



PRESIDENT'S COLUMN

The Main Yarra Trail

Anyone who has walked or ridden on the Main Yarra Trail (MYT) in Melbourne would know what a poor piece of transport infrastructure it is.

When I travel to Kew for a meeting at VicRoads from my home in Bulleen I have two choices.

My preferred mode of travel is bicycle and part of this trip is along the MYT.

Pictured here is the section of MYT that I use adjacent to the Eastern Freeway.

The cracks so large you can put a foot in them. (They have been filled in with asphalt since photo was taken.)

This path is 3rd world standard.

Occasionally, I have to drive and so I use the adjacent freeway.

World's best practice. Not a crack in sight. Perfectly maintained.

The grass in the median is better maintained than the adjacent MYT.

I estimate that up to a 1,000 cyclists and pedestrians use this section of the MYT on a typical (non-raining) day and this figure is growing.

Why am I treated as a second class citizen one day (on my bike) and as a first class citizen (in my car) on another?

Is it time that VicRoads declared the MYT a "Main Road" and put it on equal footing with other arterial roads? So that it would be included in their normal road inspection programs and allocated appropriate maintenance funds?



Nick Szwed, ITEANZ President, President@ite.org.au



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ITE COMMUNITY

New South Wales

Future Transport – A new 40 year vision for Greater Sydney Transport

On 22 October, Minister for Transport and Infrastructure Andrew Constance released the Future Transport 2056 draft strategy alongside the release of the Greater Sydney Commission's draft Greater Sydney Region Plan. This is the first time long-term planning and transport have been undertaken in direct collaboration in NSW.

Greater Sydney Chief Commissioner, Lucy Turnbull has delivered a plan to create three cities across Sydney: the traditional Harbour City in the east (Sydney), the Central River City at Parramatta and a Western Parkland City (Badgerys Creek). To support the three city plan, the NSW Government's new transport strategy aims to improve public transport so that by 2056, 70 percent of people will live within 30 minutes of work, study and entertainment.

Future Transport 2056 is a comprehensive strategy to ensure the way we travel is more personal, integrated, accessible, safe, reliable and sustainable. There are three parts to the strategy; programs that are committed to or funded by the NSW Government over the next ten years; projects that are under investigation; and visionary projects in the 20 year plus timeframe that are being identified now for future consideration as our population grows.

The draft Future Transport 2056 strategy will be open for comment until December 3.

Find out more [here](#).

Sahan Wijyaratna

Victoria

Plan Greater Bendigo



Over the last 50 years, the City of Greater Bendigo's population has been steadily increasing. There's no sign it will slow down and, if anything, evidence suggests it might be accelerating. At the moment Greater Bendigo is growing by about 1,500 people each year.

Plan Greater Bendigo will be a collaborative plan for a regional city, which is being prepared jointly by the City of Greater Bendigo Council and the Victorian Planning Authority. It is based on the assumption there will be close to 200,000 residents living in Greater Bendigo and 300,000 living in the wider region by 2050, and is the first phase of implementing the 2014 Loddon Mallee South Regional Growth Plan. The Council partnered with the Victorian Planning Authority to deliver Plan Greater Bendigo.

The Plan Greater Bendigo process aims to get key agencies, stakeholders and the community to endorse an agreed set of priority infrastructure projects that will have the greatest benefit for Greater Bendigo and the broader region over the short and long term – some "shovel ready", others ambitious concepts. It will also serve as an advocacy document to both the State and Federal Governments to highlight funding opportunities, timing, location and implementation.



In September 2017, ITEANZ was invited to submit comments to the Bendigo Group of Engineers Australia (EA) to assist its submission. In providing comments to EA, ITEANZ decided to also provide comments to the City of Greater Bendigo. We look forward to engaging further in the process between now and the first half of 2018.

ITEANZ comments recommended that the City of Greater Bendigo liaise with the Geelong region and discussed high-level and detailed issues, including:

Learning from others

At 200,000 people, Bendigo will be comparable to Geelong today. What can Plan Greater Bendigo learn from how that city and its region collaborate?

G21 Geelong Regional Alliance (G21) is the formal alliance of government, business and community organisations working together to improve the lives of people within the Geelong region across five member municipalities – Colac Otway, Golden Plains, Greater Geelong, Queenscliffe and Surf Coast.

There are eight (8) G21 Pillar Groups that drive ideas from within the community. Pillar Groups based on the region's key priorities for Arts & Culture; Economic Development; Education & Training; Environment; Health & Wellbeing; Planning & Services; Sport & Recreation; and Transport. The Pillars are made up of experts in their respective fields.

Council should liaise with G21 to better understand its operation and successful approach to project prioritisation and delivery.

High-level comments

- There has not been a statewide transport plan since 2008 – The Victorian Transport Plan. Plan Greater Bendigo needs to advocate for and stress the importance of developing an up-to-date statewide transport plan that meets the requirements of the Transport Integration Act 2010. The absence of a current transport plan is creating uncertainty for both public and private sector investment in transport infrastructure and services in both regional Victoria and metropolitan Melbourne.
- Plan Greater Bendigo needs to address the importance of linkages to Victoria's curfew-free international airports (Melbourne and Avalon) and commercial trading ports (particularly Melbourne, Geelong and Portland for the next 30 years, as well as Hastings and "Bay West" for the post-30 year term). The focus should be on enhancing Victoria's transport network that serves our international gateways.
- Plan Greater Bendigo needs to demonstrate how the projects would support previous State and national freight strategies and freight networks, e.g. Victoria's Principal Freight Network (PFN) and identify strategic regional road and rail links to the PFN and key generators and receivers of freight in and out of the region. Freight networks serve domestic and international exports and imports for and within the region – not just international exports.

More Specific Points

- Some higher density residential development, e.g. up to 5 or so stories, should be actively encouraged, where it can be well serviced, is well-connected and does not interfere with heritage precincts.
- The significant population living outside of urban Bendigo will need well planned transport services so that these residents can participate fully in the City's lifestyle.
- Priorities should support employment in the City and Region, in particular employment opportunities should be co-located with residential living in satellite communities to reduce commuting



- Very important for the Plan to support active transport and associated health benefits of increased physical activity with a fully integrated network of cycling and walking paths, which ideally should be segregated – separating pedestrians, bikes and wheelchairs
- Proposals for light rail should also consider the role of the bus network to deliver. Regional cities considering new or expanded light rail seem to need a population of around 400,000 to be viable. A great bus service could be achieved at a fraction of the cost of light rail
- The existing rail network should be utilised further and urban growth should be encouraged along the existing rail corridors
- The outer ring road(s) are also a priority and a road connection needs to be made between Marong and the Loddon Valley Hwy so that traffic to Swan Hill, Kerang and Pyramid Hill can avoid the city.

What about the impact of disruptive new technologies and the future of work? If we are looking 30 years ahead it might be worth at least raising the subjects. There may be a smaller proportion of people travelling to work each day – what will be their transport needs?

Marianne Richards and John Smelt

Tasmania

Hobart Traffic is the Second Worst in Australia?



Would you believe that traffic in Hobart, a city of just 200,000, is now ranked the second worst in the country for congestion!?

A recent report by the TomTom Traffic Index on 2016 data, found that those in Hobart are now spending 56% more time getting into the Hobart CBD during the morning peak hour, when compared to the time taken in free flowing traffic during off-peak periods. This is second only to Sydney, with an increase of 67% during the morning peak.

The reason for this increase has been the increase of workplaces in the city centre, with 79% of cars now travelling to central Hobart in the morning peak.

To find out how your city compares, click [here](#).

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

As I write this, we are still waiting to hear who will be the new government. While both main political parties have announced significant investment in transportation throughout NZ, National's policies have a greater 'new roads' bent (but still with investment in all other modes), whereas Labour's policies are far more public transport and less road focused. Implementation of light rail around Auckland is becoming more focused, particularly with figures that there are now 45,000 people living in the Auckland CBD – the figure estimated to occur in 2032. Whoever is finally in charge, transport will continue to be a major issue in NZ's largest city for some time to come.

After much consultation, the Institution of Professional Engineers New Zealand (IPENZ) has changed its name for the first time since 1937. The rebranding to Engineering New Zealand includes changes to post nominals for the almost 20,000 members, including those who are chartered professional engineers. The bold new rebranding reconfirms engineering at the heart of all major transformations.

Across the country, consultation has started on increasing the speed limit on some key motorways and expressways from 100km/hr to 110km/hr. This is at the same time as our fatal crashes are around 40 higher than at the same time last year. A surprising number still involve people not wearing seat belts.

In the south island, the Kaikoura earthquake recovery continues, with trains now running through from Christchurch to Kaikoura, on a limited basis. This has allowed more materials in and out of the area, accelerating rebuilding efforts. Access along the full State Highway route has also been re-established for construction access, with work continuing to remove the 100,000m³ of material deposited along the highway.

Also, next year from 21-23 March is the IPENZ (Engineering NZ) Transportation Group conference, for anyone who may want to attend. Next year it's in Queenstown and is bound to be well attended by professionals from around the country. The theme of the conference is "Then. Now. Tomorrow." If you want a trip to Queenstown and to explore the South Island, take a look at <http://www.ipenzconference.co.nz/>.

Remember that if any ITEANZ members ever find themselves on this side of the Tasman please take the opportunity to connect with fellow ITE members. I would be more than happy to put you in touch with colleagues here feel free to send me an email at any stage.

David Mitchell

ITE Global District



This year's ITE Annual Meeting in Toronto Canada was a major success – attracting over 1400 members from across the globe during the first week of August. I had the pleasure to meet with some Global District members at the First Timers and Global District reception and to help launch what was to be one of the more successful annual meetings of recent times. Planning is already underway for next year's Annual Meeting to be held in Minneapolis (see <http://www.ite.org/annualmeeting/default.asp>) with the call for papers and abstracts having been advertised in the past couple of days (look for the Call for Abstracts on the website if you're interested).



As I mentioned in a recent newsletter to all Global District members, a set of proposed changes to the ITE Constitution were voted on recently – I hope you all took the opportunity to consider these and make your vote count. The proposed changes to achieve a more inclusive (‘transport professionals’) membership entry criteria were agreed on by a majority of voting members, as was some further changes to the nomination and election process for ITE President. These are key changes to the Institute that will allow ITE to keep relevant to the increasingly diverse range of transport professionals as well as to ensure that the nomination criteria for President is not so great as to discourage prospective candidates. For more information see [here](#).

In the past week we have held another successful meeting of the Global District Board Working Group which includes ITEANZ President Nick Szwed and a range of other Global District members. We are working towards a more formal Board structure for our large Global District (effectively all countries and territories outside North America) and attempts to have key members of this working group plus other volunteers to assist me to increase the access to the range of ITE services and products from both ITE Headquarters as well as the professional networking and events held in local centres (and via dispersed communication means e.g. webinars). Watch out for some references to the Global District working Group on the ITEAN website coming soon.

As always I am just a few clicks of the mouse or an email away - please get in touch with me (don.mckenzie@tdg.co.nz) if there is something I can do for you, on any issue of interest to you and if I can elevate this to consideration by the International Board (our next meeting is being held in Washington DC in the first week of November) I would be happy to do so.

Don McKenzie, ITE Global District Representative

Student Activity at Monash and RMIT

The third quarter of 2017 has been a very active one for students of transportation in Victorian Universities. Two career talks have been held for students of transportation degrees, at Monash and RMIT, in partnership with ITEANZ. The need for two-way engagement with students and early career transportation engineers, is a message vocalised by global president of ITE Shawn Leight. ITEANZ has been investing considerable attention toward student and young professional involvement, with its ongoing support of student activities, and more recently the provision of the Austraffic-sponsored Worldwide Learning Opportunities for young professionals. The excitement that has unfolded at universities over the last quarter is reflective of ITEANZ’s commitment to supporting young transportation engineers.

On 22 September, Monash University’s transport community extended the invitation to students studying transport degrees to attend a career talk with presentations coordinated by ITEANZ. The event was a joint effort on the part of the Monash Institute of Transport Studies, the Monash Association of Civil Engineering Students (ACES), Monash postgraduate research students, including students of the Industry Research Program SEPT-GRIP (Sustainable and Effective Public Transport Group Industry Research Partnership), ITEANZ and some exceptional guest speakers. The invitation was received by students not just of Monash, but also Swinburne, RMIT and Melbourne University, with all three represented among the 60+ attendance.



Monash Students



Monash Students



Monash Students



The focus of the event at Monash, as with the RMIT event held most recently on the 6 October, was on the transition to a professional transportation career. Four outstanding guest speakers inspired the crowd at Monash. Among them were Nick Szwed, ITEANZ President; Kate Pratt, Transport Planner at Transport for Victoria; Daniel Gaschk, Graduate Traffic Engineer at Trafficworks; and Christopher Lai, Strategic Transport Engineer at the City of Greater Dandenong. The presentations were diverse and authentic. Key messages included the value of any work experience that allows you to apply yourself, and the need to have open and honest dialogue with managers and peers about your wellbeing. The feedback received from students was reflective of how resonant the presentations were.

A major outcome from the event was the inception of the Transport Engineers at Monash (TEM) students Society. The career talk acted as an opportunity to gauge interest levels in the equivalent of an ITE Student Chapter at Monash, as well as to seek expressions of interest for the formation of a committee. The response from undergraduate students was astounding. Every single attendee signed up for ongoing updates from a future ITE Student Chapter; and that included students from other universities, a matter which will be returned to shortly. The students wasted no time organising themselves into a committee, structured in such a way as to provide a specialised offshoot to members of the Association of Civil Engineers, with firm ties to ITEANZ. The TEM committee already has an exciting pipeline of events for 2018, as well as a launch barbecue held in late October. A focus for 2018 will be in establishing a mentoring program between ITE professional members and students.

Enthusiasm among students of other universities for a transport-focused student body has also been revealed. RMIT has acted as both a role model and a mirror for activities going on at Monash, holding a Career Talk. Dr. Sara Moridpour did a fantastic job organising the event, at which Nick Szwed, Sonali Gunawardena of the Level Crossing Removal Authority, Joshua Dunstone from TraffixGroup, Kaniz Fatima from RMIT’s Traffic and Transport Research Group, and myself. Sonali and her colleagues from LXRA shared an exciting opportunity for women in transport to join a mentoring program in 2018, either as mentors or mentees (information below). The talk also provided a range of insights demonstrating the unprecedented range of current opportunities in transport, and also the different entry paths.



The ITE Board is now demonstrating remarkable support and openness to supporting the emerging Student Chapters in any way it can. On a personal note, I would like to thank them for working so hard and being so responsive to student initiatives. Without this engagement, the Monash Chapter would not have made such a momentous start.

I would also like to extend the call to any students or professors at other educational institutions, wishing to leverage insights from our experience forming a student chapter over the last few months, to reach out. Please email me at iteanz.monash@gmail.com. Furthermore, as mentioned, to find out more about the Women in Transport Mentoring Program, visit <http://levelcrossings.vic.gov.au/careers/training-for-the-future/women-in-transport-mentoring-program>.

Transport Engineers Monash Student Committee

ITEANZ would also like to welcome the Transport Engineers Monash (TEM) Student Committee for their recent engagement with ITEANZ. ITEANZ look forward to working with the committee in upcoming seminars, careers talks, and other collaboration activities!

- TEM President – Cassie Min
- TEM Secretary – Riddhi Ranjan
- TEM Treasurer – Luke Hall
- TEM Communications – Charlie Fowler
- TEM ITE Liaison – Jeyashivraj Parthiban
- TEM AITPM liaison – Tyler O’Hare
- TEM General Representatives – Shrey Mehta and Richard Pulimoottil
- ACES (Civil Engineers Association of Monash – collaboration partner) President – Susmita Kabir

Laura Aston

UPCOMING EVENTS

2017 President’s Dinner

Date: Wednesday, 15 November 2017

Time: Drinks at 7:00pm, Dinner at 7.30pm

Venue: Kew Golf Club, 120 Belford Road, Kew East

Registrations: [Click here](#)

Guest Speaker: Duncan Elliott – CEO North East Link Authority

Duncan will outline how planning is progressing for this major transport project in Melbourne. A number of ITEANZ awards will also be presented during the evening. This is a great opportunity to socialise with colleagues over a delightful meal.

Prices (including GST):

- ITEANZ members \$90
- Non members \$120
- Students \$35
- Table of 10 (includes Table Sponsorship) \$990

The event is proudly sponsored by SIDRA SOLUTIONS.



Overseas Report Back Seminar - November 2017

Sam Linke, Manuel Lawrence and David Nash will be presenting on their exciting trips abroad to Hong Kong and Toronto, attending international conferences.

Please keep an eye on the [ITEANZ website](#) for registration details in the coming months

Annual Breakfast and AGM – February 2018

The ITEANZ Annual Breakfast Meeting will be back again in February 2018! It will also be followed by the Annual General Meeting.

Please keep an eye on the [ITEANZ website](#) for registration details in the coming months.

RECENT EVENTS

Future Travel

A very interesting seminar was held on 12 September 2017. About 50 people attended to hear about how transport technologies are evolving.

Population and travel continues to grow but transport infrastructure is struggling to keep up. Our expert presenters gave their views on the future of travel.

The speakers were:

- **A/Prof Hussein Dia** – update on autonomous vehicle developments
- **John Cleeland** – could podcars be part of the solution?
- **Justin Passaportis** – the evolving role of car-sharing

This event was proudly hosted by Swinburne University, Smart Cities Research Institute.

Slides can be downloaded [here](#).



Hussein Dia



John Cleeland



Justin Passaportis



Nick Szwed



The Audience



AUSTRAFFIC WORLDWIDE LEARNING OPPORTUNITIES

Another Worldwide Learning Opportunity Granted!



Mr Joel Docker is the most recent recipient of an Austraffic Worldwide Learning Opportunity grant.

Joel is an undergraduate student at Monash University and has been accepted to present a paper at the Australasian Transport Research Forum in Auckland in November 2017. His research project is on the topic of cycling infrastructure, under the supervision of Dr Marilyn Johnson of the Monash Institute of Transport Studies. They co-authored a research paper entitled 'Safe roads for cyclists: an investigation of Australian and Dutch approaches',

Congratulations, Joel!

This award is made possible through the generous support of Austraffic.

For more information on how to apply for a Worldwide Learning Opportunity Grant, please click [here](#).



FREE WEBINARS FOR ITE STUDENT MEMBERS



Starting November 1, 2017, ITE student members can attend live webinars offered through ITE's Learning Hub for free. This offer is good for live webinars only, and for those that are scheduled on or after November 1, 2017. Check out the upcoming Learning Hub webinars at www.pathlms.com/ite

For details on student members, please see the below details on ITE membership



ITEANZ NEWSLETTER Q4 2017

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\$210 a year? For students, membership is free in the first year and then only \$30 per year! Young Members up to age of 30 now also receive reduced dues. We would like to have more young people on our ITEANZ management committee so why not join the ITE and then consider coming onto the committee! Further details of dues for young professionals can be found 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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