



## PRESIDENT'S COLUMN

This year is the 100th anniversary of Einstein's Theory of Relativity. There were some great articles about the man and the times in a recent Scientific American. One of the things I enjoyed reading about was that all of Einstein's work was carried out not by empirical experiments but by thought experiments. Einstein could not test his Relativity theory or draw on past experience. Yet he did some brilliant work.

For a while I have been carrying out a bit of a thought experiment of my own and would appreciate some help. It's to do with pedestrian safety.

The road toll for pedestrians is increasing as a proportion of the overall road toll. I've been wondering what we could do to reverse this trend significantly.

Some time ago I was rushing to the bus stop in the rain to get to a meeting in the city. It was around 10 am. Just as I ran to an intersection, along came Eddie in his 1970s Toyota. I had to stop in the rain while he slowly approached the give way sign, stopped, looked both ways, waved to me and slowly turned right. As soon as he stopped I decided to run behind him and on to the bus stop.

On the way to town I started to think: why did he get right of way? He was about 90 and just going up the street to get a paper or some milk for his next cup of tea. I was running to catch the bus for an important business meeting.



More recently, I was walking through Lillehammer in Norway and found that all the intersections on the main road I was walking on were marked as per this photo. All 4 legs had pedestrian crossings giving pedestrians right of way - on a main road. The speed limit was 30 km/h.

The thought experiment I am struggling with is: What would happen if we dropped the speed limit to 30 km/h in the CBDs and residential streets and gave pedestrians right-of-way over motor vehicles? Would traffic grind to a halt? Would the world end? Is it time we gave some rights back to pedestrians?

**Nick Szwed, ITEANZ President**



## Corporate Supporters



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## ITE COMMUNITY

### Victoria

A lot has been happening in Victoria since our previous April 2016 newsletter and for Melbourne in particular. With now four major transport authorities in the mix (VicRoads, Level Crossing Removal Authority, Melbourne Metro Rail Authority and Western Distributor Authority), it seems that everywhere you look, you'll see signs (in both senses of the word) of their projects.

But has anyone given any thought to how this city will cope with all these projects being delivered together? It seems that 2018 is shaping up to be the perfect storm where there will concurrent delivery of:

- Around 20 level crossing removals at varying stages along the southern, south-eastern and northern-eastern corridors
- Rail extension and duplication works on the South Morang and Hurstbridge rail lines
- Melbourne Metro Tunnel
- Western Distributor and Monash Freeway Upgrade
- Citylink-Tullamarine Freeway Widening between Melbourne Airport and Power Street
- M80 Upgrade between Sunshine Avenue and Calder Freeway
- Major arterial road works on Hoddle Street/Punt Road and Chandler Highway

Thankfully we have another 18 months to think about it.

### Level Crossing Removal Authority

So far, the most exciting space is the level crossing removals. The LXRA continues with the simultaneous construction of 18 level crossing removals across five train lines this quarter, noting that the first site (Burke Road, Glen Iris) reached full completion earlier this year.

We've seen some really great photos and videos on the LXRA's Facebook page, particularly for the recent North Road, Centre Road and McKinnon Road project which gives an understanding of the sheer size of the operation. Over 1,000 workers will be onsite, 24/7 for 37 days between June and August 2016. If you haven't already seen it, our sources say the best viewing is from the McKinnon Road site.

Fortunately for commuters on the Cranbourne-Dandenong Line, due to the innovative construction technique to be used for 'skyrail', long shutdowns of the rail line will not be required. Bridge spans will be assembled onsite at Murrumbeena, transported along the corridor and lowered into position while live rail is operating adjacent. This will significantly reduce the impacts to commuters and residents.



Centre Road, Bentleigh



Skyrail construction method



However LXRA's remit doesn't end with level crossing removals, it is also responsible for two major rail upgrades in Melbourne's north including the South Morang Line extension to Mernda, and Hurstbridge Line Duplication between Heidelberg and Rosanna. LXRA is currently tendering these works, the former in conjunction with level crossing removals at Grange Road, Alphington and Lower Plenty Road, Rosanna.

### **VicRoads**

VicRoads doesn't miss out on any level crossing removal action either. It has been tasked with delivery of the Thompsons Road, Lyndhurst level crossing removal as part of its Thompsons Road duplication. Construction of this project will start later this year.

One VicRoads project that ITEANZ is eagerly awaiting is the trial of continuous flow intersections on Hoddle Street/Punt Road. This was the topic of our technical seminar in November 2015 presented by John Cleeland and ITEANZ's Andrew O'Brien and David Nash.

VicRoads called for Expressions of Interest from qualified designers to progress the concept at Swan Street/Punt Road intersection in May 2016.



North-South Traffic



East-West Traffic

### **Western Distributor Authority**

New kid on the block WDA has also had a busy few months. Starting in the deep south east (about as far from the west as you can get) WDA, with the help of its VicRoads colleagues, recently announced award of the Monash Freeway Upgrade to Fulton Hogan. Construction will begin later this year.

Over on the actual western side, the WDA has released its reference design for the Western Distributor which features longer tunnels to reduce its impacts on residents of the west. The reference design has been provided to the shortlisted proponents.

### **Melbourne Metro Rail Authority**

MMRA has recently completed the exhibition of its Environmental Effects Statement. The Inquiry and Advisory Committee now have a busy few months ahead of it to consider the EES and the (no doubt) hundreds of public submissions received. We've noticed issues receiving significant media attention relate to the removal of 900 trees along the alignment and disruption to the CBD and St Kilda Road/Domain during construction, and the exclusion of South Yarra Station in the reference design. We'll have to wait and see what Infrastructure Victoria comes up with on that last one.

Major works by the recently awarded Early Works contractor, John Holland, will commence after completion of the EES process.

**Jared Tan**



## New South Wales

### Wynyard Station (Sydney CBD) to undergo transformation

Wynyard Station will be transformed into a world class gateway to the Sydney CBD as part of a \$1 billion development over the next four years to 2020. The redevelopment of Wynyard Place will include a grand transit hall and a public concourse at Wynyard Station, along with a new entrance from George Street.

A new commercial and retail precinct will also be built, including a 27-storey office tower, following the current upgrade of Wynyard Station concourse and platforms. It is expected that after the redevelopment the Station will service more than 100,000 commuters each day, providing convenient access to George Street, bus, taxi and pedestrians networks, along with the new CBD & South East Light Rail. The work is being carried out and paid for by developer Brookfield, following an unsolicited proposal to the NSW Government.

Find out more about the transformation in Sydney [here](#).

### Rail mail starts delivering to Parramatta Station

Minister for Transport and Infrastructure Andrew Constance announced on 20 July 2016, that customers at Parramatta Station can now pick up Australia Post parcels from specially designed lockers at the station. The second phase of 'Click and Collect' project follows the start of a trial of customers picking up groceries ordered from Woolworths supermarkets online from Bondi Junction Station earlier in the year.

Australia Post Chief Customer Officer Christine Corbett said with so many of us shopping online, being able to pick up your parcels at the station on your way home from work is just one way to give our customers greater choice in where and how they receive their parcels. "Instead of having your parcel sent to your home address you can have it sent directly to a 24/7 parcel locker so you never need to miss an important delivery again. And best of all, it's absolutely free to use," Mrs Corbett said. "Customers receive a unique access code via email or SMS to open the locker and collect their parcel."

Since the launch of the Bondi Junction trial in February with Woolworths, hundreds of customers have collected their groceries from the station.

Find out more [here](#).

**Sahan Wijyaratna**

## Tasmania

### Northern Tasmanian Floods

Northern Tasmania was recently inundated by flood water following storms that resulted in the evacuation of several thousand residents from the North and North West of the state. While all major roads have seen repairs completed, some of the Rail network and many rural roads are yet to be repaired.

If you are looking for information when your local road may be repaired, please contact the Tasmanian Flood Recovery Committee, or contact your local member of parliament.

**Aaron Hargraves**

## SA, WA, NT, ACT, QLD

We are looking for correspondents from other jurisdictions to let everyone know what is happening. If you can help out please contact us via the contact details at the bottom of this newsletter.



## New Zealand

Cycling news from this side of the Tasman. Several high profile sustainable transport projects have recently opened in central Auckland.



Many of you may be aware of the LightPath project which was opened during late 2015 and was an imaginative creative re-use of a former motorway off-ramp to provide a cycling connection around the upper side of the Auckland CBD. The magenta or 'pink' path has demonstrated the value of a bold design approach in capturing the imagination not only of the cycling community but also the wider population (Auckland and worldwide). The project has been nominated

for many cycling and architectural awards for not only the architectural designers but also the cycling advocates and transportation engineers involved in delivering the project.



Another cycling project in central Auckland that has recently 'hot the ground' has been the installation and opening of separated cycle lanes on Quay Street. The Copenhagen style buffered cycle lanes have been a great hit and have once again demonstrated that the inclusion of these projects within both the local and central government's transport funding agenda can create a great deal of enthusiasm and 'drive' the increase in cycling not only for recreation but also for transport within major urban areas. The picture to the left shows the Prime Minister John Key, Transport Minister Somon Bridges and Auckland Mayor Len Brown being amongst the first users of the cycle lane on opening day. As part of this opening ceremony and the accompanying median coverage the cycle helmet debate raised its head – several commentators concerned with the 'look' of our politicians in cycle helmets! Lack of style some said ...

Associated with the creation of the cycle lane was the parallel installation of live cycle counter (pictured to the right) – considered by many as another way of making cycling and numbers of cyclists more in the public eye.

A reminder once again that if any Australian-based ITEANZ members ever find themselves on the eastern side of the Tasman please take the opportunity to connect with fellow ITE members (or even the IPENZ TG events around the country). I would be more than happy to put you in touch with colleagues here feel free to send me an email at any stage [don.mckenzie@tdg.co.nz](mailto:don.mckenzie@tdg.co.nz)



**Don McKenzie**

## ITE international

Several recent connections between the ITEANZ Section and the ITE Headquarters and Executive Leadership Team from ITE Headquarters has seen the reputation of the Section and our ITEANZ Executive Committee grow. Last week the Section Executive hosted Vice Presidential candidate Michael Sanderson via our usual monthly Google Hangout call. Michael discussed some of the issues he would be addressing during his presidency particularly around global co-operation and participation. Please take the time to cast your vote in the ITE



Presidential election – you should have received notification of this via email. Please let me know if you have not received voting instructions and I can follow up on your behalf.

Following our Executive meeting and Michael's participation, the ITEANZ Executive made a submission on your behalf to ITE Headquarters and CEO Jeff Paniati regarding the pricing of ITE's professional development webinars. The Executive felt that in order to encourage further participation or at least better access to the on-demand webinars available via the ITE website, changes should be made which would benefit ITEANZ and other International District members. Without giving too much away, look out for some exciting news about improved availability of webinars for International District (including ITEANZ) members coming our way from 2017.



The ITE Annual Meeting is being held in three weeks (14 – 17 August) in Anaheim, California (yes Disneyland is just around the corner!) It is not too late to register for the event which will see between 500 and 1000 ITE members from around the world gather for four days of professional development, learning and networking. For ITEANZ members (and our other International District colleagues) we are very fortunate to be able to host all of the ITE Executive Leadership team including CEO Jeff Paniati, International President Paula Flores Benway, Vice President Shawn Leight and Vice Presidential Candidate Michael Sanderson at an International District Member Reception being held at the conference hotel on Monday 15th August at 6.30pm.

Further details of the meeting can be found further into this newsletter.

Please feel free to drop me an email with any ITE issue or ideas [don.mckenzie@tdg.co.nz](mailto:don.mckenzie@tdg.co.nz).

**Don McKenzie, District 8 Representative**

## RECENT EVENTS

### Age-friendly Transport – June 2016

An informative session was held on the 16<sup>th</sup> of June 2016 at RMIT University on Age-Friendly Transport.

Guest speakers for the session included:

- Kenn Beer - MC
- Tracy Williams – Elegant Solutions – *How we age and what we need*
- Jennie Oxley – Monash University Accident Research Centre – *Characteristics of crashes involving older road users*
- Duane Burt – Victoria Walks- *Activity mobility for older Victorians*
- David Williamson – Safe System Solutions Pty Ltd – *Road Design and engineering considerations for older road users*





Kenn Beer



Tracy Williams



Jennie Oxley



Duane Burt



David Williamson

Presentations for all four speakers can be found [here](#).

## Working in Asia - May 2016

ITEANZ joined forces with the Victorian Chapter of the Australasian College of Road Safety to present two seminars with an international focus:

- The ACRS hosted Decade of Action for Road Safety – a global perspective
- And the ITEANZ hosted Working in Asia

The seminars were held at Jacobs Theatre on 12 May 2016, kindly hosted by Jacobs.

The Panel for 'Working in Asia' was:

- Maurice Burley – Solutions for Traffic and Road Safety (presentation can be found [here](#))
- David Singleton – Chairman, Infrastructure Sustainability Council of Australia
- Meg Holmberg – Manager International Projects, VicRoads
- Sam Linke – Project Manager, Transport Planning, Jacobs



Maurice Burley



David Singleton



Meg Holmberg



Sam Linke



The Panel

## UPCOMING EVENTS

### ITE 2016 Annual Meeting & Exhibit

The [ITE 2016 Annual Meeting & Exhibit](#), taking place August 14-17 at the Anaheim Marriott in Anaheim, CA, will feature sessions focusing on embracing the rapid change taking place in the transportation profession. Plenary sessions bookend the conference, taking a big picture look at the impact and implications of the explosive evolution of technologies on transportation from both the private and public sector, featuring executives from HYPERLOOP, Uber, the Federal Highway Administration, and the Seattle Department of Transportation.

The 26-plus technical sessions highlight thought leadership and success stories overall as well as featuring the wealth of transportation innovation taking place in California. Subject matter in these sessions cover safety considerations such as Vision Zero, traffic engineering and operations, and signal and signal systems among other transportation concerns. In addition, non-technical sessions concentrate on developing leadership capabilities and personal branding.

In addition to these sessions, the ITE 2016 Annual Meeting & Exhibit features several new and returning activities, including:

- **TransportationCamp:** Taking place on Sunday, August 14, this conference will connect all types of transportation professionals and give everyone an opportunity to voice their outlook, ideas, and opinions on how we can work together to create better communities and positively affect the quality of life for millions of people. Registration for TransportationCamp is only \$35 and is separate from overall event registration.
- **Technical Tours:** This year's meeting offers three tremendous "get out and experience" opportunities to see what is happening in the local community first-hand.
- **Post-Conference Workshops:** Four four hour workshops delve deeper in to subject matter that doesn't fit into 60- or 90-minute sessions.



- **Exhibit Hall:** A popular and traditional part of ITE’s annual meetings, more than 50 exhibitors will demonstrate their products, services, and software. The list of current exhibitors can be found at <http://bit.ly/AM16Exhibitors>.
- **ITE Collegiate Traffic Bowl Grand Championship:** An annual favourite, this Jeopardy-style competition among ITE student chapters will crown the championing team.
- **ITE Awards Lunch:** A not-to-be-missed celebration of transportation excellence. Attendees will recognize the accomplishments and achievements of their fellow professionals.

Networking opportunities also are a centrepiece of this meeting providing attendees with the chance solidify current relationship and make new contacts during the event. Two receptions (one on Sunday and one on Tuesday) plus multiple networking breaks provide ample time for attendees to share insight and expertise.

To register, and for more information, please visit the [ITE Website](#) which also includes details on the [International Member Reception](#).

## Melbourne ITS World Congress, 10-14 October 2016



“ITS—Enhancing Liveable Cities and Communities”

Bringing Melbourne’s reputation as the world’s most liveable city into the spotlight as we explore the benefits that ITS delivers to critical elements of our daily life, the 23rd World Congress on Intelligent Transport Systems 2016 is proudly hosted by ITS Australia on behalf of ITS Asia Pacific, ITS America and ERTICO. An opportunity for delegates to share knowledge, connect and engage, and participate in discussions and decision making which will shape future transport, mobility and infrastructure in Australia and around the world.

With more than 7,000 delegates from more than 60 countries expected to attend, among them will be Australian and international ITS professionals, government and major city representatives, industry and business leaders, and university and school students. The Congress will include Plenary and keynote speakers, special interest sessions and more than 300 exhibitors.

To register for the 23rd World Congress on ITS in Melbourne, October 10-14, visit the website at - [www.itsworldcongress2016.com](http://www.itsworldcongress2016.com).



## **CALLS FOR ASSISTANCE: ACTIONS FROM THE ITEANZ STRATEGIC PLAN**

The 2016-2019 Strategic Plan sets out the Vision, Mission and role of ITEANZ in the context of changes in transport and the transport profession and of working with likeminded organisations to develop the profession and professionals. It seeks to develop a sustainable, growing organisation which utilises ITE's strengths as a significant international organisation.

As a result of the strategic planning process, a number of projects were identified. These are listed below and the Board are now looking for members who would be interested in taking up the challenge of starting the development and delivery of at least the first stages of any of these projects. If you would like to work on a particular project please contact President Nick Szwed, Secretary David Nash or Board Member Ken Hall to express your interest.

Potential projects (project leader in brackets):

- Program of seminars (including two in Sydney and one in New Zealand)
- Develop webcasting
- Develop YouTube recording (Nirosha Kariyawasam)
- Develop a Policy and Procedure Manual (Ken Hall)
- Develop strategies (or at least some basic dot point directions) for:
  - Tapping into/utilising ITE USA resources
  - Membership and sponsorship development
  - Involvement of general members in providing services
  - Services to be provided to ITEANZ members versus non-members
  - Website/technology development.

## **HISTORY OF TRAFFIC ENGINEERING IN AUSTRALIA**

In 1988, Dr Robin Underwood (who is a life Fellow of ITE) wrote *A History of Traffic Engineering in Australia* which was published by the Australian Road Research Board as Special Report No. 42 in 1989. He has now written an update to this Report covering the period 1989 to 2015, which was published by the ARRB Group in February 2016 as ARRB Research Report ARR 391 titled *A History of Traffic Engineering in Australia (1989 – 2015)*.

After a brief introduction in Chapter 1, ARR 391 includes a background summary of the position in Australia up to 1988 in Chapter 2. Then:

- Chapters 3 to 7 cover responsibility and organisation for traffic engineering at the National, State and Territory and Local Government levels since 1988, the roles of other key National Organisations, Professional Associations, Universities, and Automobile Associations.
- Chapter 8 provides up-to-date information on road safety, including an overview of road safety, National, States and Territories and Local Government strategies, road safety audits, the Decade of Action for Road Safety 2011-2020, the Australian New Car Assessment Program (ANCAP), the Australian Road Assessment Program (AusRAP) and an overview of road safety management.



- Chapter 9 outlines evolving developments in traffic management principles and practices since 1988, including those related to traffic management centres, speed management, road-rail level crossings, local area traffic management and safety provision for heavy vehicles.
- Chapter 10 discusses intelligent transport systems, including background, traveller information systems, smart roads, managed freeways (motorways), improved safety at road-rail level crossings, and the introduction of automated vehicles.
- Chapter 11 provides an overview/reflections on the development of traffic engineering in Australia since the inception of the motor car in about 1900, and a brief look at the future.
- A comprehensive list of references is included.

ARR 391 is available in full on the ARRB website: <https://arrb.com.au/Home/News.aspx?newsID=263>

## 2016 ITE AWARDS – NOMINATIONS OPEN

This is your chance to reward someone who is making a great contribution to the profession.

Nominations and submissions are now open for the annual ITEANZ awards:

- Contribution to the Transport Profession Award
- Sustainable Transport Award
- Emerging Professional of the Year Award

Nominations close in September 2016.

The guidelines for submissions and past recipients are [here](#).



## MEMBERSHIP

As a member of ITE, you join a dynamic, interactive group of more than 17,000 transportation professionals spanning more than 90 countries dedicated to solving today's transport challenges. Join ITE to increase your professional marketability and stand out from the crowd. ITE provides a wealth of resources for the transport professional.

Did you know that individual membership with ITE costs only US\$220 a year? For students, membership is free in the first year and then \$30 per year. Retired members pay \$122.50. Young Members up to age of 30 now receive reduced dues in 2015 at this webpage - [Young Professionals](#).

The general rule for ITE membership is as follows. To be eligible for admission or transfer to the grade of Member, an applicant:

1. Shall be a graduate from a transportation related program at a school of recognized standing and in the active practice of transportation or traffic work; or shall have had:
2. If not a graduate from a transportation related program at a school of recognized standing shall have five years of professional experience and shall be in transportation or traffic engineering work.

You can join up directly online through this webpage - [ITE MEMBERSHIP](#).

## ITEANZ NEWSLETTER

If you would like to contribute something of interest to transport professionals in a future newsletter, please send it to us at the contact details below.

If you do not wish to receive future newsletters, send an email with the subject "*Unsubscribe Newsletter*" to the email address below:

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