementation from each of the Austroads member authorities.

The revision is due to be completed in May 2003. If you would like more information please contact:

Gary Veith
Senior Research Engineer
Safety & Traffic
63 3 9881 1623

AITPM National Forum - 2003

The 2003 AITPM National conference is entitled "Transport Landuse Integration - Getting Serious". A pre-registration brochure has now been produced incorporating a call for papers and is available on our web site (www.aitpm.org.au).

The conference convenor is Ludmilla (Milly) Hawley from CardnoMBK. Members are encouraged to contact Milly if they wish to discuss the conference theme, possible paper or any issues relating to the conference. Her contact details are

ph - 94967781 fax - 9499 3932 mob - 0412 879251 email - lhawley@syd.cardno.com.au

Upcoming Events

Each month we will list brief information about upcoming events. More details on each event (if available) will be located on the AITPM web site.

Link www.aitpm.org.au

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VicRoads Traffic Engineering Manual Workshops – Vic - 5 Sept

VicRoads and LGPro are holding one more seminars on the recent amendments to the “Traffic Engineering Manual Vol 2: Signs and Markings”.

Two seminars have already been held and a further meeting will be held on Thursday 5th September at VicRoads South Western Regional Office

Further details can be obtained from LGPro on Tel: (03) 9686 3833; Fax: (03) 9690 4217 or e-mail: rsvp@lgpro.com.

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 Theatre 1 Spring Street Melbourne

Time: 5:30pm refreshments; 6:00pm lecture

Call for Senior Transportation Safety and Mobility Papers

In an effort to promote studies addressing concerns of an aging population, the editors of the Journal of Safety Research have arranged an exceptional editorial team to develop a special issue devoted entirely to senior transportation safety and mobility and its effects on safety and health.

Full-article submissions are due no later than December 2, 2002. Contact e-mail porrettk@nsc.org. Please do not fax or e-mail original submissions.

Integrated Transport in Local Government – Melb – Nov 2002

In recognition of the increasing interest in Integrated Transport Plans in Local Government, ARRB Transport Research are planning a two-day national conference on 'Integrated Transport for Local Government'. Details of the program will be available soon. Contact Fiona Green, fionag@arrb.com.au

ARRB REAA Conference - Cairns - 18-23 May 2003

The 21st ARRB and 11th REAA conference, entitled “Transport – our highway to a sustainable future”, are being held together next year in Cairns between 18 and 23 May.



Letter to the Editor

Dear Sir,

I read with interest the article on the VicRoads ramp metering system in the latest AITPM Newsletter.

Apart from the automatic activation based on traffic volumes, and perhaps some traffic-actuated cycle times, the system looks remarkably like that used in several locations in Sydney.

The first of these was near the intersection of Victoria Road and The Crescent at White Bay, and was used during the construction of the Anzac Bridge. Other Sydney readers may beg to differ, but I don't think this system has been used since the Anzac Bridge opened. If it's never going to be used again, why hasn't it been removed or relocated to a more deserving location? While not denying the potential for ramp metering systems to help reduce overall delays under very heavy traffic conditions, I wonder whether or not a targeted education campaign for drivers might be more effective overall? With Australia's relatively small length of freeways, it seems that many drivers have never learnt the proper way to enter a freeway.

How many times have you seen a driver proceed slowly to the end of the acceleration lane and then stop, expecting his vehicle to turn magically into a Ferrari and be able to accelerate to 100 km/h in less than 4 seconds? Further, those drivers already on the freeway rarely scan for traffic entering from a ramp, and so doggedly remain in the left lane. It is simple and courteous (traffic permitting) to change lanes temporarily to the right, and thus make it easier for the entering traffic.

Of course, under heavy traffic conditions the above practices may not be applicable. The best method is the 'zipper' merge, where drivers take turns - one from the ramp and one from the freeway. It's amazing how some people believe that their time is more precious and so they must get ahead by one car space! Let's use both education and engineering to improve the efficiency of our road network.

Yours faithfully,

Alan Finlay Manager,
Intelligent Transport Systems
National Roads and Motorists' Association Limited
A member company of NRMA Member Services Group

Career Moves

Australasian Traffic Surveys

Long term AITPM sponsor and Immediate Past President, John Reid, has run Australasian Traffic Surveys from Victoria for 20 years. He has established an organisation that is committed to technical excellence, professional standards and ultimately quality data. Under his guidance, Peter Bourke has represented the company in South Australian for a number of years and he has conducted special surveys in other states.

Cont.



John has made some recent changes. AITPM member Ian Greenwood has taken over operational duties in Victorian and a permanent presence has been established in NSW to be operated by a past president of the AITPM, David Brown.

John will be focusing his energies on product development and data management.

AITPM Scholar

NSW AITPM Scholars Award winner, Frederic Horst, has taken up an appointment in Luxembourg with Cargolux, an international airfreight carrier with a fleet of 12 Boeing 747-400 freighters serving some 50 destinations worldwide. Cargolux is presently the only profitable all cargo carrier in the world. At Cargolux, Frederic will be responsible for developing and implementing a centralised market intelligence system for the airline.

Useful Links

ITS Australia Capability Register

Intelligent Transport Systems Australia (ITSA) has for many years produced a free-of-charge ITSA Capability Register as a book, CD ROM and more recently as an on-line register. The current on-line version of the register contains information on companies, individuals and government bodies that are involved in transport technologies throughout Australia. This provides a comprehensive resource for members and the general public for identifying ITS providers.

ITS Australia is updating the information on this register. If companies or individuals wish to be included they can have their information added at no cost.

For further details please contact Peter Bahen on 03 9655 6264 or email ITS Australia on admin@its-australia.com.au

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