



# email newsletter

## March 2003

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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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# News

## Reduction in accident reporting

South Australia is proposing to routinely report only casualty and tow-away crashes, and therefore significantly reduce the number of reported "property damage only" crashes. It would be interesting to know how our members feel about that and also what the practice in other states is. Please provide comments back to [aitpm@aitpm.com](mailto:aitpm@aitpm.com)

## Safer speeds for regional streets

Local streets throughout Queensland have become 50km/h zones from 1 February 2003.

Transport and Main Roads Minister Steve Bredhauer said the new local street speed limit was being introduced in regional Queensland following its successful implementation in southeast Queensland in 1999.

All roads with a speed limit of 60km/h or above will be clearly signed, but roads subject to the 50km/h local street speed limit will not have speed limit signs.

Mr Bredhauer said the project had been a co-operative effort between Queensland Transport, Queensland Police, Main Roads, local governments and other key stakeholders such as the RACQ and the local community.

## New Bus and Bike Transit Way

IN the lead-up to a state election the NSW Government has opened the partly completed transitway between Parramatta and Liverpool. The system has sections of exclusive corridors as well as bus priority on existing roads. [Link http://www.tway.nsw.gov.au/default.htm](http://www.tway.nsw.gov.au/default.htm). Features include:

- 10 minute headways in peak times
- Real time information on bus arrivals
- Bus priority at intersections
- Links effectively with local bus services and CityRail trains
- Closed Circuit TV and Emergency Help Points at stations

Radio program Overdrive has a limited number of weekly tickets, golf umbrellas and other giveaways. To enter, all you have to do is write an email with a comment about the system or how helpful it may be to you or the community, to be in the draw.

[Link: www.overdrivecity.com](http://www.overdrivecity.com)



## E toll offers seamless travel across eastern Australia

Queensland Motorways' E toll users can now travel on the M2 Motorway with the toll costs deducted from their Queensland Motorways E toll account. Similarly, Tollaust's Express Tags can be used on Queensland Motorways' toll plazas.

This arrangement follows recent similar agreements with Victoria's Citylink, and Sydney's Harbour Bridge and Tunnel. Queensland Motorways Limited is also set to finalise similar agreements with the operators of the M4 and M5 motorways in Sydney.

These reciprocal arrangements mean the 50,000 holders of E toll in Queensland, a number that grows by 500 per week, will pass straight through dedicated electronic tolling lanes on toll roads in all three states. This also offers the trucking and transport industry increased efficiencies.

In January this year, Queensland Motorways upgraded its E toll facilities on the Gateway and Logan Motorways. Boom gates have been removed from all dedicated E toll lanes on the Gateway and Logan Motorway toll plazas allowing vehicles to travel through the toll plaza at speeds up to 60km/h.

## Warren Centre calls for a complete new Government structure

The Warren Centre for Advanced Engineering has called for a restructure of Government departments in NSW to have a single body with total overall planning responsibility and control over spending on infrastructure.

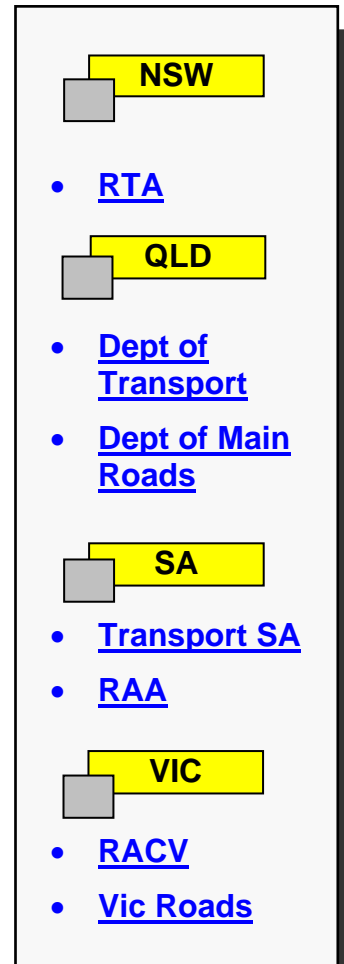
“New South Wales is persisting with specialist, professional structures stemming from British colonial times, while other states have moved on to more integrated approaches to development”, said Ken Dobinson, director of The Warren Centre’s Sustainable Transport in Sustainable Cities project.

In their latest report *Removing the Barriers* the Warren Centre concludes that the present structures do not support land-use/transport integration. Instead they produce a *silo effect* that requires government agencies to focus on their own aspect of the transport development and operation process. This silo effect is consistent with the production of outputs, as opposed to outcomes.

“We have one body that looks at road solutions, two bus organisations (one for government buses and the other for the private system), two rail bodies that do not seem to even look at each other, each of which has its own planning activities ... plus a separate planning body”, he said.

The report canvases a number of alternative structures for planning and developing Sydney, but favours outcomes-based structures such as ministries for accessibility, healthiness, biodiversity and the like with outcomes-based budgets allocated by government.

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According to their proposal, the bulk of the existing organisations would be responsible for the efficient production and provision of services and facilities to standards set by the outcome ministries.

Link: [http://www.aitpm.org.au/annex/0303\\_WCBarriers.pdf](http://www.aitpm.org.au/annex/0303_WCBarriers.pdf)

## **Congestion Charging in UK**

On 17 February 2003 London opened their congestion charging project around the core of the London CBD. The key features of the project are:

- The charge is £5 per day.
- There will be 174 entry and exit points at the boundary of the zone.
- Charging begins at 7.00am on Monday 17 February 2003 and continues Monday to Friday, 7am to 6.30pm, excluding public holidays. Cars parked or driven in the zone for any part of this period will be charged.
- You can pay the fee up to 90 days before you travel into the zone, or up to 10pm on the day of your journey. If you pay later than 10pm, up to midnight, you will be charged an extra £5.
- Payment can be made; in advance; on the day; online; by phone; or in person
- If you fail to pay by midnight on the day you use the zone you will receive a penalty charge notice, which is for £80 but is £40 if you pay within 14 calendar days. Failure to pay within 28 days will result in a £120 penalty.
- Exceptions include: motorbikes and scooters; disabled people; residents within the zone; drivers of alternative fuel vehicles; vehicles with nine or more seats; accredited breakdown organisations; London-licensed black cabs, London-licensed mini-cabs, emergency services' vehicles, NHS vehicles that are already exempt from vehicle excise duty.

**Links:** London City Council [www.cclondon.com](http://www.cclondon.com)

Report on the project he the London Telegraph newspaper

<http://motoring.telegraph.co.uk/motoring/main.jhtml?xml=/motoring/2003/01/15/emcc.xml>

## **Feature**

### **A draft Development Control Plan for Transport – can our network offer help to another professional?**

An officer of Willoughby Council contacted AITPM's David Brown (because of his work with the Warren Centre at Sydney University) to try to get some help on an issue that was before council.

One of the benefits of AITPM membership is the network of contacts you can make. Is this an example of the sort of issue that a young professional can get some feedback from their peers? If so do you have any material or comments that might be helpful?

Cont.



Below are edited versions of the initial request and some of responses that have been made (printed with the permission of the authors).

### **The Request (edited)**

Willoughby Council is currently reviewing its Development Control Plan No. 2- Transport Requirements for Development. Some of the issues we are grappling with include:

- Reducing parking rates for residential development. There are some residential parking restrictions in the area and owners of new developments are not issued with resident parking permits. The community's question is: "What evidence is there that reducing the number of spaces in a building reduces car dependency?"
- Finding appropriate studies to support proposed changes to parking requirements. For example, the current parking requirement for office/ commercial development is 1 space/ 40 m<sup>2</sup>. This figure is based on the RTAs Guide to Traffic Generating Developments, which arrived at this figure from studies done in 1979. Arguably environmental awareness has come a long way since this time, but we still have nothing "concrete" on which to justify the amendment to our parking requirements.

I think what would be of use to us would be some feedback on the proposed changes from a sustainable transport perspective and some information in support of reducing car parking requirements.

Some European nations have had more success with strategies to reduce car dependency, but in Australia it seems that generally we are fairly happy to just let things go until there are real problems!!

### **Ken Dobinson's Response (edited)**

There is a report on parking in the Warren Centre *Sustainable Transport in Sustainable Cities* report "Moving People" titled "Transport, Traffic and Access: Parking Management" that is a valuable contribution to the parking issue.

I am not aware and do not believe there is any report that shows that restricting parking per se will reduce car dependency or car use, because it is simply not true - it is a well versed fallacy or urban myth.

However the reverse is true, an excess of car parking will induce car trips, increase car use and detract from public transport usage.

### **Response from John McKerral (edited)**

From the Warren Centre's work, Martin Wachs' paper on the experiment in California where employers were encouraged to offer cash in lieu of parking spaces to employees would be helpful. This program had a very good take up with employees taking the cash and then car pooling or taking public transit.

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The difficulty with managing the provision of parking spaces at residences is that the journey to work is only one of several trips made in a day and for many trips, travel by other than private vehicle is seen as the only viable option.

Very few Sydney Councils have attempted to set maximum limits for on-site parking as opposed to the more common minimum limits. One of the few to attempt this is South Sydney, which has quite stringent controls over the maximum number of on-site parking spaces allowed. Cardno MBK (Millie Hawley) is at present undertaking a project for South Sydney aimed at reviewing its DCP. Council is still committed to maintaining maximum parking space limits but is under considerable pressure, due to an increasing amount of new development in the LGA.

Mean demand ranges from around 0.4 cars/dwelling for studios and one bedroom flats to around 1 car per dwelling for three bedroom flats. The numbers, however, have quite high standard deviations. The whole LGA has quite good public transport accessibility.

Link: for the full text of the correspondence so far  
[http://www.aitpm.org.au/annex/0303\\_WilloughbyIssue.pdf](http://www.aitpm.org.au/annex/0303_WilloughbyIssue.pdf)

Send any comments to: [aitpm@aitpm.com](mailto:aitpm@aitpm.com)

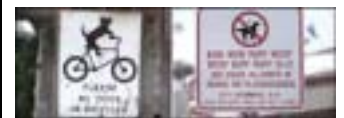
## President's Message

The theme of our National Conference in Sydney from 24 to 26 September this year is "Getting Serious: Transport and Land Use Integration". In Australia, this theme is having a resurgence amongst transport and land use planners and is considered an important or ideal way of obtaining sustainable transport and land use solutions.

For example, in South Australia and Western Australia this importance has been recognised by Governments by combining the two interests in a Department of Transport and Urban Planning (SA) and Department of Planning and Infrastructure (WA), incorporating all transport modes and land use planning. But this would not be the case with the NSW Opposition if it won Government as it is proposing to split transport and roads – a somewhat opposite view to most transport practitioners.

There has been another fatal rail accident at Waterfall in NSW which claimed 7 lives. The full reasons for this have not been fully explored yet. Again on behalf of the Institute I offer our sympathy to the families and friends of the victims and support for those investigating the cause and assuring future rail safety. It seems appropriate that election policies and statements should concentrate on the real issues to improve rail safety by empowering all those who can contribute effectively to an improvement in the system rather than concentrate on the easy media focussed issues of blame and criticism.

## Funny Photos



Cont.



At this time of possible imminent conflict or war in the Middle East, it is sobering to reflect on the part transport and logistics could play in such a terrible event. Without transport war would be virtually impossible. It is ironic that transport has also such a similar fundamental effect and importance on all our daily lives too.

I am pleased to announce that the Institute has selected our Public Affairs Manager (PAM). He is David Brown, already well known to many of you. Congratulations David. You may recall from earlier Newsletters (September 2002) that the PAM position will better position the AITPM on relevant issues, enhance the position of our members in the community, and ensure access for our members to a balanced and informed technical debate, to name a few of the position's responsibilities.

If we had the PAM position in place earlier, AITPM may have been more influential in being considered as a stakeholder on the South Australian Transport Plan Reference Group involved in advising the Government on development of strategic approaches to transport in SA – a role in which the Institute believes it can make a valuable contribution.

Your comments are always welcome. Please respond and have your say.

Richard Hanslip  
National President  
[richard@qedecisions.com.au](mailto:richard@qedecisions.com.au)

## Research

### Dangerous Factors at Signalised "T" intersections

S.S.P. Kumara, from the Department of Civil Engineering, National University of Singapore, analysed accident data at 104 signalized "T" intersections in Singapore over a period of 9 years to develop a model to predict accident risk at "T" intersections. The model indicates that the following features may increase accident occurrence: uncontrolled left-turn slip road; permissive right-turn phase, existence of a horizontal curve, short sight distances, large number of signal phases, total approach volume, and left-turn volume may increase accident occurrence. On the other hand, right-turn channelisation, acceleration section on the left-turn lane, median railings, and more than 5% approach gradient may reduce accident occurrence.

Link: <http://www.safetylit.org/week/2003/030210.htm>

### Major Study of Young Drivers

The NSW government has launched a project which aims to be the world's largest study of young drivers.

The three-year study will assess risky driving behaviours, road risk perceptions, and the impact of experience, training and education. Up to 20,000 drivers aged 19-24 will be recruited by the Institute to gather data for the project.

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The study is funded by the National Health and Medical Research Council of Australia (NHMRC) and the Motor Accidents Authority of NSW (MAA).

“We are hoping to better understand how attitudes to driving and personal situations or mental health affects abilities, perceptions and outcomes” said Professor Robyn Norton director of the Institute for International Health who are conducting the study.

“Although there have been decreases in the number of motor vehicle incidents for all age groups, the crash rate for young drivers is still double that of the broader population. We need to understand why,” she said.

## Recent Events

### Legal Responsibilities in Transport – Vic Seminar

The issues of misfeasance and nonfeasance have been of great concern to all road authorities in Australia in recent times. In May 2001, the High Court ruled that a road authority was responsible for the condition of their road network, whether through a failure to operate safely or through the degradation of infrastructure over time. Road authorities now had a responsibility to the public to make sure the roads were safe within the constraints of their budgets. Prior to this ruling the ‘Highway Rule’ had protected road authorities from legal proceedings if a hazard had developed without the knowledge of the authority. Following the High Court decision, the authority could not argue that they did not know of the hazard.

Throughout Australia there has been a struggle by road authorities to understand the implications of the above ruling. Many authorities have striven to develop systems by which they can keep an accurate record of the road network, assessing the risk of hazards on the network and developing methods for prioritising works in capital expenditure and maintenance budgets. Some of the actions include procurement of asset management software packages such as Confirm or SMEC PMS, for example, developing regular surveying methods and regimes, and the procurement of prioritising software, such as ARRB’s Road Safety Risk Manager.

In February 2003, the Victorian Branch of AITPM organised a workshop for a number of key speakers to present, to our members and friends, the current status of the implications of misfeasance and nonfeasance. The three speakers were Mark Miller (Manager, Legal Services, VicRoads), Bruce van Every (General Manager, Road System Management, VicRoads) and Bob Seiffert (Private Consultant).

Mark provided a background on the tort of negligence and the implications of nonfeasance and misfeasance on the way road authorities currently manage and maintain their roads.

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Bruce presented on the implications of the Victorian Arterials Road Act, which has been introduced by the Victorian Government to give road authorities the opportunity to develop better management and survey systems. The Road Act will be applicable until June 2004. This period will also be used to clarify the definition of a road, services accessibility and user responsibilities. It is believed that similar Acts will be introduced in other Australian States, such as New South Wales in the near future.

Finally Bob Seiffert is currently working with the Department of Victorian Communities to develop an appropriate framework in which local governments can operate and develop into the future, with a focus on improving the management of local government assets whilst adhering to budgets and adhering to KPIs, whilst also maintaining a duty of care and involving the community in local government developments. Bob has recently released a discussion paper on the linkages between the above.

The Victorian Branch of AITPM will continue to monitor this area of development and will provide further opportunities for its members to discuss this issue in the future.

*Review by Fiona Green, AITPM Victoria.*

### **Quality Bus Corridors – Qld Technical Seminar**

Queensland's February Technical Seminar was held at the Main Roads Complex. The speaker was Barry Gyte (Director – Gyte Consulting International) who gave the audience an insight into the planning of Quality Bus Corridors.

Quality Bus Corridors are an holistic approach to transport corridors, looking at the total door to door journey, including quality pedestrian access, safe road crossings, quality waiting environments, bus priority (including techniques such as queue relocation and virtual bus lanes). Cycle priority, provision for parking and loading and integration with land use is also built into the corridor assessment, delivering an integrated transport and urban environment outcome.

Barry's presentation was about his work with the Greater Manchester Public Transport Executive where he undertook a six month contract in Manchester, England, working on Quality Bus Corridors. Barry's presentation outlined the scope of the Quality Bus Corridors Program, presented some innovative techniques used in UK and how the program could influence for urban areas across Australia.

## **Up Coming Events**

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



## **Victorian Technical Forums – Vic Mar 2003**

Date: Wednesday, 5<sup>th</sup> of March 2003.

Topic : *Rail Crossing Safety.*

Venue: Vic Roads theatrette

Technical forums to follow include:

April: Short Term Road Works

May: Event Management

June: Road Based Public Transport

## **VICROADS Road Safety Engineering Workshop- March, July, October 2003**

This workshop will assist participants to develop into accident investigation engineers and/or road safety auditors. It also offers opportunities for road designers and project managers to expand their understanding of safe road design, the treatment of crash locations and the use of road safety audit in road and traffic designs.

Topic: VICROADS Road Safety Engineering Workshop

Venue: Vic Roads Theatrette 60 Denmark St  
Kew, Victoria

Dates: The workshop will be held on three separate dates between:  
3 - 7 March 2003  
7 - 11 July 2003  
27 - 31 October 2003

Attendees have the option of attending:

- Road Safety Engineering Workshop (5 days)
- Accident Blackspots (first 2 days)
- Road Safety Audit Workshop (final 2 days)
- Roadside hazard management (Wednesday)

Contact and Further Information **John Coles** 03 9455 0725 or  
[jecoles@bigpond.com](mailto:jecoles@bigpond.com)

## **ARRB Conference Cairns, May 2003**

The 'Early Bird' discounts for the 21st ARRB and 11th REAAA Conference ends on 18/04/2003.

Accepted papers are being gradually posted on the conference website, with a preliminary program scheduled for release in early March.

## **AITPM National Conference – Sydney – 24-26 Sept 2003**

Topic: Getting Serious: Transport and Land Use Integration

Venue: Sydney Convention Centre, Darling Harbour

Link: [www.aitpm.com](http://www.aitpm.com)



## **Australasian Transport Research Forum- NZ, 1-3 Oct 2003**

The 2003 Australasian Transport Research Forum will be held on the in Wellington, New Zealand.

Topic: leading transport research in the 21<sup>st</sup> century.  
Date: 1<sup>st</sup> to 3<sup>rd</sup> October 2003  
Venue: Wellington, New Zealand.

For further information please contact the forum convenor : Tony Brennand (e-mail [tony.brennand@wrc.govt.nz](mailto:tony.brennand@wrc.govt.nz) or PO Box 11 646, Wellington, New Zealand).

## **Cycling Conference – NZ - Oct 2003**

Topic: “Cycling Strategies...and How to Implement Them”  
Venue: Bruce Mason Centre, North Shore City, Auckland NZ  
Date: Friday 10th - Saturday 11th October 2003

This conference will highlight the development and implementation of:

- New Zealand Transport Strategy
- National Walking and Cycling Strategy
- New Zealand Cycling Design Guide
- New Zealand Cycle Planning Guide

## **Job Spot**

### **Lecturer or Senior Lecturer level**

The Institute of Transport Studies at the University of Sydney will shortly be advertising 2 new positions at the Lecturer/Senior Lecturer level.

The two positions are in transport management and logistics management.

ITS focuses on research, with graduate programs in transport management and in logistics/supply chain management. There is no teaching at the undergraduate level.

Link: <http://www.its.usyd.edu.au/>

## **Odd Spot**

### **Where's the Pres?**

Who says that traffic engineers are stuffy old conservatives?

Did you try to phone our national President on Friday 31 January? Were you able to make contact? Probably not. So where was Richard? Was this well known, well-respected member of our traffic Community and QED Director working on an important project for a major client? No. He was at the Big Day Out in Adelaide. No wonder he could not answer his mobile – hard to do in the Mosh Pit.

Cont.



He insists he was not the oldest one there although he was referred to as Old Man and Grandpa by some of the younger attendees – 99.9% of everyone there. Richard was accompanied at the Big Day Out by another esteemed AITPM member, Rob Bremmert, who is a consultant with HDS. Perhaps the Branches around Australia could consider making the Big Day Out one of their Technical meetings.

### **Transport Planning – A poor public image**

From Steer Davies Gleave *newswatch* newsletter::

Focus groups have found that undergraduates have little understanding of the role of transport planners. Most of those interviewed did not identify the people working on major infrastructure projects, such as London's congestion charging, as transport planners. Instead, respondents saw them as a group of professionals from a range of disciplines who happened to be working on a transport project. In addition, students felt that those involved in transport planning would be "older men in suits" called "Frank" and be "a bit geeky/nerdy".

*Full Story: Local Transport Today, 6<sup>th</sup> February 2003, Issue 359, Page 36.*

### **Understanding Engineers**

To the optimist, the glass is half full. To the pessimist, the glass is half empty. To the engineer, the glass is twice as big as it needs to be.

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