



ITEANZ NEWSLETTER July 2014



PRESIDENT'S COLUMN

"Secrecy shrouds city planning" is the heading in an article in *The Age* by Clay Lucas last month that says it all for me. We seem to be getting a steady stream of articles asking where is the transparency, where are the business cases? Where is the case for building the East West Link ahead of other projects? The Victorian Farmers Federation, the RACV and others think the North East Link is more important.

Another transport journalist (Farrah Tomazin) points out that prior to the last election, the then opposition suggested it would build train lines to Avalon, Doncaster and Rowville. Now those projects seem to have been shelved. The North South Rail Tunnel was realigned without notice. Would it be built anyway?

I see two issues here: secrecy or lack of transparency and broken promises.

In our next public forum on 21st August we intend to do our part to put pressure on the major political parties to refrain from making promises which they may not be able to keep.

Titled "Promises, Promises" this forum will feature three eminent speakers: Prof Michael Buxton, Prof Graham Currie and Brian Negus from the RACV. Further details are provided below under Future Events.

To our New Zealand and interstate colleagues I apologise for my lack of knowledge of how these issues play out in your patch but if you would like to tell us, I would value your feedback and we could publish it in our next newsletter.

Another major event coming up is our annual President's Dinner where the keynote speaker will be from the USA. Marsh Anderson Bomar was the first woman elected International President of ITE. Further details are provided below under Future Events.

Nick Szwed, ITEANZ President

ITE COMMUNITY

Monash University Student Chapter

The ITEANZ student chapter has been endeavouring to promote, encourage and impart knowledge related to Transportation Engineering. The committee has been holding monthly meetings and have been planning on how to expand to other universities in Victoria. The student chapter was not able to achieve Club status at Monash University but the committee has decided to form an alliance with the Civil Engineering society which will help in reaching out to students. The student chapter has planned their first event for the semester titled 'Career as a Transport Engineer' to be held on the 6th of August, 2014. A large audience is expected, mainly consisting of students from the Faculty of Engineering. The chapter has received many expressions of interest from students to participate in our activities. The student chapter would like to acknowledge the support received from the executive committee and hopes to keep working in collaboration.

Ahmed Mirza, President

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New Zealand

Cycling is now a big issue in most cities. **Don McKenzie**, our ITE Board member from New Zealand, has provided the following article describing a trial cycling project in Auckland.

A “Half-Nelson” Cycleway for Auckland (Max Robitzsch – TDG, Auckland, NZ)

As an engineer, my key interest is of course providing better cycle infrastructure - so people who aren't “brave” or “crazy” feel they can get on a bicycle in Auckland, rather than just on a rail trail during their holidays. Most people who currently don't cycle simply do not feel safe riding in heavy or fast traffic – and telling them that it's actually safer than playing amateur rugby isn't going to convince them next time a driver cuts them off with several tons of metal. So the real gold standard (except for slow-speed zones), are off-road cycleways, or protected cycle lanes.



Of course you don't always have a park for an off-road cycleway. Shared paths are full of driveways and pedestrians. And protected cycleways on-road are difficult to retrofit, especially as Auckland isn't really used to them. After many years, Auckland Transport (the city's transport funding, management and delivery agency) is finally building the first one on Beach Road now, to open in September. Usually, it takes many, many years before any such project moves from concept to reality, and the minuscule cycle budgets (less than 1% for walking and cycling CAPEX together) don't help.

So the new idea – imported from New York City in fact – is trial projects. Rather than go the whole way immediately, and rebuild kerbs and lanes along a whole street to protect cyclists, the idea is to use planter boxes, plastic bollards and other easily-installed, easily-removed protective elements to quickly mark out a protected cycle lane. If it works, it is later made permanent with more substantial works. If it doesn't work, it can be tweaked, or even pulled out altogether. This was the method that NYC used to add several hundred kilometres of cycleways over just a few years, despite a lot of initial outcry. It's a great way to test things without committing 100%, and makes it easier for Councils to ease resident's concerns, and do more drastic things like remove car parking.

So in May, Cycle Action (an Auckland-based cycle advocacy group) proposed the Nelson Street Off-Ramp Pilot, with a cross-posted blog on our [website](#) and on Transport Blog, one of the biggest such websites in NZ.

Our concept merged the NYC concept of pilot cycleway projects with the proposed re-use of the old, abandoned Nelson Street motorway off-ramp. By getting a ramp constructed from Karangahape Road down onto the old ramp, and then providing a new protected cycleway on Nelson Street, the western part of the Auckland City Centre suddenly becomes a lot more accessible for bikes, and for pedestrians too.



Photo: Paul Krueger Creative Commons, Vancouver

We (Cycle Action) must have timed the launch of our project well, because with Jeanette Sadik-Khan coming to visit and present in Auckland from New York a week later, it certainly fell on fertile ground.

Auckland Transport are now open to progressing the project much faster than originally intended (the route was already earmarked for a cycleway, but certainly not as a quick trial project!), and Cycle Action's good connections to NZ Transport Agency (the national state highways agency) also paid off – when NZTA's Regional Director is happy to appear with your group on national primetime news TV and laud the project, and agree that a 6 month timeframe is doable, then you know you are on to a good thing. Several planning meetings have occurred since then, and NZTA is preparing concepts for bailey-bridge access onto the old motorway off-ramp, while NZTA and AT are working on how to tweak Nelson Street for the new cycleway. Waterfront Auckland is also keen to have a new cycle route down around the edge of the Waitemata Harbour much sooner than envisaged.

So all things going well, by this summer, you should be able to ride not one (Grafton Gully to Beach Road), but two new major cycleways around and into the Auckland City Centre.

Queensland

Update on the Queensland Economy – Derrick Hitchins

The Queensland Transport and Roads Investment Program 2014–15 to 2017–18 (QTRIP) was released in June 2014. It details the funding commitments of the Queensland Government for the next two years and the first year of funding for projects funded by the Australian Government. It then goes on to identify a further two years of unfunded projects, totalling over \$18 billion in transport infrastructure investment and continued maintenance over the next four years.

Key priority projects include:

- A contribution towards the \$8.5 billion required to fix the Bruce Highway over the next 10 years;
- \$5 billion towards the Bus and Train Tunnel project (BAT) business which combines a railway and a busway into a single, double-decked tunnel beneath the Brisbane River and CBD;
- \$1.6 billion for the Toowoomba Second Range Crossing project, a 41km bypass route to the north of Toowoomba;
- The Gateway Upgrade North which is a \$1.16 billion project due for completion in 2018-19.
- \$635 million towards the Warrego Highway Upgrade Program;
- \$374 million towards the \$988 million for the construction of the Moreton Bay Rail Link project;
- \$177.3 million towards the \$590 million required to duplicate the Bruce Highway section between Cooroy to Curra; and
- \$80.4 million towards the \$200 million Townsville Ring Road Project Stage 4.

Admittedly most of these projects are dwarfed by the \$18 billion East West Road Link project in Melbourne and the \$10 billion WestConnex in Sydney, but by Queensland standards this should be enough to keep the economy ticking over, albeit only just.

Other initiatives which have secured ongoing funding include the Transport Network Reconstruction Program (TNRP) which was established in 2011 to repair the extensive damage caused by a number of natural disasters which have hit the Queensland coast in close succession over the past few years. This QTRIP will therefore include funding for the continued recovery and restoration program in the order of \$150 million during the current 2014-15 financial year.

Notwithstanding all of the above, Queensland has only just succeeded in retaining its position as a mid-ranked performer among all of the state and territory economies. This is in accordance with CommSec's latest State of the States report which shows that Western Australia has retained its place as the best performing economy,

while Tasmania is still in last place. Queensland Treasurer Tim Nicholls says the state has improved its position to equal third. Not bad for a population of only 4.6 million some would say.

The timing of any full recovery of the Queensland economy will however remain a moot point for some time to come if the latest by-election results are to be taken as a measure of future stability within the Queensland government being led by the LNP. In response to a severe backlash by the voters of Stafford to government's "Strong Choices Program", it would appear as if the strategy to sell off a number of the state's assets is doomed to fail and with it, most likely, some of the lessor elements of QTRIP funding program beyond 2016. I guess only time will tell.

NSW, SA, Tasmania, WA, NT, ACT

We are looking for correspondents from other jurisdictions to let everyone know what is happening. If you can help out please contact us (see contact details below).

ITE International

There are many services and events provided by ITE in the US that members can take advantage of including:

- ITE Annual Meeting and Exhibition- 10-13 August 2014 at Washington State Convention and Trade Centre, Seattle
- Publications and Bookstore
- Webinars (if you don't mind the 2am or 5am starts!).

See details at: <http://ite.event.com/events>

TECHNICAL

The Australian Roadsign Test

For anyone involved with designing or ordering traffic or parking signs, a test has been developed to help you improve your understanding and skills. 'The Australian Roadsign Test' has been developed by ITE Fellow, **Robert Morgan**.

For the past 30 years Robert has been an active member of the national committee responsible for Australian Standard AS 1742, the Manual of Uniform Traffic Control Devices. From his extensive knowledge about traffic signs he has developed the



test, which includes test questions, answers and an answer/score sheet. The answers are extensive and provide countless insights and explanations, plus references to all the relevant parts of the national signing standard, so practitioners will be able to get the information they need to make informed decisions. Want a copy of the Roadsign Test, to check your knowledge and improve your skills? Download it from the Homepage of Robert's website, <http://robmorgan.com.au/>.

Intelligent Transport Systems

A new book has been published on Intelligent Transport Systems by Lambert Academic Publishing in May this year. The lead author is **Hussein Dia** of Swinburne University, a Fellow of the ITE and previous Executive Board member. The book discusses neural agent (Neugent) models of driver behaviour. The book also discusses the traffic simulation and practical applications of the new models and how they serve as a valuable tool to researchers and practitioners alike.

<https://www.lap-publishing.com/catalog/details//store/gb/book/978-3-659-52868-2/intelligent-transport-systems>

EVENTS

Plan Melbourne – Thursday 15 May

Approximately 90 people attended this event where speakers discussed Plan Melbourne (the Victorian Government's vision for the city to 2050 which has been out for public consultation).

John Smelt – ITE Board Member provided an overview of the plan. **John Stanley** Adjunct Professor, Institute of Transport Studies, University of Sydney, outlined some of the key issues in managing growth in Melbourne to maintain liveability as it grows to an even larger city. Some key points were:

- Cities with over 4 to 5 million inhabitants are not represented at the top of the world's most liveable cities list
- *PlanMelbourne* has a generally sound land use strategy
- There needs to be a stronger focus on housing affordability
- More emphasis is required on a wider range of less massive projects to make Melbourne an overall living urban system
- Our transport thinking needs to progress to achieving *accessibility*, in our integrated land use and transport planning
- Local government has a major role in the planning and delivery at the regional level

William McDougall – at that time Practice Leader for Public Transport Planning, Jacobs SKM, now an independent consultant, provided another perspective of managing transport and land use growth and change in Melbourne. He outlined the role of political influence and an historical overview of planning in Melbourne. He also included ideas about the opportunities provided by emerging technology.



William McDougall and John Stanley



John Smelt

The presentations were followed by lively discussion about current and future topics in transport and land use planning in Melbourne.

Using Crash Risk Assessment to Improve Road Safety – Wednesday 25th June

Another 70 people attended this seminar at the VicRoads Theatre in Melbourne.

Ken Hall from KBHall Pty Ltd provided an overview of crash risk associated with a range of factors/behaviours and of using risk assessment for infrastructure improvement.

Chris Jurewicz from ARRB described the background, features and operation of the Australian National Risk Assessment Model (ANRAM) model.

Luke Britnell from VicRoads discussed the use of ANRAM for the development of infrastructure improvement options for the Princes Highway West, Colac to the SA Border and the strategic investment decisions made.

Matt Harridge from Andrew O'Brien and Associates discussed road safety risk assessment approaches in the City of Glen Eira.

The interest in the topic was reinforced by the range of questions the presenters were asked.



Ken Hall



Chris Jurewicz



Luke Britnell



Matt Harridge

Growing Geelong- Transport Challenges and Opportunities – Tuesday 22th July

There was a good turnout to this event, jointly organised by ITEANZ, AITPM and Engineers Australia. A summary will be provided in the next newsletter

FUTURE EVENTS

We are planning the following events for the rest of this year.

Full details can be obtained at <http://www.ite.org.au/>

Promises, Promises – Thursday 21 August, 4:30 pm – at Jacobs Theatrette, 452 Flinders St, Melbourne

With the Victorian State Election approaching, this forum will examine the transport vision the major parties have for Melbourne and then look at what they are promising in terms of transport infrastructure. Speakers will be **Brian Negus**, RACV, **Prof Graham Currie**, Monash University Institute of Transport Studies and **Prof Michael Buxton**, RMIT Environment and Planning.

Rules for Vulnerable Road Users – September

Sustainable Transport – October – **John Bartels**, City of Port Phillip, and others

The Annual President's Dinner – Tuesday 18 November 2014.

The guest speaker will be **Marsha Anderson Bomar** who has held many senior positions in Transport in the USA and in the ITE. She will be speaking on current transport issues and challenges in the USA and gender issues for professional women. Marsha is the first woman to have been elected International President of ITE. She is a strong international role model for professional women and offers insights and advice based on a strong record of technical expertise and leadership roles within government and the private sector. Her broad experience includes the areas of leadership, ethics, sustainability and gender issues.

Seeking feedback

We are conscious that many of our events are Victorian-based and we would like to be more inclusive of other states and New Zealand. We would welcome suggestions about how we might do this. For example, we would like to consider electronic conferencing/presentation options and use of smart technology.

Please contact the ITEANZ Board with any suggestions to progress wider conferencing. We would like to hear from any members with this sort of interest or experience.

Other transportation related events in the next few months include:

- Joseph Brady Public Lecture – Commuting into the Future (Bendigo) – 6 August (EngAust)
- Regional Rail Link Project Design – North Melbourne – 12 August (EngAust)
- AITPM National Conference – Adelaide – 13-15 August
- Traffic Management Centre site tour and Southern Expressway Duplication – Norwood – 20 August (EngAust)
- Future Gippsland Road Development – Traralgon – 21 August (EngAust)
- Western Australia Conference – 18 September (AITPM)
- 2nd International Occupational Safety in Transport Conference – Gold Coast – 21 September (EngAust)
- Brisbane Transport Modelling Seminar – 24 September (AITPM)
- Victorian Transport Modelling Seminar – 24 September (AITPM)

PROFESSIONAL RECOGNITION

The following ITEANZ awards are available this year (follow the link to the criteria on the ITEANZ website http://www.ite.org.au/#news_78):

- GHD Student Award
- SIDRA Solutions Post Graduate Award
- Emerging Professional of the Year Award
- Sustainable Transport Award
- Contribution to the Transport Profession Award.

SIDRA Solutions Post Graduate Award

This is a new award to fill a gap recognising post-graduate research, an area not covered by the GHD Student Award.

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.

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:

http://ecommerce.ite.org/IMIS/iCommerce/Join_ITE_Today_/Individual_Professional_Membership/iCommerce/Join/Member_Join.aspx

For more information contact membership coordinator, **Daniel Przychodzki** daniel.przychodzki@cgd.vic.gov.au

Transport Policy and Planning Specialist - National Transport Fund Secretariat

- Excellent development opportunity in the transport sector
- DFAT/ Australian aid program
- Based in Honiara, Solomon Islands

The Solomon Islands Partnership Facility (SIPF) provides support to part of the Australian bilateral program between the Governments of Australia and Solomon Islands, funded by the Department of Foreign Affairs and Trade.

As the Transport Policy and Planning Specialist, you will support the establishment and operations of a functional National Transport Fund (NTF) Secretariat by providing strategic transport policy and planning advice and efficient administrative services. You will also coordinate an update to the current National Transport Plan Three-year Action Plan (NTP 3YAP), in close cooperation with the Central Project Implementation Unit (CPIU) and other stakeholders, to assist the NTF Board and donors to prioritise investments and maintenance in the transport sector.

To carry out this role, you must possess experience in transport policy and strategic planning. It is also critical that you acquire experience working effectively in teams with a willingness to share knowledge, listen to team member inputs, mentor and coach people so as to transfer skills. Your ability to manage a public sector agency responsible for transport in providing high-level strategic advice to ministers and senior officials is desirable.

This position is classified as Discipline Group C, Level 4 under the Adviser Remuneration Framework (ARF), depending on skills and experience. For further information on the ARF, please go to <http://aid.dfat.gov.au/publications/>

Further details including a Terms of Reference (ToR) and application instructions can be found via our website at <http://www.ap.urscorp.com/InternationalDevelopment/ProjectRecruitment> and enter **job code 624** or contact Lucy Dwyer: lucy_dwyer@sipf.com.sb or call +677 28865.

Closing date for applications is COB 4th August, 2014

An Australian Government, DFAT initiative.

Contract Manager: URS Australia Pty Ltd.

URS is an equal opportunity employer of choice and is committed to child protection.

We encourage women and men of all nationalities to apply.

ITEANZ NEWSLETTER

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