



email newsletter

December 2002

Table of Contents

Introduction	1
Contact Details	1
News	2
President's Message	4
Recent Events	5
Other Upcoming Events	7
Odd Spot	7
Disclaimer	10

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.

If you do not wish to receive future newsletters, send an email with the subject "Unsubscribe" or write to the address below.

This newsletter is copyright to AITPM Inc. Reproduction of this newsletter (including forwarding on to other email addresses) is forbidden without written permission of the AITPM.

Contact Details

Australian Institute of Traffic Planning and Management Incorporated
 ABN 28062495452
 PO Box 6684
 Halifax Street
 ADELAIDE 5000
 Ph: (08) 8410-7488
 Website: www.aitpm.org.au
 Fax: (08) 8410-4688
 Email: aitpm@bigpond.com

The following companies/organisations are National Sponsors:



News

Public Transport SmartCard for Queensland

Queensland Premier Peter Beattie and Transport Minister Steve Bredhauer recently announced the preferred tenderer for Australia's first smartcard integrated ticketing system.

Smartpos, a consortium including Cubic Transportation Systems and the Commonwealth Bank, has been selected as the preferred tenderer to design, build and operate South East Queensland's integrated ticketing system following a rigorous evaluation process.

Mr Beattie said 'Regular commuters will be able to make a one-off purchase of the Smartcard, which will essentially be a long-lasting debit card. 'It will be their ticket to ride on all forms of public transport in South East Queensland - buses, trains and Brisbane Transport ferries,'.

Link to further information on [SmartCard Information](#)

<http://www.transport.qld.gov.au/qt/qtnews.nsf/703e6a7c17bc149c4a25669d00098504/094f3bcc9d9b25814a256bd70082456a?OpenDocument>

Tugun Bypass Project

The Queensland government is proposing to develop a new transport corridor to act as a cross-border link between Stewart Road, Currumbin in Queensland and the Tweed Heads Bypass in New South Wales. The transport corridor is to accommodate a road and a future rail link.

The new road link, known as the Tugun Bypass, is required to alleviate existing traffic congestion in the Gold Coast Highway - Pacific Motorway/Highway corridor between Currumbin and Tweed Heads. The rail corridor is part of a proposed extension from Robina Station to Gold Coast Airport, but will be constructed at a later date.

In order to manage the complex approval processes that are required to gain consent for the Tugun Bypass proposal Main Roads has divided the proposal into two stages. While stage one requires consent from the Queensland government with agreement of the Commonwealth, stage two will require consent from the Queensland, New South Wales and Commonwealth governments.

Further information on the project [link](#).

<http://www.mainroads.qld.gov.au/MRWEB/prod/Content.nsf/DOCINDEX/Tugun+Bypass+Project?opendocument>



If teenagers are P-brains, here's why

The Age newspaper reported the following on November 25 2002

Young P-platers who drive recklessly do so because they don't have the brains to drive sensibly.

John Reid, a cognitive neuroscientist and research fellow with Swinburne University of Technology's Brain Sciences Institute, said some teenagers' brains have not matured sufficiently to enable them to drive responsibly.

The immature brain development is technically called the "incomplete myelination of the dorsolateral prefrontal cortex" - basically, the wiring of the brain's control centre has not yet fully developed, making immature drivers less able to foresee the consequences of impulsive actions.

New Study Ranks Most Dangerous Places For Walking; Pedestrian Deaths Increase In 2001

The metropolitan area of Orlando, Florida, has been classified as the most dangerous region for walking in the USA, according to a report released by the Surface Transportation Policy Project (STPP).

STPP's "Mean Streets 2002" report is the latest study in a series that looks at the perils facing pedestrians, why where you live matters and how states aren't spending enough to fix the problem.

In 2001, 4,955 pedestrians died in vehicle accidents up from the toll of 4,843 in 2000. This is the first increase in deaths since 1995.

The study ranked the most dangerous metropolitan areas on the Pedestrian Danger Index (PDI). The index is calculated on the number of deaths per capita and the amount of walking in the community.

Link <http://www.transact.org>

Roadside billboards will listen and tailor the message

Two billboards on highways in Sacramento in the USA, will determine what are the most frequently listened to radio stations in passing vehicles and then tailor their messages to match listening preferences.

One of the problems with this approach is that the signs can change advertising displays every few seconds, running through a set series of video messages.

Link

<http://www.sacbee.com/content/news/story/5349258p-6338265c.html>

The following companies/organisations are Major Branch Sponsors

NSW

- [RTA](#)

QLD

- [Dept of Transport](#)
- [Dept of Main Roads](#)

SA

- [Transport SA](#)
- [RAA](#)

VIC

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



Seeing eye horse complaints gets horses banned citywide

Nineteen-year-old Tabitha Darling is blind. She gets around her town of Nampa, Idaho, by horse. But after receiving complaints that Darling was riding dangerously through traffic, Nampa council members invoked a city prohibition on horse riding.

Darling denies that she and her horse, Trixie, have careened through traffic and is considering a lawsuit against the city under the ADA.

Link (<http://www.wired.com/news/furthermore>)

President's Message

Another year passes, too rapidly it seems as usual. But other speeds have slowed down with more still to come! These are urban speed limits. Most States have adopted an urban limit of 50 km/hr to a varying extent: Queensland, NSW, Victoria and Western Australia. And in South Australia it is the policy of the new State Government to adopt a 50 km/hr limit in local areas on non-arterial roads. Limits lower than 50 km/hr can still be applied in special circumstances, for example in close proximity to schools. The lower limit brings us into line with general European practice, although in some countries they are now seeking even lower limits.

A substantial body of research has shown the significant safety benefits to be gained by lower speed limits. But until recently it has proved difficult to implement. The reasons are many, and it really does not matter now. The important matters are the reduced crash rates and improved amenity of local areas that will result. The Ministers for Transport and their administrations should be congratulated for just doing it! The AITPM should continue to encourage the other states to change.

Reported elsewhere in this Newsletter is the issue about the frustration of Council Traffic Engineers being overwhelmed by traffic matters requiring rapid or short term responses (this frustration or general malaise is probably applicable to other practitioners and sectors too). This may be brought about by the requirement of Council administrations and representatives to ensure that all issues (irrespective of importance) raised by their customers are dealt with promptly and thoroughly, it may be a reaction to new corporate performance benchmarks, perhaps the idea of a certain Council administrator or elected member trying to achieve a specific outcome in a short time frame, or insufficient resources.

Whereas these issues are important, especially to the proponents or complainants, they do not allow the time for the development of longer term strategies and plans, especially those that are proactive rather than reactive. This may be tied to the feeling and issue raised previously at the Adelaide dinner of the Disability Issues for Practitioners seminar earlier in the year, that traffic engineers in general do not seem to hold the respect or recognition comparable to their role and benefit they bring to society.

Cont.



What can be done about this? Can the AITPM help? There are a number of things:

- Change priorities and procedures to reduce time on reactive tasks and allow time for idea and strategy development
- Develop partnership relationships to involve interested parties in issues and resolution processes
- Inform parties of the priorities and procedures from a traffic planning and management perspective
- Expand and lead debate and promotion of technical issues, traffic effects and solutions – educate the uninformed, to facilitate understanding of issues etc.

AITPM can assist with a number of these actions: directly by involving and debating with interested parties on the issues and solutions at, for example, conferences and through the Newsletter; and indirectly through informing and debate, for example through the various media, promotion and facilitation of education programs. At present we are not doing much of these, but we are developing our own processes so that we can better assist our members and customers in the future with their issues and problems.

Thank you for your continuing interest in AITPM as members and participants in our activities in 2002. I wish you a Merry Christmas and Happy New Year.

Richard Hanslip
National President

Recent Events

Half-Day Seminar – Qld 13 Nov 2002

The Annual Qld AITPM November half-day seminar was held at the Carlton Crest Hotel on Wednesday 13th November 2002.

The theme of the seminar this year was “Road Safety: Crashing into the Future”. The seminar was well attended, and allowed attendees to hear and discuss with experts, issues concerning road safety and why road safety progress has stalled.

The Qld AITPM Branch invited a cross section of experts in the field of road safety to debate the topic "Road Safety: Crashing into the Future". From a strategy, research, application and litigation perspective, the invited experts presented a range of strategic visions and practical opportunities to influence road safety directions.

Presentations from the seminar can be viewed from the following links:

Dr Ian Johnston - Director (Monash University Accident Research Centre)

Cont.



Barry Watson

(http://www.aitpm.org.au/annex/0212_BarryWatson_2002AITPM.pdf) - Centre for Accident Research and Road Safety - Qld

Frances McGlone

(http://www.aitpm.org.au/annex/0212_FrancesMcGlone_2002AITPM.pdf) - Queensland University of Technology, Law School
Prof. Rod Troutbeck - Queensland University of Technology, School of Civil Engineering

Link to photos from the seminar

(http://www.aitpm.org.au/annex/0212_photos.pdf)

Glenelg Access Strategy - SA 21 Nov 2002

Presenter: Rob Donaldson General Manager Strategy and Development, City of Holdfast Bay.

Rob gave a presentation on the recently completed Glenelg Access Strategy undertaken by consultants QED. The objective of the project was to develop strategies for the short, medium and long terms for the Jetty Road/Glenelg District Centre, to be able to deliver optimum transport accessibility for the precinct. The project looked at accessibility issues for public transport (bus and tram), other motorised vehicles, pedestrians and bicycles. As well, the project identified the possible future land use development capacity as the basis for the transport accessibility assessment.

Glenelg is characterised as being the paramount beach resort area in metropolitan Adelaide and attracts many visitors, especially in summer holidays and when it is hot. At these times there tends to be a shortfall of car parking particularly in the extended beach/foreshore area and traffic becomes congested with much circulation by drivers either looking for car parks or simply cruising and looking at the attractive scenery! However, Glenelg also has two other equally important roles: it is a district shopping centre and an established residential area, these functions requiring convenient car parking and minimal impact on residential streets from through traffic or visitor parking.

The Access Strategy therefore, provided a framework and priority of transport improvements which balanced these competing objectives, and retain the key characteristics which attracted people to the area - tourists/visitors, shoppers and residents. A detailed list of strategies, and actions required to achieve these strategies was provided. Broad timeframes were identified linked to development milestones rather than specific dates.



Qld Christmas Party - 11 Dec 2002

The Queensland AITPM Branch held its 2002 Christmas Party at the Elephant and Wheelbarrow Pub this year. The evening was well attended by sponsors, members and non-members and included a significant hors d'oeuvres selection and beverages.

For those who could not make it - thanks for your support throughout the year and enjoy the festive season.

Christmas party – Vic - 12th December 2002

The Victoria branch held its Christmas “technical forum” at Blue Chillies, in Brunswick Street, Fitzroy.

This forum provides an insight into important traffic issues and their management. It was an opportunity to experience first hand, just how hard it is to find a parking spot, or crawl along Brunswick Street, yet appreciate how irrelevant these issues seem toward the end of a great night out.

Participants were encouraged to use car pool, walking or public transport. Travel demand management or travel blending was a major subject for consideration in this very practical “hands on” forum.

This was an opportunity for self-expression of those bottled up, yet significant opinions.

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.

Qld AITPM 2003 Program

Queensland's program for 2003 is available on the AITPM web site

Link http://www.aitpm.org.au/annex/0212_aitpmqldcalendar03.pdf

Odd Spot

Throughout the year AITPM members David Brown (Australasian Traffic Surveys) and Brian Smith (Parsons Brinkerhoff) has been presenting a weekly radio program, called Overdrive, devoted to motoring and transport. It is basically a cross between an AITPM meeting and the television program “The Panel”.

Here are some of the more unusual stories that they broadcast.



Never too young to start

UK resident, James Reilly, was recently issued with a £60 parking ticket. The only problem is that he is two years old and the only vehicle he owns is a red and yellow plastic pedal car.

He's not particularly worried about the summons because he can't read.

Driving diseases

The Overdrive team has been compiling a list of the medical definitions of driver "diseases" and "syndromes" that seem to be most prevalent during the holidays. Here are some examples:

Single Lane Fever – those drivers who go slow where the road is a single lane in each direction, but speed up to the speed limit as soon as a passing lane starts.

The Elastic Orphan – can't keep a constant speed without a car in front of them. When you pass them, they match your speed, but sit too close to your tail, like they are attached with elastic.

Centrifugal Fear – the driver who can't cope with corners. These travel at a reasonable speed on the straights but go to walking pace on corners.

I Think I Can, I Think I Can – pulls into the passing lane (usually on a grade) when their car is only capable of going 1 kph faster than the car they are overtaking.

My Turn – or I Won't be Beaten – after you pass them (doing 5 or 10 kph faster), wrings every last ounce out of their car until they can pass you, when they settle back to their previous speed.

Australian Design Award winner is an electric skateboard thing

Samuel John, a student at the University of South Australia, has designed an electric skateboard and is one of the finalists in this year's Australian Design Awards.

The carbon fibre roadboard is powered by a 48-volt motor, can reach 25kmh, and can cover 20 kilometres before needing to be recharged; this can be done by plugging it into mains for two hours. The accelerator and brake are on the tiller-like steering handle.

Woman angry over stop-sign encounter crashes and is seriously injured

A 19 year old Metairie woman, Michelle Marcel, is in critical condition after she lost control of her vehicle and slammed into a tree. Michelle had become angry with another driver at a four-way stop at Vintage Drive and Chateau Boulevard. She then sped southbound at 80 mph cut in front of the driver she believed cut her off, lost control of her vehicle and spun and slid sideways, eventually wrapping around a oak tree in the median.



World's longest suspension bridge gets go-ahead

<http://www.newscientist.com/news/news.jsp?id=ns99992380>

The Italian government has given the go-ahead to build the world's longest suspension bridge, linking Sicily to the mainland. The gap between Sicily and the mainland spans three kilometres of deep water in a seismically active area.

The idea for a very long bridge was first proposed more than 30 years ago, but technical and economic concerns have delayed a final decision.

Construction is expected to begin in two or three years, and take five to 10 years to complete and will cost \$US4.3 billion.

Drive-time desperado crashes and yearns

An unemployed Italian man, Andrea Cabiale, from Turin, has been charged with fraud, harassment and damage to property after allegedly orchestrating at least 500 car crashes in a doomed effort to meet young women.

Agencies ordered to obey alternative vehicle law

Almost every cabinet level agency in the US federal government has violated the Energy Policy Act of 1992 by failing to buy or lease the legally required percentages of alternative fuel vehicles for their federal fleets, a judge ruled Wednesday. Under a new ruling, 15 federal agencies are to step up purchases of vehicles powered by fuel cells, natural gas, biodiesel, and other alternative fuels.

Fire-fighters mistakenly tear apart car during drill

Fire-fighters practicing how to use the Jaws of Life brought an early death to an innocent Honda Accord.

Antonio Rocha, 32, parked his 1986 black coupe behind the fire department's headquarters Friday morning, next to two cars that had been supplied for the Jaws of Life exercise. The life-saving equipment is used to extract passengers from mangled vehicles.

When the exercise began, firefighters assumed Rocha's car was part of the drill and removed its roof and doors, police told The MetroWest Daily News.

Top Kyoto minister admits he has two big four wheel drives

In a classic example of do as I say, not as I do, Canada's natural resources minister drives a big four wheel drive when he is he's not pushing for the ratification of the Kyoto climate change protocol.

Minister Herb Dhaliwal confessed that he has two Volvos and large GM four wheel drives; one pair for Ottawa and one pair for his home in Vancouver.



US police to sell advertising space on patrol cars

Police departments in the US are considering selling advertising space on the side of their cars in order to overcome budgetary short falls.

Perhaps Donut King could be one of the first sponsors.

Disclaimer

AITPM Incorporated and FTC Communications takes no responsibility for the accuracy or completeness of any content in this newsletter and does not warrant or guarantee that this email is free of errors, viruses or interference, or has been received in the form sent. AITPM Incorporated and FTC Communications take no responsibility for the content of Internet sites that link from this site.

The recipient assumes all responsibility for any consequences resulting from all uses made of this email. FTC Communications (ABN 76 15 9 202 081; Address - PO Box 4795 North Rocks NSW 2151; email (djcbrown@optusnet.com.au) produced this newsletter for AITPM Inc.

Copyright AITPM 2002

