



# email newsletter

## February 2003

### Table of Contents

Introduction	1
Contact Details	1
News	2
Feature	4
President's Message	5
Upcoming Events	7
AITPM National Forum	9
Job Spot	9
Useful Links	9
Research	10
Odd Spot	10
Disclaimer	11

The following companies/organisations are National Sponsors:



### 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.com](http://www.aitpm.com)  
 Fax: (08) 8410-4688  
 Email: [aitpm@aitpm.com](mailto:aitpm@aitpm.com)



# News

## Integrated Transport for Local Communities Conference Proceedings

The proceedings from the Integrated Transport for Local Communities Conference presented by ARRB Transport Research in conjunction with Department of Infrastructure (Victoria), VicRoads, IPWEA, ITE and LG Pro, will be available for purchase (\$88.00 including GST) from mid-February.

The proceedings include papers/presentations and summary notes of workshop discussions on the following topics:

- The benefits of Integrated Transport in local communities;
- Various international and national/state perspectives;
- The role of local government in integrated transport;
- Case studies from around the nation;
- The benefits of sustainability;
- The potential and mechanisms for change;
- Community involvement and interest; and
- Involvement of state government and employers.

See website for details; [www.arrb.com.au](http://www.arrb.com.au).

## Work starts on Cross City Tunnel

Work has started on Sydney's \$680 million Cross City Tunnel, which will link Darling Harbour in the west to New South Head Road in the east. The features of the project are listed as follows:

- Two traffic lanes in each direction, with links to the Eastern Distributor and Domain tunnels;
- Take more than 90,000 vehicles a day off city streets;
- Cut travel times from 20 minutes to two minutes;
- Avoid 18 sets of traffic lights;
- Improve traffic flow in the city for buses, taxis, cyclists and delivery vehicles; and
- Open up the possibility of introducing a light rail extension into the centre of Sydney.

The Cross City Tunnel would be fully self-funded by a \$2.50 toll each way. Construction is expected to take two and a half years, with the tunnel opening to traffic in 2005.

While construction issues (a 2.1 kilometre tunnel) and the long term benefits of the project are the biggest news, a more immediate concern is the traffic planning and management necessary during the building phases including the closure, for two years, of the Bourke Street on-ramp for the Eastern Distributor.



## NSW Journey To Work Data

The NSW Transport Data Centre has announced that the detailed 2001 Journey to Work (JTW) data will be available soon. In the meantime they have noted some regional analysis comparing 1996 and 2001 JTW data.

The most interesting finding is that the share of trips to work by public transport (train, bus and ferry) has increased between 1996 and 2001 for the Sydney statistical division (SD), the Illawarra SD and for the Greater Metropolitan Region as a whole.

### **Total employment by region of residence**

Region	1996	2001	% change
Sydney SD	1,675,461	1,816,225	8.4%
Illawarra SD	135,966	148,402	9.1%
Newcastle SD	175,499	184,688	5.2%
GMR	1,986,926	2,149,315	8.2%

### **JTW mode share for the Greater Metropolitan Region**

Mode	1996	2001
Public transport	19.1%	19.8%
Private vehicle	72.7%	70.8%
Other	8.3%	9.4%
Total travel	100.0%	100.0%

Source: Australian Bureau of Statistics, Census of Population and Housing, 1996 & 2001.

## Road Safety - An evaluation of the implementation of ignition interlock in California.

David J DeYoung, (email: [ddeyoung@dmv.ca.gov](mailto:ddeyoung@dmv.ca.gov)) from the California Department of Motor Vehicles, Research and Development Branch, has completed a study to evaluate the degree to which courts have implemented California's ignition interlock program and surveyed judges and district/city attorneys to identify barriers to implementing a successful interlock program.

It was found that conviction rates for driving while suspended are low; that judges order interlocks for only a fraction of the convicted driving-while-suspended (DWS) offenders who should receive such an order; and that the majority of offenders who are ordered by the court to install an ignition interlock in their vehicle do not do so.

Any successful interlock program will need to find a way to balance the inability of many offenders to pay for the devices with the need for the industry to remain economically viable.

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](#)



## Feature

Three significant events in Australia in the last six months indicate that an increasingly popular way to address transport problems such as high demand, congestion and pollution is through the hip-pocket nerve. The events were:

The release of the Warren Centre's report of their major project "Sustainable Transport in Sustainable Cities";

The AITPM National Conference where the media picked up on a paper on road user charges; and

An NRMA conference in NSW titled "Dollars and Sense".

At their conference, the NRMA released research results that indicated that almost 50 per cent of Sydney residents support charging motorists to enter the most congested parts of the city if the money collected is used to fund transport improvements that alleviate congestion.

The media took up the debate but, as expected, concentrated on the issue of a toll into the CBD (similar to the charge which will start on 17<sup>th</sup> February 2003 in London). The NRMA research was broader than that. When asked what could be done to fund improvements to public transport in order to reduce congestion, responses included:

47% supported charging cars for entering the most congested parts of the city

41% supported charging road users according to how much they use the road

36% supported applying a transport levy like the Medicare levy

34% supported charging a toll on some roads that don't have a toll.

Increasing fuel tax and income tax gained the least amount of support.

"While NRMA is not advocating any specific changes we are encouraging community debate on the issue so that we move to a model that is fairer for all transport users," the CEO of NRMA motoring and services Mr Rob Carter said.

The London scheme is a strategy of their Mayor, Ken Livingston. The London Assembly has scrutinised the road pricing scheme that is about to be implemented and have released a report titled "Congestion Charging: the public concerns behind the politics". The report sets out how the Transport Committee will be monitoring the scheme's impact on London and lists the key criteria by which they will be judging the scheme.

Link

[http://www.london.gov.uk/approot/assembly/reports/transport/congestion\\_charging.pdf](http://www.london.gov.uk/approot/assembly/reports/transport/congestion_charging.pdf)

Cont.



For those who want to get a more detailed coverage of the issue of congestion charging, the UK Government's Commission for Integrated Transport has placed a discussion paper, on the internet, that has the following sections:

- The need to tackle congestion
- A brief guide to congestion charging
- The Central London Congestion Charging scheme
- What's going on in the UK?
- What's happening in the rest of the world?
- Lorry road user charging
- Civil liberties
- Technology
- Social inclusion
- Rural motoring
- Other views on congestion charging
- Motoring facts, figures and travel trends
- Key dates
- Frequently asked questions
- Useful links

Link (<http://www.cfit.gov.uk/congestioncharging/index.htm>)

## President's Message

2003, and one month gone already. Happy New Year!

The Christmas and New Year holiday period is over and so is the extensive reporting of the day by day road toll. But while media coverage of road safety helps raise our awareness of potentially hazardous behaviour (like driving when tired), is it giving us a false sense of security at other times of the year and does it over-emphasise the role of behaviour change in reducing the road toll?

The various Police forces and road authorities make a huge effort in this period to alert drivers to the risks and consequences of driving carelessly, driving too fast, driving under the influence of alcohol, driving without seat belts, driving when tired etc. Without this effort, the toll would undoubtedly be worse.

The Deputy Prime Minister has become involved in the debate, stating his concern at the rise in the toll this period in some states compared with the same period in 2001/2002. Considerable negative coverage was given to the relatively high number of deaths in Victoria, while NSW police were reported as congratulating themselves on a relatively good result.

How much worse is the death toll over the holiday period? The fact is that the road toll over this holiday period was less than the national average toll over the whole year. In the UK they stopped reporting holiday period crash statistics sometime ago for this very reason. However, the reporting of this crash toll may be another way of alerting drivers to the potential dangers.

Cont.



And is the number of fatalities in each state over a single short period of time an appropriate measure to judge the success or failure of a road safety campaign? I think not. Whether an accident results in a fatality can depend on many factors. Over a whole year, the fatality rate or number is a reasonable measure but over a 15 day period I would question the statistical significance of inferences drawn, especially if you are looking at specific areas such as individual states.

“Do serious injuries increase over the Christmas//New Year holiday period?” may be the better question. The impact of the total number of serious injuries on the community is probably greater than the fatalities in terms of economic loss and family trauma. We know it takes longer to get this information and we know how the media wants news now! But we should press this point.

The road toll can be a political football, so unless we get better information into the public arena we will never get the most effective solutions understood and implemented. This is critical when we consider the positive impact that can come from good traffic engineering, which can take time to implement.

One of the main strategies from the \$4 million study by the Warren Centre at Sydney University (which involved quite a number of AITPM members) was titled “Reforming Through Informing”. As a profession we can have a huge role in communicating not only solutions, but the real situation, the scientific work that suggests solutions and the practical experience that produces real results.

I would be interested to hear from you on ways you think the Institute can contribute to improved road safety (and reduced crash risk).

One development that will give us a stronger voice in the community and political forum was our call for applications for a Public Affairs Manager for AITPM (refer to the November 2002 Newsletter). A short list of candidates has been interviewed, and they presented some exciting prospects for enhancing AITPM's membership, the profession and our sponsors. I will keep you informed as we progress to making this important appointment.

Richard Hanslip  
National President  
richard@qedecisions.com.au



# Upcoming Events

Each month we will list brief information about upcoming events in our newsletters. More details on each event (if available) will be located on the AITPM web site [www.aitpm.com](http://www.aitpm.com).

## Transport Policy : The Alternative View – NSW – 4 Feb

A joint meeting of the AITPM and the Transport Panel of IEAust will be addressed by the shadow minister of transport.

TOPIC: Transport Policy : The Alternative View  
SPEAKER: Peter Debnam MP, Shadow Minister of Transport  
VENUE : Institution of Engineers Auditorium, 118 Alfred Street, Milsons

Point (200 m from Milsons Point railway station, also easy access by bus and ferry services)

DATE: Tuesday, 4 February 2003

TIME: 5.30 for 6.00 pm

For any further details contact : Jason Rudd 9415 2844.

## Bus Priority Treatments – Qld – 5 Feb

A joint AITPM/IEAust technical forum will be held in Brisbane on Wednesday 5 February 2003.

Topic: Bus priority treatments.

Presenter: Mick Potter, from Brisbane City Council

## Increasing Pedestrian Safety Around the Schools – SA -26 Feb

The next Technical Meeting SA Branch will be held on 26 February 2003.

Topic: Increasing Pedestrian Safety Around the Schools

Presenter: Bill Cirocco, Transport SA.

## Rail Crossing Safety Technical Forum – Vic – 5 Mar

The next Victoria AITPM forum is on **Rail Crossing Safety**. The forum will be held at the VicRoads theatre on Wednesday, 5<sup>th</sup> of March.

Technical forums to follow include:

April: Short Term Road Works  
May: Event Management  
June: Road Based Public Transport

The Victorian branch's comprehensive calendar of upcoming AITPM events will be coming out in the next month.



## Road Safer Kids – NSW – 10 Mar

The Motor Accidents Authority (MAA) and NRMA Motoring and Services, with the support of Kidsafe NSW and the Australian College of Road Safety (Sydney Chapter), are holding a seminar to highlight recent NSW road safety research in relation to children aged 4-12 years and to raise awareness of child road safety issues particularly in terms of child development.

**Date:** Monday 10 March 2003  
**Time:** 8:45am – 1:30pm; tea and coffee will be served on arrival  
**Venue:** The Australian Museum Theatre  
6 College Street Sydney NSW (**enter via William Street**)

To reserve a seat please contact Georgina Woodcock at NRMA on telephone (02) 9292 8528 or email [georgina.woodcock@mynrma.com.au](mailto:georgina.woodcock@mynrma.com.au) by Friday 21 February 2003. NB: There is no charge to attend the seminar, however an RSVP is required.

## A study tour of the US? – USA – April/May 2003

AITPM member Ian Napier is interested to see if a group of people would like to travel to the United States and attend three major conferences. The conferences are:

**America Moves** at the Sheraton Mesa Hotel and Convention Center, Mesa, Arizona, 3-4 April, 2003;

**International Making Cities Livable Conference** at Santa Fe, New Mexico, 13-17 April 2003; and

**Walk21** the Fourth International Conference on Walking in the 21<sup>st</sup> Century at the Portland Marriot Downtown Hotel in Oregon, 1- 3 May 2003.

A detailed account of his proposal is given on the AITPM web site [www.aitpm.com](http://www.aitpm.com).

## ARRB REAAA Conference - Cairns May 2003

The 21<sup>st</sup>ARRB and 11<sup>th</sup> REAAA conferences are being held together in Cairns between 18-23 May 2003. The combined conference is entitled “Transport —our highway to a sustainable future”.



# AITPM National Conference

AITPM's National Conference will be held on 24 -26 September 2003 at the Sydney Convention Centre. The topic is "Getting Serious: Transport and Land Use Integration". A brochure is available on the AITPM web site ([www.aitpm.com](http://www.aitpm.com)).

Countries around the world are trying to address this issue. For background reading see the Department for Regional Development in Northern Ireland "Draft Planning Policy Statement 13 – Transportation and Land Use".

Link <http://www.drdni.gov.uk/foi/search/details.asp?docid=561> (Then look for the link to a pdf file)

A particularly interesting aspect of this report is the section on the need for monitoring and reviewing the progress of strategies. The report lists three principles under which this should take place:

- The importance of a partnership and participative approach to the implementation, monitoring and review of the strategy;
- The need for an outcome orientated implementation to deliver the aims and objectives of the strategy; and
- The need to learn the lessons from successful regional and inter-regional development in Europe and elsewhere.

## Job Spot

### Andrew Leedham

Andrew Leedham has joined Connell Wagner as Transport Planning Leader. Andrew will be responsible for developing business in the Central West region including Adelaide, Perth and Darwin.

### Anita Curnow

Anita Curnow, previously from the Department of Infrastructure in Victoria, has taken up a new role at VicRoads as Manager of Road Based Public Transport.

## Useful Links

### Demonstration Projects

To help address the problems arising from traffic in urban areas, the Department for Transport, Local Government and the Regions (DTLR) in the UK has developed the Urban Traffic Management and Control (UTMC) concept. The aim of this five-year, £6 million initiative, is to bring to the market open, modular systems that will support the management of transport into the 21st century in the UK and overseas.

Cont.



A range of demonstration projects are available on the web:

Preston Demonstrator  
Reading Demonstrator  
Stratford-upon-Avon Demonstrator  
City of York Traffic Congestion Management System  
City of York UTMC Model Deployment

Link <http://www.utmc.dft.gov.uk/utmc29/utmc29.htm>

## Research

### Monash University

#### Going public on privatisation

A new Monash University centre is examining the financial, legal and social costs of privatisation.

Victoria's City Link project and the planned refurbishment of Spencer Street railway station are examples of public-private partnerships, in which the private sector designs, constructs, finances, maintains and operates public infrastructure on behalf of the government.

Link [www.law.monash.edu.au/cppa/](http://www.law.monash.edu.au/cppa/)

## Odd Spot

### Pedestrians – Who's Side Are You On

Authorities in Prague Czechoslovakia and Maine USA are considering drastic measures for pedestrian safety, but with very different objectives. In Prague they are trying to protect pedestrians from cars, while in the US, their objective is to protect cars from dangerous pedestrians!

Link

<http://www.overdrivecity.com/modules.php?name=News&file=article&sid=46&mode=nested&order=0&thold=0>

### Magnetic Parking

A new system, as reported in New Scientist Magazine, will use huge electromagnets to gently guide big ships into the wharves. It sounds like a good idea for ships but what about similar applications for cars?

Link

<http://www.overdrivecity.com/modules.php?name=News&file=article&id=42&mode=nested&order=0&thold=0>



## 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](mailto:djcbrown@optusnet.com.au)) produced this newsletter for AITPM Inc.

Copyright AITPM 2003

