



PRESIDENT'S COLUMN

Don't miss this year's President's Dinner as we will have a special guest speaker from the USA. **Marsha Anderson Bomar** was the first female President of ITE. She currently chairs a number of high level committees and councils some of which specifically address women's issues in Transport. At the Dinner on Tuesday 18th November, she will inform us on the issues facing transport professionals in the USA. On Monday 17th, she will address an ITEANZ forum on gender and leadership issues facing women in transport. On Wednesday 19th, she will address the Institute of Public Works Engineering Australasia at a breakfast meeting. Further details are below.

We had 100 people attend our forum titled "Promises, Promises" in August. There was excellent discussion and one of the key outcomes was the conclusion that the transport planning process is not in a very good state due to things like a lack of a proper vision for Melbourne of the future, a lack of a balanced set of projects to address future transport needs, a lack of transparency in choosing projects, unexplained changes to plans, a lack of proper debate amongst professionals and the community and so on. At the end of the forum, I offered to coordinate the preparation of a position paper on this issue. If we as a profession can agree on a position then we would be in a stronger position to advocate for change. If you are interested in contributing to this undertaking, please let us know.

Recently I decided to have a look at the websites of the major parties to see what they have to say about Transport Policy. The Liberal Party starts off with a short strategic statement about a booming population but then goes straight to a list of big projects. The Labor Party says it has been listening to what people are saying and then lists its own big projects. The Greens favour public transport and cycling and list a set of projects they favour.

It seems to me that the problem is that political parties are responding to known problems with specific projects which they hope will win votes. Once again, this is short term political strategy. There is too little planning and discussion about the longer term. The politicians are increasingly listening to the voters not the professionals. They are using political "common sense" instead of taking heed of professional advice.

What can we do about it? I've thought about it long and hard and I think the only way forward is for transport professionals to join a political party and become active in formulating their policy. How about it?

Nick Szwed, ITEANZ President



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ITE COMMUNITY

New Zealand

New Zealand's Longest Road Tunnel Making Progress

In September, the giant tunnel boring machine known as Alice emerged from the earth under Waterview in central Auckland. The 2.4km tunnel will be the longest road tunnel in the country and the biggest in Australasia. It will also be the linchpin in a \$2 billion project that will transform the way Aucklanders travel around and through the city. For the first time there'll be a motorway all the way from the airport to the central city.

The Waterview connection will also provide travellers with the first alternative arterial connection north-south that doesn't need to pass through the at-time heavily congested Central Motorway Junction ("Spaghetti Junction").

What does the massive worksite look like?

See <http://www.3news.co.nz/tvshows/campbelllive/inside-new-zealands-longest-road-tunnel-2014092620#ixzz3EYh4ZpkB>

NZTA Appeals Decision Declining Basin Bridge Project, Wellington

Those of you that have ever seen or been part of a test cricket match in Wellington will know the Basin Reserve ('The Basin'). The Basin Bridge project is major project that the NZ Transport Agency proposes along the Wellington Northern Corridor which runs from Wellington Airport in the south of the city to centres of population to the north of Wellington. The Wellington Northern Corridor is one of seven 'roads of national significance' that the NZ Government has identified as essential state highway projects aimed at reducing congestion, improving safety and supporting economic growth. In September a Board of Inquiry declined the necessary planning consents to establish the Basin Bridge citing localised adverse visual and amenity effects, which were, on balance, considered to outweigh the positive effects of improvement in the transport outcomes of the project.

The Transport Agency has decided to appeal the Board decision to decline the Basin Bridge RMA consent applications. See: <http://www.nzta.govt.nz/projects/basin-bridge/>

Don McKenzie

New South Wales

NSW's largest ever Public Private Partnership Awarded

Northwest Rapid Transit Consortium has been awarded the \$3.7 Billion North West Rail Link operations contract, the largest Public Private Partnership (PPP) to be awarded in NSW. The consortium is made up of MTR Corporation (Australia), John Holland, Leighton Contractors, UGL Rail Services and Plenary Group. The PPP will see Northwest Rapid Transit deliver the North West Rail Link by the first half of 2019 and operate it for 15 years.

The railway will feature the country's first fully-automated rapid transit trains. When the railway opens, these trains will be operating 15 times per hour during peak times with 98% on-time running. This is a fantastic result for the population of North West Sydney, currently facing lengthy travel times to and from the CBD.

Find out more about the railway and these trains at this link: <http://nwrail.transport.nsw.gov.au/>

One million Opal Cards issued

As Opal cards continue to be rolled out on the remainder of the Sydney Buses fleet, the one millionth smart card has been issued. In 2012, the Opal Card was launched on Sydney Ferries and since then it has been rolled out across the entire of the Sydney Trains fleet as well as the majority of the Sydney Buses fleet. The roll out is expected to be complete in early 2015 with the inclusion of Light Rail.

When the roll out is complete, the Opal Card will be the only thing required to travel on any type of Public Transport in Sydney. This has been desperately needed as Sydney has fallen behind other capital cities around Australia as one of the last to adopt a fully integrated ticketing system. See: <https://www.opal.com.au/>

Aaron Hargraves

Queensland

Join the Drive to Save Lives

This is a new approach to road safety advertising being trialled in Queensland. Instead of being shocking or confronting, the Queensland Government asked the community to get involved and developed a range of positive messages aimed at rewarding people for safer driving.

The Share the Road campaign thanks Queenslanders for showing a little courtesy and patience to fellow road users by letting others merge, leaving safe distances around trucks and cyclists and watching out for others on the road. Little actions can have a big impact on everyone's safety and we'd like to thank you with a 'Thanks for sharing the road' bumper sticker – to order yours, visit the website.

The 'Queensland has no time for speeding' campaign was the second instalment for the Join the Drive to Save Lives program. These ads featured real Queenslanders who have experienced first-hand the disastrous consequences of speeding. These powerful, authentic stories highlighted the devastation low level speeding can cause.

If you want to know more just visit: <http://jointhedriverdive.qld.gov.au/get-involved>. It is a great website.

Queensland Chooses Cheaper Fares

For the first time in Queensland's history, there will be a state-wide reduction to public transport fares making it more affordable for families to catch the train, bus, tram or ferry. Premier Campbell Newman and Transport and Main Roads Minister Scott Emerson said feedback following a two-week survey and public consultation clearly showed Queenslanders wanted cheaper fares.

"Under our strong plan, we promised to deliver cost of living relief for families and this announcement means Queenslanders will pay five per cent less to use public transport from November 3," Mr Newman said. "Fares will also be frozen in 2015, so Queenslanders across the state will save up to 7.5 per cent next year."

"We left it up to Queenslanders to decide where the almost \$30 million of carbon tax savings should be reinvested and their clear choice was a reduction in fares," Mr Emerson said. Almost 22,000 people from across Queensland gave their view, and 74 per cent voted for cheaper fares. We agreed."

<http://statements.qld.gov.au/Statement/2014/9/21/queenslanders-choose-cheaper-fares-figures-correction>

Toowoomba Second Range Crossing

The City of Toowoomba plays a key role in Queensland's transport network by acting as a hub for the Darling Downs and a gateway to the developing energy sector in the Surat Basin to the west. The range crossing forms part of a 41km road corridor that runs to the north of Toowoomba, bypassing the town. Most of the existing range crossing has a 10% grade and tight horizontal curves. This results in high levels of heavy vehicle congestion and a very poor safety record. Three consortia are currently preparing tenders for submission to Projects Queensland on the basis of an 80/20 shared funding agreement between the federal and state governments for the \$1.6 billion project. The project is expected to support more than 1,800 full time equivalent jobs during the three year construction phase, with the road expected to be operational from mid to late 2018.

<http://statements.qld.gov.au/Statement/2014/9/10/joint-media-statement-toowoomba-second-range-crossing-shortlist-announced>

Story Bridge Open for Events

The Story Bridge, arguably Queensland's most iconic structure, is now open for business. With Riverfire, one of Brisbane's most spectacular fireworks displays using the Story Bridge, the use of the bridge could be extended to include events such as a major road races or fun runs, cycling events or significant cultural events. The popular Bridge Climb program and the Brisbane City Council innovative LED lighting displays regularly used to raise awareness for important causes, underscore Story Bridge's status as an icon of our city's ever-changing face.

<http://statements.qld.gov.au/Statement/2014/9/22/premier-and-lord-mayor-declare-story-bridge-open-for-events>

Best regards from sunny Queensland.

Derrick Hitchins

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 – 2 to 5 August 2015 at Hollywood, Florida USA
- ITE Technical Conference – 28 to 31 October 2015-in Tucson, Arizona USA
- Publications and Bookstore
- Webinars (if you don't mind the 2am or 5am starts!).

See details at: <http://www.ite.org>

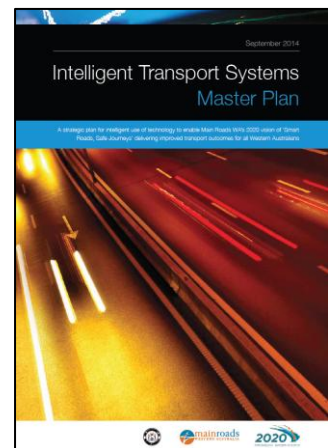
TECHNICAL

Main Roads Western Australia - ITS Master Plan

The newly released Main Roads *Intelligent Transport Systems Master Plan* is set to guide Main Roads on their strategic journey to 'Smart Roads, Safe Journeys' by 2020.

Developed through an extensive consultation process involving stakeholder workshops and industry submissions, the ITS Master Plan provides a strategic plan to deal with key challenges such as congestion, Big Data, and automated and connected vehicles. The plan also outlines initiatives that will improve the delivery of ITS-enabled services with a focus on increasing system reliability and security, standardisation, data management, procurement and governance, and expertise building.

The Main Roads ITS Master Plan together with the supporting background papers is now available for download from [here](#).



VicRoads Investment Management Approach Seminar

VicRoads is committed to the efficient delivery of projects and programs, measuring the success of its investments and using learnings to improve future investment decisions.

Recently, VicRoads has adopted and integrated Investment Management Approach (IMA) which is a holistic approach to how we plan, deliver and learn from our investment decisions. As a part of the IMA, VicRoads has developed an Investment Evaluation Framework to provide a consistent approach to how VicRoads would measure the success of its investments and capture any lessons learnt from the planning and delivery processes. The Framework is based on best practice evaluation approaches across transport and other sectors and guides

the organisation to strengthen its ability to measure and evaluate the efficiency and effectiveness of investments and to understand opportunities for any improvements.

As VicRoads now requires adherence to this Framework across the organisation it is essential that anyone carrying out evaluations on VicRoads' behalf is familiar with the Framework. If you are interested in undertaking future VicRoads evaluations, you might like to attend a forthcoming seminar on VicRoads Investment Evaluation Framework. The seminar will provide an understanding of VicRoads expectations for future evaluations.

The details of the seminar are below:

Investment Evaluation Framework Seminar
Friday 12 December (2.30m – 4:00pm)
VicRoads Theatrette
(South Building)
60 Denmark St Kew

Members can confirm their attendance to investments@roads.vic.gov.au by 26 November 2014.

For any queries please contact Brian Koon on (03) 9854 2731.

How to Remove Traffic Signals?

This photo was taken by **Andrew Somers** on a recent trip to Detroit. There are a number of intersections in Detroit where a decline in traffic levels means that traffic signals no longer meet warrants and removal is being considered, generally for replacement with stop signs. Whilst the story of Detroit's decline has been well documented, it appears that removing traffic signals is not limited to the motor city. There is specific US FHWA [guidance on the approach](#) which cites a 2005 study that "reported that removing unwarranted signals may result in a 24% decrease in all crashes, a 53% decrease in injury crashes, a 24% decrease in right-angle crashes, and a 29% decrease in rear-end crashes". We are not sure whether this approach will be of direct relevance in Australia and New Zealand, but it is interesting to see nevertheless.



RECENT SEMINARS

Since our last newsletter we have had four very different and interesting seminars. They ranged from strategic issues such as tracking transport promises as Victoria heads towards a State Election and the more specific topics of transport data collection and sustainable transport.

Ideas presented in all of the seminars have relevance to all jurisdictions in Australia and New Zealand as well as Victoria.

Key Points raised are provided below and further details are included in the Speakers' presentations which are on our website at ite.org.au/seminars.

Growing Geelong- Transport Challenges and Opportunities – 22th July

This Geelong seminar was very successful as we had over 80 attendees, very good presentations and lively discussion after the presentations. It was also good to get out into regional Victoria and to work with other professional organisations, in this case AITPM and Engineers Australia.

Tim Hellsten, Project Manager Central Geelong Action Plan, City of Greater Geelong provided a context for future growth in the city and region with an overview of the G21 Regional Growth Plan. The City and State Government have undertaken planning for future growth in the Region, including more detailed infrastructure planning with relevant agencies in growth areas such as Armstrong Creek. Tim also referred to current work reviewing the impact of truck restrictions in the Geelong central city area.

Jozef Vass, Transport Coordination Manager - Barwon South West, Department of Transport, Planning and Local Infrastructure outlined transport planning issues in the wider Geelong area arising from assessment of future needs. Particular emphasis was placed on freight transport planning work and regional transport modelling.



Promises, Promises – 21st August

This lively seminar was kindly hosted by Jacobs at their theatre in Melbourne.

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



Key points were:

- It is important to get the land use right as the basis for the developing the city, however recently announced big projects such as the East-West Link are driving the process rather than responding to the planning strategy.
- Three key needs for Melbourne's transport are expanding heavy rail capacity (rather than just network extensions), taking trams out of traffic and expanding the bus network. These have not fared well in recent election commitments.
- RACV has surveyed its members extensively to identify priority issues for the state government and then delved more deeply into transport issues. Priority issues include specific projects as well as system-wide improvements such as safety and road user behavioural issues.
- In the lead up to the Victorian State Election, RACV is comparing the road and public transport commitments of the major parties using a website www.racvelectionmonitor.com.au. Members can use the site to review a report card that compares the promises of the major parties to a range of priorities, and to directly e-mail candidates in the major parties. The site will also monitor implementation by the successful party forming government.

Probe Data – 23rd September

This seminar was held at Richmond Town Hall, kindly hosted by the City of Yarra.



Key points were:

- Large amounts of locational data, collectively known as Big Data, have great value to transport planners and managers.
- Big Data is becoming available from GPS, mobile phone and other Bluetooth devices.
- Uses include understanding demand, operational performance management, customer service advice to find best paths and for efficient use of vehicles and asset management.
- The use of Big Data is already being demonstrated and it is being used by transport system managers who are moving towards embracing the opportunities.
- Skilled analysts are required to interpret the data.
- Big data will complement rather than replace existing sources of data.

Moving More Sustainably – 9th October

This very interesting and relevant seminar was held at University of Melbourne.

Three speakers presented on how we can improve people's travel choices and achieve more sustainable travel. **John Bartels** talked about sustainable transport planning in the City of Port Phillip. **Chris de Gruyter** explained his work on evaluation of 'travel plans' associated with the development of new residential buildings which is part of his Monash University PhD studies. **Russell Thompson** from the University of Melbourne spoke about how we can improve the sustainability of urban freight systems.



Key points were:

- Sustainable transport is a key element in developing and maintaining liveable cities.
- Key elements in developing a sustainable transport system are policy, projects and behavioural change programs. Examples presented were the development of a principal pedestrian network and development of an on street car share policy.
- Examples of a sustainable transport system from the City of Port Phillip were presented.
- A site by site approach based on travel plans is also required, especially for new developments. Travel plans are a strategy containing a package of site specific initiatives and facilities that encourage the use of more sustainable forms of transport.
- Details from the travel plan for a new 24 apartment building in Brunswick was presented. No car parking was provided on the site, however parking for 82 bicycles was provided.
- Further learning about travel plans is being assisted by analysis of recently implemented plans.
- Freight movement in urban areas is a major activity. Making it more sustainable is also important for overall liveability.
- Opportunities lie in the areas of integrated city logistics, vehicle routing and scheduling, ITS, cleaner, quieter and more fuel efficient vehicles, alternative fuels, collaborative freight systems and urban freight consolidation centres.
- Delivery network optimisation research was also presented.

FUTURE EVENTS

We are planning the following events for the rest of this year. Full details can be found at www.ite.org.au.

The Annual President's Dinner

Date: Tuesday, 18th November 2014

Time: Drinks at 7 pm with dinner from 7:30 pm

Venue: Kew Golf Club, 120 Belford Road, Kew East (Melway Ref: 45 G1)

Our guest speaker will be flying in from the USA. **Marsha Anderson Bomar** is the first woman to have been elected International President of ITE. She 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.



Marsha has held many senior positions in Transport in the USA and in the ITE. She will be speaking on current transport issues and challenges facing transport professionals from an international perspective.

Click [here](#) for the flyer or go to www.ite.org.au for more details. To purchase tickets, email iteanzevents@gmail.com.

Gender & Leadership Issues

Date: Monday, 17th November 2014

Time: 4:30 to 6:00 pm

Venue: Long Room, Level 8, GHD, 180 Lonsdale St, Melbourne

Marsha Anderson Bomar provides a strong international role model for women in engineering and transport and can offer insights and advice based on a strong record of technical expertise and leadership roles within government and the private sector.

At this forum, Marsha will examine the gender and leadership issues that arise in the transport profession.

12 Elements of Great Leadership – NAWIC Auckland

Date: Thursday, 20th November 2014

Time: 5:30 to 8:00 pm

Venue: Blum New Zealand – 621 Rosebank Road, Avondale, Auckland, NZ

As part of her Australasian tour, **Marsha Anderson Bomar** will be guest speaker at a seminar organised by the National Association of Women in Construction (NAWIC) in Auckland. This is set to be an entertaining and enlightening evening, not to be missed.

Click [here](#) for the flyer or go to www.ite.org.au for more details.

Annual Breakfast Meeting and AGM

The first major event for 2015 will be the annual Breakfast Meeting. This will be held at the RACV City Club in early February 2015. Possible dates are 4, 10 or 11 February. The guest speaker is yet to be confirmed.

Further details will be forthcoming.

Seminars Next Year

In 2015, we are planning seminars and events covering a wide range of topical strategic and technical issues. We are investigating how we can use technology to enable interstate and New Zealand people to join us live at these seminars. ITEANZ will offer encouragement and support to members in other cities who wish to run seminars.

If you would like to suggest a topic for a seminar next year, or participate in a seminar, please let us know at iteanz@gmail.com.

MOTOR VEHICLE SAFETY ACT SUBMISSION

The ITEANZ has made a submission to the Australian Department of Infrastructure and Regional Development in relation to a review of the *Motor Vehicle Safety Act 1989*.

The Options Discussion Paper and the media release are available via the Department's website at www.infrastructure.gov.au/vehicles/mv_standards_act/index.aspx. The review indicates the Australian Government's commitment to reduce death and injury on our roads while reducing red tape and building a strong and prosperous economy.

Our stance on the options is to support any reform that streamlines the Act, regulations and Australian Design Rules, but to oppose the options that would downgrade vehicle safety just for the sake of reducing the regulatory burden. Our vehicle safety standards are more stringent than most other countries and we should not accept lower standards for the sake of international harmonisation.

A copy of our submission is [on the ITEANZ website](#).

PROFESSIONAL RECOGNITION

The following ITEANZ awards are granted each year:

- GHD Student Award
- SIDRA SOLUTIONS Postgraduate Award
- Emerging Professional of the Year Award
- Sustainable Transport Award
- Contribution to the Transport Profession Award
- Contribution to the ITE Award

Details are [on the website](#).

Nominations for the last four on the list above have closed for this year and the submissions are currently being assessed. These will be announced at the President's Dinner on 18 November.

The Student and Post-Graduate Awards close on 5 December and 12 December respectively. These will be announced at the Annual Breakfast Meeting in February 2015.

ITEANZ NEWSLETTER

The email newsletter is produced as part of the benefits of the ITE. Members are encouraged to provide material for future editions.

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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