



NEWSLETTER

No 1 - 1988

Winner 1987 District/Section Newsletter Award

Send to

Return to

G J Giummarra - RTA
862 Glenferrie Road
HAWTHORN 3122

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PRESIDENT'S MESSAGE

The Bicentenary year presents new challenges to the Australian Section of ITE. I invite each member to participate in the August Regional Meeting in Canberra on "Future Directions in Transport". We have attracted eminent speakers, as well as several members of the International Board of Direction.

One major issue not being covered specifically is that of liquid fuels. I have invited Trevor Miller - RTA Vehicle Engineering- to provide a discussion paper for the next newsletter on the impacts of future substitution of LPG for petrol to initiate debate.

Andrew O'Brien

AUSTRALIAN SECTION NEWS

1988 BOARD ELECTED

The 1988 ITE Australian Section board was elected during December. Ted Barton has stepped down after a long involvement on the Board while Merv Tadjell joins for the first time.

The 1988 positions are:

President	Andrew O'Brien
Vice President	David O'Sullivan
Past President	Tony Fry
Secretary	George Giummarra
Treasurer	Mathew James
Newsletter Editor	Geoff Anson
Membership	Dorothy Saristavros
General Committee	John Sanderson
	Chris Fox
	Mike Taylor
	John Lee
	Merv Tadjell

Sub Committee positions are:

ITE Student Prize	Membership
Dorothy Saristavros	John Lee
Mike Taylor	Chris Fox
John Sanderson	Dorothy Saristavros
	George Giummarra

Activities Planning	Mechanisms for ITE Comment
David O'Sullivan	Tony Fry
Mathew James	John Sanderson
Mike Taylor	John Lee
Andrew O'Brien	

Newsletter	Regional Meeting
Geoff Anson	George Giummarra
David O'Sullivan	Bob Nairn
	John Lee
	Mathew James

Technical Reports

David O'Sullivan

BOARD ACTIVITIES

Regional Meeting Canberra

It was agreed that speakers will not be charged a fee for attending the meeting. It was also agreed that ARRB staff will be offered a discount price of \$50 to attend the meeting.

National Transport Conference 1989

The committee agreed to jointly organise a national transport conference in May 1989 with the Institution of Engineers, Australia and the Chartered Institute of Transport. (See separate report.)

The conference will have a steering committee consisting of senior staff from the Institutes, government agencies, consultants and universities.

ITE Comments on Professional Matters

ITE is increasingly being asked by both members and outside organisations to provide comment on transport issues. The board decided that the Institute has an important role to play in this area but it will require a commitment of other members for short periods if we are to give the work the detail it requires.

The board will decide when it is appropriate for ITE to become involved in an issue. These may be generated by members, outside organisations or the board. Already both the Housing Development Association and Ministry of Planning have invited ITE to discuss the Victorian Residential Development Provisions.

If you consider there is an issue of concern to the profession where ITE should be involved let the board know.

Student Prize Guidelines

The guidelines for the 1988 student paper award were finalised (see separate notice) and tertiary institutions will be approached soon inviting entries.

Residential Street Management

Preparation of the residential street management practice report is proceeding on schedule for our August launch. (See separate report).

Advertising

Advertising rates for the newsletter are being reviewed. A rate of \$10/business card/issue was decided and rate for larger sizes will be set at the next meeting.

WELCOME TO NEW MEMBER

John Cleeland (Road Traffic Authority)

ITE NEWSLETTER NO1 1988

The Institute of Transportation Engineers, Australian Section publishes a quarterly newsletter to complement the 'ITE Journal'. The newsletter reports on matters of interest to local ITE members and others in the transport sector.

Contributions or letters to the newsletter are always welcome. If typed, they should be single spaced at 12 pitch, within 11 cm wide columns. Send to Geoff Anson, ITE Editor, Road Traffic Authority, 3 Prospect Hill Road, Camberwell, 3124. Phone (03) 811 8120 and Fax (03) 811 8370.

Advertisements are accepted for the newsletter. For details contact David O'Sullivan, Road Traffic Authority, 3 Prospect Hill Road, Camberwell, 3124. Phone (03) 811 8204.

Advertising rates are \$10/issue/business card. Rates for larger areas can be obtained from David O'Sullivan.

Views expressed in newsletter items do not necessarily represent the opinions of the ITE Australian Section. Acceptance of advertisements does not imply Australian Section endorsement of products or organisations.

AUSTRALIAN SECTION NEWS

ITE COMMENTS ON VICTORIAN DEVELOPMENT GUIDELINES

ITE presented a submission to the Victorian Ministry for Planning and Environment on its draft Residential Development Provisions(RDP's).

The RDPs are based on five goals:

- (i) residential development that achieves levels of health, safety and environmental amenity.
- (ii) residential development that is cost effective.
- (iii) residential development that provides diversity, affordability of housing types.
- (iv) an approvals process which maximises certainty and consistency.
- (v) a process which allows for alternative designs and changing community expectations.

The Institute supported the concept of consolidating guidelines and regulations to encourage consistency of design, appropriate design standards and to minimise costs for developers. While commending the task force for preparing the comprehensive guidelines a number of concerns were raised. These included:

- * the lack of emphasis given to the need for an Outline Development Plan(ODP) as a basis for planning subdivision layouts. ODP's should set the basic road framework within which smaller subdivisions fit and without which integrated development is difficult.
- * the need to involve state road authorities in the planning process due to their role in the overall road network.
- * continuation in the RDP's of past poor practice in the determination of road classification, with emphasis on a graduated hierarchy. Residential subdivisions should recognise that streets provide two alternative primary functions ie. those streets with a predominantly traffic function and those with a local function.
- * the need to match vehicle speeds with street and land use
- * the need to ensure that road designs match the required vehicle speeds. Design speeds should not be greater than the desired maximum speeds.
- * the lack of a practicing traffic engineer from local government or state agency on the task force.
- * comments on lane widths, sight distances and other design criteria were also included, together with public transport, cyclist and pedestrian issues.

Ref: Residential Development Provisions for Victoria. Ministry for Planning and Environment, August 1987

Footnote: At the time of going to press the Taskforce is considering the large number of submissions received. The Institute has met once with the Taskforce to explain in detail its concerns and another meeting is scheduled. The Institute has also met with the Housing Industry Association over the issue.

The taskforce will be reporting to the Minister for Planning at a later date with final recommendations.

ITE TECHNICAL REPORT: RESIDENTIAL STREET MANAGEMENT

The ITE Australian Section is co-ordinating the preparation and publishing of a Technical Report covering the practice of Residential Street management (LATM) in this country.

Contributions to this report have been invited from all States of Australia, particularly from Victoria, New South Wales and South Australia.

At this stage the following topics and contributing States have been arranged.

- | | |
|---|-----------------|
| 1. Introduction, including a potted history of LATM in Australia. | RTA (Vic) |
| 2. Rationale, Current state of practice. | RTA (Vic) |
| 3. Devices: Slow Points/ Humps | RTA (Vic) |
| Roundabouts | W.A. |
| Lower Speed Limits | N.S.W./Vic |
| Streetscaping | Vic |
| 4. Planning, Investigation and Modelling | N.S.W./Vic |
| 5. Perceptions/Reactions and Evaluation | S.A. |
| 6. New Sub-divisions | Vic. |
| 7. Future Trends, initiatives | S.A./N.S.W./Vic |

The above will develop to about ten chapters in the final document, with format and order changes.

Any ideas, comments and/or contributions will be gratefully received. We hope to present the completed report at the time of the Canberra Regional Meeting in August 1988.

David O'Sullivan (03 811 8204)



ITE AUSTRALIAN SECTION STUDENT PAPER AWARD 1988

Students from tertiary institutions are invited to submit papers on transportation subjects to be considered for the 1988 ITE Student Paper Award.

- | | |
|--------------------------------|--|
| AWARD | * \$150 cash prize
* paper summary in the newsletter
* possible submission for ITE International Student Award.
(Value US\$1,000) |
| ELIGIBILITY | * undergraduate student from any course
* groups up to 3
* papers part of regular coursework or prepared specifically for the competition
* majority of the work by the student
* review or commentary with independent analysis and conclusions |
| TOPIC | * traffic, transportation or related
eg. economic, planning, policy |
| EVALUATION
CRITERIA | * originality
* relevance to current issues
* scope and format
* substantiation of comment and conclusion |
| CLOSING DATE | * December 1988 |
| CONTACT | * George Giummarra, ITE Secretary |

AUSTRALIAN SECTION NEWS

JANUARY 1988 BOARD MEETING

The following items of business arising at the January 1988 Board Meeting in Washington DC will be of interest to District 8 Members.

The ITE Budget for 1988 maintains the 1987 individual dues rates, with dues for District 8 being reduced by \$10.

In a previous Report I mentioned the suggested District 8 Vice Director's program which was investigated by Allen Swanson during his term as Vice President. He concluded his investigations late last year and recommended, as an alternative, an ITE International Speakers Program for the purpose of:

Facilitating the interchange of technical knowledge on transportation engineering, enabling the Institute to become familiar with more members of District 8, increasing the international content of annual meetings and increasing the number of international members having some familiarity with the Board of Direction's programs and operations so that these persons can promote the activities of ITE at the local level.

A key recommendation of this program is the proposal to assist with travel expenses for District 8 members to present papers on a selected topic(s) at the Annual Meeting. Following this year's Annual Meeting in Vancouver the next Annual Meeting is in San Diego, California.

Interest in our 1988 Regional Meeting in Canberra on Saturday 27th August 1988 is high amongst Board Members. At this stage the following persons, most accompanied by their wives, have indicated they will be coming:

Allen Swanson	President
Jim Pline	Vice President
Jim Kell	Previous President
Tom Brahms	Executive Director
Jonathon Upchurch	District 6 Director

Considerable effort is being devoted to the planning for and staging of this Meeting. A very interesting program is proposed of which details will shortly be provided. It is most important that ITE Members, and invited colleague professionals, be encouraged to come to Canberra and make this a successful meeting. Canberra is well within driving distance of Sydney and Melbourne, for at least the weekend.

TONY FRY
DISTRICT 8 DIRECTOR

VISIT OF INTERNATIONAL PRESIDENT

Allen Swanson, ITE's International President, will be visiting Australia during August. Allen will be travelling with a group of International Board members and wives, and plans to meet many Australian members both socially and professionally. The groups itinerary has been arranged to allow a visits to a number of centres and both technical and social gatherings are being arranged.

Tentative arrangements are:

18th August	Brisbane	Technical meeting and social gathering.
24th August	Sydney	Technical meeting and social gathering.
27th August	Canberra	ITE Meeting and dinner.
2nd September	Melbourne	Technical meeting and social gathering.

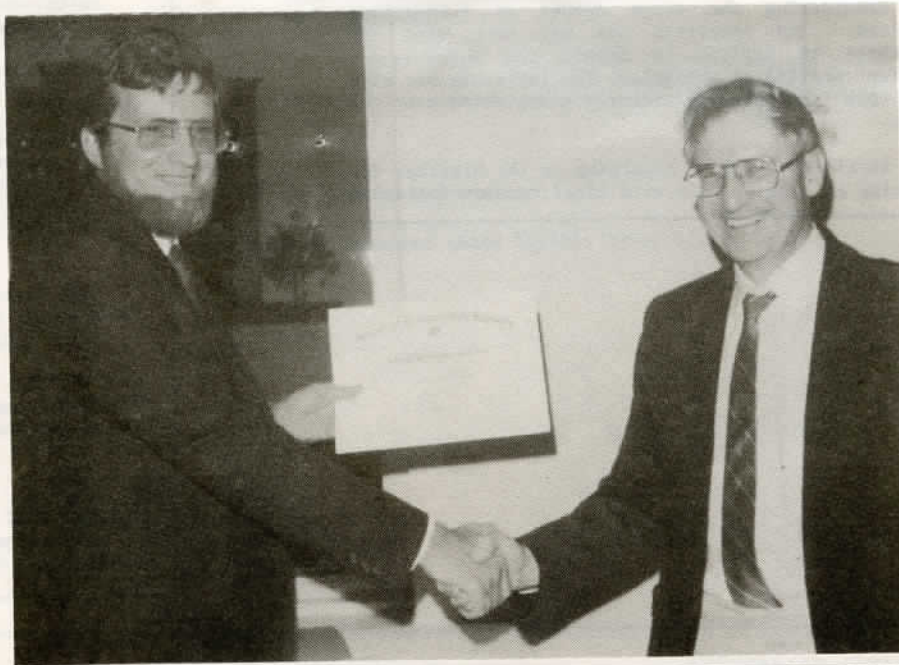
This visit gives members in many parts of Australia the opportunity to meet members of the ITE Board and to both show what is happening here and learn where the profession is heading world-wide. Members should take the opportunity to involve prospective members in these activities as an introduction to ITE.

More details will be provided later.

SUCCESSFUL PRESIDENTS DINNER

December saw another successful function in the President's Annual Dinner. 50 members and friends came together for the evening in the comfortable surrounds of Kingston Heath Golf Club. The evening was not only a social success but it gave the opportunity for ITE to acknowledge the services of a number of members and fellow professionals. Highlight of the evening was the presentation of a certificate of appreciation to Ted Barton for his work with ITE. Ted has decided to step down from the Australian Section board after being a member since the late 1960's.

Also presented with awards were Geoff Oulton and Peter Vulcan, the winners of the 1986 student paper award, Mathew James for his work as the newsletter editor and members of the technical committee who prepared the publication "Management and Operation of Traffic Signals in Melbourne, Australia."



Ted Barton (right) receives a Certificate of Recognition for his services to ITE from Andrew O'Brien.

COMING EVENTS

COMING EVENTS

March

Wednesday 16 Transport for Tourism
IEA Jill Earnshaw/Tourist Commission
Melbourne
Contact: John Smelt

April

ITE Australian Transport Consulting in Asia.
Contact: Mathew James

May

Friday 27 "Traffic Management: Who Pulls
AITPM the Strings"
Sydney
(02) 260-9736

June

Wednesday 1- Symposium on Medium Combination
Friday 3 Vehicles
Monash Uni Melbourne
(03) 565 4718

August

Thursday 18th Technical/Social Meeting with ITE
ITE International Board Members
Brisbane
Contact: Stephen Golding (07 224 2011)

Wednesday 24 Technical/Social Meeting with ITE
ITE International Board Members
Sydney
Contact: John Carisle (02 452 1037)

Saturday 27 "Future Directions in Transport"
ITE Canberra
Contact: George Giummarra

Monday 28- ARRB Conference
Friday 2 Canberra
ARRB

September

Friday 2nd Technical/Social Meeting with ITE
ITE International Board Members
Melbourne
Contact: George Giummarra

NATIONAL TRANSPORT CONFERENCE, MAY 1989

A joint transport conference is planned in Melbourne for May 1989 co-organised by the Institute of Transportation Engineers, the Institution of Engineers, Australia and the Chartered Institute of Transport.

The theme will be "Transport for the User" and authors will be requested to address the issue of do we understand, and are we meeting, the needs of our customers ie. the users of the transport system. Issues will include:

- . user based approaches to provision of services
- . expanding our knowledge of user needs
- . approaches to the delivery of services
- . methods of determining user requirements

The conference will provide the opportunity for all streams of the transport profession from freight to pedestrians, bicycles to ships to come together to address this central issue.

A call for papers will be distributed soon. Think about your own work and the users you come in contact with. Papers from both professionals and their clients are encouraged. The conference will gain from the interaction of both groups.

REGIONAL MEETING GAINING MOMENTUM

Organisation for the ITE regional meeting scheduled for Canberra on 27th August is gaining momentum with the acceptance of the invitation to address the meeting by our speakers. We are fortunate to have such a high calibre of speakers and this will make for a stimulating and thought provoking day. The theme of each talk will be how the profession sees future directions in transport. The speakers include:

TOWARDS 2000

Allen Swanson, ITE International President

COMMUNITY NEEDS

Julia Lansley, Partner, Lansley Hayes Storer
: Chairman
Richard Cox, General Manager, NRMA (NSW).
: Mobility Aspirations.
Prof. Hans Westerman, Head of School of Town Planning, University of N.S.W.
: Environmental Issues.
Dr Ian Johnson, General Manager, Road Safety, Road Traffic Authority, Victoria.
: Safety Concerns

BUDGET CONSTRAINTS

Nelsin Waslin, Executive First Assistant Secretary, Dept. of Transport & Communication, Canberra.
: Chairman
Ian Stoney, Chairman and Managing Director, Road Construction Authority, Victoria.
: Resource Allocations
Dennis Johnson, Dennis Johnson & Associates, Melbourne.
: Efficient Use of Roads
Dr Fred Afflick, Acting Assistant General Manager, Financial Services, Australian National.
: Mitigating Transport Costs.

EMERGING TECHNOLOGY

Doug Kneebone, Pak Poy & Kneebone, Adelaide.
: Chairman
Bob Nairn, R J Nairn & Associates, Canberra
: Innovations
Dr Paul Wild, Chairman, Very Fast Train
: New Systems
Dr Max Lay, Executive Director, ARRB.
: Developments

SUMMARY

Mike Hutchinson, First Assistant Secretary, Dept of Transport & Communications.

Indications are that we can expect a good rollup of overseas visitors so the day will allow attendees to hear not only speakers in the forefront of their profession met with colleagues from around the world.

The social side of the day has not been neglected as after the "Happy Hour" Bob and Jenny Nairn have kindly offered the hospitality of their home for a dinner on Saturday night. Numbers will be limited to 50 so early booking is essential.

Note: For Victorian members the Board is investigating the hire of a bus to take participants to Canberra for the weekend. If enough interest is shown we will proceed with this. If interested contact George Giummarra.

BALLAD FOR A FALLEN LADY

Marvellous Melbourne! Such a lady!
Charming beauty, gracious, gay,
Children growing, trees so shady,
Carlton, Toorak, Preston, Footscray.

Greedy children! Grasping always -
With their land deals, gold and wheat,
Loving mother, built them railways,
Took them far from Flinders Street.

Melbourne then saw many changes,
Children went to hills and beaches,
Sandringham and Dandenong Ranges,
Melbourne's sucklings - Sherbrooke's
leeches.

Hungry still, they sucked her breast,
District Centres were the teats -
Chadstone, Southland, Highpoint West -
Children's urban planning feats.

Her finery was knocked astray
For Collins Street's new breed of nobs,
The Princes Gate and CRA -
All concrete shells and office jobs.

With windy halls for city streets,
And Grollo's phallus, cold and gray,
The Regent's heart no longer beats,
And retail shopping's gone away.

Swanston Street is her aorta -
Viscous traffic for placenta,
Running foul like Yarra's water -
Children's cars should never enter.

Melbourne's glory, food for dreamers -
Interplan, Les Perrott, Chia;
Children's Metro Planning Schemers,
Block their art without a tear.

New trams and trains and Neighbourhood
Fare,
The Subway makes the Children proud,
Met's deficit's too much to bear -
Her head is further bowed.

Amongst her cries of "Why? Why? Why?"
The Children play with Planning Law,
"You will not die!!" the children cry
As they spill her blood some more.

The blood goes into subsidies
For Childrens' childrens' houses -
And transport costs, utilities,
And never ending grouses.

Her Childrens' urban policies
Won't stay old Melbourne's fall -
They grab the bribe of subsidies
And sprawl to Warragul.

NELSON ENGLISH

NEWS ON MOVEMENTS IN THE PROFESSION

Russ Symons has started his own business (N.R.Symons and Associates) from Pak Poy and Kneebone.

Dorothy Saristavros has started her own business (Dorothy Saristavros and Company).

Mathew James has started his own business (Astratech Communications) from Road Construction Authority, Victoria.

Don Howie is seconded to the Monash Accident Centre from the Road Traffic Authority.

John Lee has started his own business from R J Nairn.

The winners of the 1986 student prize have both joined transportation firms. Michael Vulcan has joined TTM Consulting and Geoff Oulton has joined A O'Brien and Associates.

WHAT IS THE CORRECT TERM?

The Standards Association of Australia has released a new standard glossary of terms commonly used in transport planning. Its purpose is to encourage consistency of definitions and terminology through the profession.

The glossary contains preferred terms, definitions and non-preferred terms. Non-preferred terms are cross-referenced to the appropriate preferred term.

The standard (AS 1348.4-1987) is one of a series being developed covering engineering terms. Other parts cover:

- Part 1 Road Design and Construction
- Part 2 Traffic Management
- Part 3 Transport Operations*
- Part 5 Parking*
- Part 6 Bicycles* * In preparation.

Copies can be obtained from the Standards Association.



1986 Student Prize winners Geoff Oulton (left) and Michael Vulcan (right) receive their awards from Andrew O'Brien at the President's Dinner.

An Accident Research Centre has been established at Monash University with the immediate aim of undertaking research to assist in the development of road accident and injury countermeasures. The centre was set up in June 1987 and is being funded for three years by the Road Traffic Authority and the Transport Accident Commission.

The Centre has adopted a multi disciplinary approach and can draw on expertise in the areas of engineering, psychology, education, medicine and law. The current work program reflects this diversity. Examples of research in progress include:

• Pro-Active Traffic Engineering Safety

The primary objective of this project is the development of methods which enable the early identification of hazardous locations before they develop a significant accident history.

• Collisions at Traffic Signals

This project is investigating the underlying relationships between collisions and control strategies at traffic signals. A major outcome of the project will be guidelines for designers and traffic system managers to assist in improving the safety performance of signalised intersections. Specific areas of interest include:

- developing an understanding of the interaction of factors leading to collisions at traffic signals
- investigating the effects of various forms of right turn control, and
- exploring opportunities to provide road users with better information on the operation of signals.

• Truck Driver Fatigue

This project aims to estimate the level of involvement of driver fatigue in fatal truck accidents and to reduce this level by providing information for driver training and assessing the effectiveness of fatigue warning devices.

• Evaluation of Rural Random Breath Testing

Random breath testing (RBT) in urban areas has been demonstrated to be a very cost-effective method of deterring drunk driving and consequently reducing alcohol related crashes. An evaluation study is being conducted in association with the Victoria Police, to determine the extent to which these benefits can be obtained from rural RBT operations.

For more information on the Accident Research Centre, please contact the Director, Dr Peter Vulcan on (03) 565 4372.

POSITION WANTED

A senior transport planner from the Regional Planning Council, Baltimore, Maryland, USA is seeking an opportunity for temporary work in Australia in the transportation/modelling area.

Further details can be obtained from the Secretary, George Giummarra on (03) 345 4655.

IEA DELIVERS ROAD SAFETY POLICY TO GOVERNMENT

The Institution of Engineers, Australia recently released a policy statement on road safety.

The Institution points out that road safety is a community health problem which kills around 3,000 Australians each year and costs the community at least \$3 billion annually. The policies emphasise that engineers should work towards implementing road, traffic and vehicle improvements and carry out research in order to reduce the risks and consequences of inevitable road user behaviour and simple human mistakes.

Although policies such as random breath testing and compulsory seat belt wearing have had major impacts on road safety the Institution argues that engineering measures have underpinned the safety campaigns.

The major policy themes are:

- support for proven accident countermeasures and techniques to lessen the impact of incidents when they occur
- encourage Federal, State and Local governments to set targets for further reductions in accident rates
- highlight the economic benefits of traffic management measures, road construction and maintenance
- support greater emphasis on road safety in land use planning, particularly in new subdivisions
- matching speed limits to road function and environment, including use of appropriate legislation and devices to reduce speeds, and increased limits where appropriate.
- support vehicle modifications which improve safety and introduce tighter controls on mechanical fitness of trucks which are over-represented in accident statistics
- encourage research into alternative methods for costing road crashes
- encourage greater research effort into traffic engineering generally, with emphasis on safety

The report also recognises the need for disciplines other than engineering to be involved in this campaign and a number of areas for potential joint effort are identified. Included in these are:

- establishment of State Parliamentary Committees on Road Safety in all States.
- support for further research into driver education.
- standardise countermeasures to drink-driving throughout Australia.
- introduce a pilot study of the safety impact of graduated licensing scheme
- conduct research into child cyclist use of footpaths.
- encourage greater individual protection by cyclists through use of protective clothing/helmets.
- greater police control of dangerous and illegal behaviour by juniors using road system.
- greater police emphasis on education and publicity in areas where individual behaviour can lead to crashes. Less emphasis to policing speeding on relatively safe arterial roads.

The Institution is now examining ways of implementing the policy recommendations and members of the profession are invited to participate. Further information can be obtained from the National Headquarters of IEA.

DOES THIS APPLY TO TRANSPORTATION ENGINEERS?

"They use statistics as drunks use lamp posts - for support rather than illumination."

Major-General Grey quoted in The Age, 13/2/88.

John Carisle

January 1988 was a big celebration month in Sydney and a great time was had by all who participated.

However, some of the promised events did not happen and some of these are worth recording as being of more than passing interest. Also, some things did happen.

* Darling Harbour was opened as a shell of its promised self:

- The Exhibition Centre may open in March
- The Convention Centre may open in September
- The Powerhouse (Museum of Applied Arts and Sciences) is on target for March
- Festival Marketplace is opening in March
- Pyrmont Bridge is open and was a wonderful viewing platform for the Tall Ships and the First Fleet
- The Monorail may open in April
- The Darling Harbour roadworks including the freeway links were completed on time
- The Chinese Gardens opened but is not complete
- The Aquarium is "opening soon"
- The Maritime Museum may open in September
- The Casino may or may not happen

* The Tall Ships was a magnificent event culminating in a Parade of Sail on Australia Day. They were moored at Darling Harbour from 19-25 January and were visited and photographed by large crowds on every day.

- Crowd management was based on encouraging people to move around the various venues in one-way movement patterns. This was remarkably successful in the extreme crowd situations although police enforcement was essential. At other times it was ignored.
- The bailey bridge access between the City and Pyrmont Bridge was enforced as one-way eastbound (from the bridge to the City) with three burly policemen (one per metre of width) to deter the brazen.
- Queues for ship visits were not organised but worked reasonably well at the quieter times. They were a disaster on the really heavy days.
- One of the major scientific benefits of the Tall Ships was the collection of barnacles and other illegal immigrants which clung to the hulls of the ships. These were sampled by the Museum people with great gusto.

* Special Transport Arrangements for Australia Day.

- Public Transport gave free travel all day. All public trains, buses and ferries ran to a peak hour timetable with a five minute train service around the City Circle. Patronage was extreme with all vehicles crowded.
- To avoid round trippers on ferries, it was intended to empty all ferries at the end of each trip. However, this did not happen and people insisted on staying on board. This magnified the ferry queues but everyone had a great time.

- The most passenger congestion occurred on trains which ran full all day. Circular Quay station had to be closed in the middle of the day because of platform overcrowding. It seems that Sydney people love free trains. The State Rail Authority deserve hearty congratulations for a job well done and particularly for providing full morning peak hour service on Wednesday morning after running to peak hour schedules up to midnight on the Tuesday.

- All main road approaches to the Central Business District were declared as 24 hour Clearways (with Tow-away provisions) for up to 10 km from the CBD. Those who chose to drive found that traffic ran smoothly most of the day.

- The Harbour Bridge was closed for one hour at night so that the Bridge could be used as a launching platform for fireworks. The attendant congestion followed by people leaving after the fireworks caused one of the greatest traffic jam Sydney has every seen.

Sydney Harbour Tunnel

- On-site work for the Harbour Tunnel has been deferred until after the Bicentennial celebrations. Design and pre-construction activities are reported to be on time.

However, revenue from the new \$1.00 toll on the Harbour Bridge has not met the DMR forecasts and the Government continues to have to find additional money from Consolidated revenue to make up the guarantee to the Tunnel Consortium.

All of the traffic facilities, traffic management, bridge maintenance, loan repayments, etc, previously paid from the Bridge tolls now have to be funded from other sources.

The famous Harbour Tunnel that "will not cost the taxpayers anything" is a bad joke in financial terms. However, DMR still claims that everything is going according to plan. So much for public service accountability.

Sydney Gets Red Light Cameras

The Bicentennial week saw the introduction to Sydney of "Traffic Light Cameras" - long commonplace in Melbourne. Sydney now has the boxes installed at 20 intersections because the Police have been able to afford only six cameras.

The 35mm cameras will use a 30 metre roll of film which can take up to 800 colour frames enabling it to catch a possible 400 offenders. Two pictures, at a one second interval, are taken of each vehicle that goes through a red light. The film is developed into negatives and police can pick up registration numbers by a sophisticated enhancement process.

The fine will be \$90 plus four demerit points.

The New South Wales State Government Roads 2000 plans were unveiled with much publicity and gusto in the middle of 1987. However, by the time the State government budget was announced, all had been forgotten. DMR was dealt a cut in real terms of close to 10 percent. This follows three years of virtually stagnant funding in real terms.

Nearly all major road projects have been rescheduled (euphemism for deferred) and some projects have been halted in mid tracks. The funding cuts have also put a severe strain on day-to-day work such as the maintenance of traffic signals and line marking.

One consequence has been the DMR decision to join the rest of Australia and adopt white centrelines for all purposes. Annual saving over the previous use of yellow centre line markings for no passing areas is estimated at \$300,000.

Photo Licences in NSW

Another bicentennial week present to the long suffering motorists of NSW was a new style colour-coded photo licence.

Licences will come in four colours - gold, silver, black and red - and the learner's licence will be green.

Gold licences cost \$50 for five years compared to \$22 per year at present. This can be obtained only after five continuous years of a valid licence (no disqualifications).

Silver licences are issued until the driver reaches the gold standard and cost \$25 per year.

Black licences are probationary for those disqualified by a court or cancelled under the demerit points system (for accruing 12 points in two years). These cost \$100 per year.

Red provisional licences are for those who have just passed their driving test and cost \$25 per year.

Holders of learner and provisional licences are subject to a .02 per cent blood alcohol limit and a maximum of four demerit points. The limit for other drivers is .05 per cent.

The changeover to the new style licences is expected to take three years at a net cost of \$30 million. Vehicle registration fees have been increased by \$4 to help offset this cost to the government.

PATRICK PAK - POY

Patrick Pak-Poy, founder of one of Australia's leading traffic/transport consulting firms, died while on holidays in northern Italy on January 4, 1988. He was 54.

After a short but distinguished career with the South Australian Road and Traffic Authorities, Mr Pak-Poy set up a consulting firm in Adelaide in 1965. Within 10 years the firm was represented throughout Australia and had undertaken numerous major projects in South East Asia.

In recent years he was actively involved with the Australian Institute of Urban Studies and, as a member of the Federal Government's Trade Development Council, with encouraging Australian - based consulting firms to become more involved in overseas markets.

Lindsay Oxlad

WORLD EXPERT TO REPORT ON PUBLIC TRANSPORT DIRECTIONS

The South Australian Government has appointed Professor G J Fielding to advise on the long-term future of the States public transport system. Professor Fielding is the director of the Institute of Transportation at the University of California, Irvine.

Professor Fielding will report by Christmas 1988 on the delivery of public transport in Metropolitan Adelaide in the mid 1990's and beyond. This work follows the recommendations of the 1987 performance review carried out by PA Management Consultants for the State Transport Authority.

Organisations and individuals will be encouraged to submit ideas to Professor Fielding and the project team.

AUSTRALIAN EQUIPMENT EASES SHANGHAI CHAOS

(By Robert Thomson - The Age 22/1/88)

Technology used to control traffic in Melbourne and Sydney is being imported by Shanghai, where 4.5 million bicycles, 180,000 motor vehicles and more than 12 million people compete for the scarce resource of space.

By 7 am, the streets overflow with bicycles, and hundreds of people queue for already packed buses. At about 8.30, the city is closer to chaos than most commuters are to work.

Residents in the most crowded suburbs have only two square metres of living space, and an enduring image for visitors is that of the passing bus, with bodies jammed against each other and faces pressed against the window.

Life has been made a little easier at 110 intersections controlled by Australian-made monitoring equipment, which automatically regulates traffic flow and, through camera links, enables Shanghai Public Security Bureau officers to control traffic from their headquarters.

The cameras will also come in handy for the bureau, Shanghai's police force, if there are further pro-democracy protests.

Miao Fengsheng, vice-director of the bureau's traffic division, said traffic flow has improved in the past year by about 20 per cent, but that increase has almost been matched by a 15 per cent increase in vehicles.

"We can say that without the Australian equipment the situation would be much, much worse," he said.

A group of senior officers from his department has just returned from a study trip to Australia, where they were shown the facilities of the New South Wales Department of Main Roads, which has assisted the Chinese, and Victoria's Road Traffic Authority.

"Please tell out Australian friends we are very grateful," one officer requested.

Mr Miao plans to increase to 150 this year the intersections using the Australian equipment, which has introduced to Chinese the little green men that tell pedestrians when to cross.

He said that most Shanghai people are unaccustomed to pedestrian signals, so police were not yet fining offenders.

The rise of the motor vehicle is also adding to serious pollution problems. About 40 per cent of the city's rainfall is acid rain, and the environmental protection bureau says the frequency of the falls and the acid content are increasing.

NATIONAL TENNIS CENTRE, MELBOURNE TRANSPORT STRATEGY

At 7.00pm on Friday 22 January 1988 many Australians were following the outcome of the men's semi-final at the Australian Open Tennis Championships with great interest. Ivan Lendl was playing the local hero Pat Cash at the National Tennis Centre before a capacity audience. Less than a kilometre away nearly 50,000 fans were cheering the Australian Cricket Team in the World Series Cup Final against New Zealand at the Melbourne Cricket Ground.

For a small group of staff from the Traffic Management Division at the Road Traffic Authority, there was as much interest in what was going on outside the venues as the results of the sporting contests inside. This was the day on which the Authority's transport strategy for the area would really be put to the test.

BACKGROUND

A Development Plan for the Flinders/Yarra Park area in Melbourne was prepared by the Ministry of Planning and Environment and the Department of Premier and Cabinet. It was decided to prepare the Plan when the National Tennis Centre was added to the other sporting and entertainment venues such as the Melbourne Cricket Ground (MCG), the Melbourne Sports and Entertainment Centre (MSEC) which existed in the area.

The Road Traffic Authority was given the task of developing a transport strategy.

The National Tennis Centre (NTC) has a capacity of 30,000 for Tennis events. It will also be used on possibly 200 occasions per year for events such as concerts. Crowds of 15,000 can be accommodated on these occasions.

There will be occasions when crowds at the Tennis Centre conflict with crowds from other venues; the MCG, MSEC, and Olympic Park. For major NTC or MCC events Yarra Park has the capacity to hold 6,000 cars.

Denis Johnston & Associates was engaged to assist in the development of the transport strategy.

OBJECTIVES

The primary goal was to make the National Tennis Centre and other venues in the area as accessible as possible. The transport strategy had to operate within the planning and environmental constraints.

More specifically the objectives of the strategy were:

- * To maximise the use of public transport services;
- * To provide appropriate car parking facilities;
- * To minimise the disruption to other traffic;
- * To cater for a wide range of travel conditions;
- * To achieve these objectives in the most cost-effective manner.

DESIGN CONDITIONS

The Venues considered when the transport strategy was developed included:

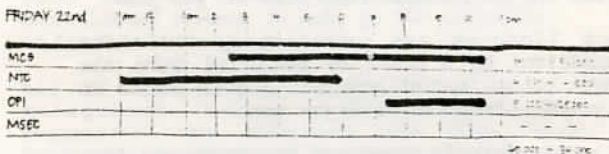
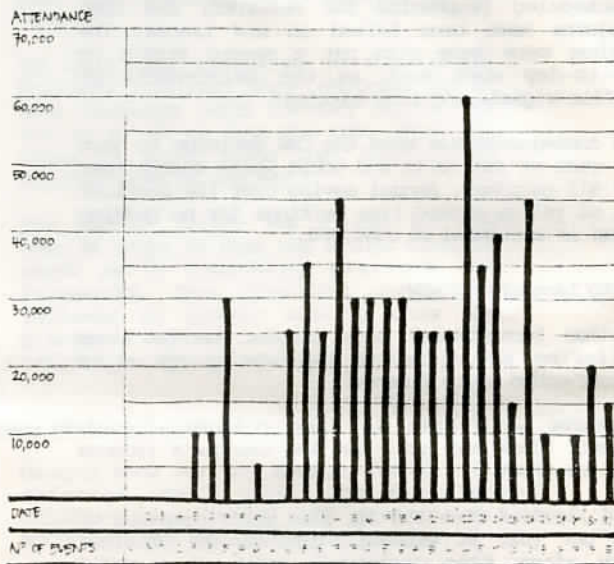
- * National Tennis Centre (NTC);
- * Melbourne Sports and Entertainment Centre (MSEC);
- * Olympic Park (Grounds 1 & 2);
- * Myer Music Bowl (MMB);
- * Melbourne Cricket Ground (MCG);
- * State Swimming Centre (SSC);
- * Victorian Arts Centre (VAC).

Several factors make it impossible to design a single transport strategy that would cater for all eventualities. These factors include:

- * The different sizes of crowds;
- * The variety of the crowds, e.g. pop concert goers, greyhound patrons, the tennis set;
- * The frequency of occurrence, e.g. from 'one-off' events to weekly meetings;
- * The varying start times; and
- * The varying and often uncertain finishing times.

For instance in terms of size alone, during January and February 1988 the total daily attendance levels at all venues could vary from over 80,000 to just 1,000.

To illustrate the complexity of the task, Figure 1 shows the crowd sizes expected for all days in January 1988 and the anticipated hour-by-hour situation on the day of highest transport demand, Friday 22 January.



A number of critical situations were identified. These were:

- * Weekdays during the Australian Open Tennis Tournament. In the period between the daytime and night-time matches (5.30 to 7.30 pm), 10,000 people could be trying to get in, at the same time as 16,000 are trying to get out;
- * Days when neither the NTC nor the MCG is operating and there is a major event at the Melbourne Sports and Entertainment Centre and Olympic Park (such as an international soccer game). In these situations the MCC carpark is available.
- * Days when there are events at all venues.

The exact nature of the travel demands generated by these combinations is difficult to predict. The major uncertainties are:

- * Total attendance levels;
- * Event finishing times;
- * Departure characteristics;
- * Weather

5. TRANSPORT STRATEGY ELEMENTS

The strategy embraced the following elements.

- * Public transport services;
- * Traffic management;
- * Parking; and
- * Pedestrian facilities.

Figure 2 shows the major elements of the strategy.

The most important element in the public transport strategy is the 'tram shuttle' operating along Batman Avenue and Swan Street between the Flinders Street Station, the Tennis Centre, Richmond Station and points further east.

Tram loading for the Tennis centre occurs at a new safety zone just east of the Swan St intersection. For major events use can be made of a temporary stop in Batman Avenue where police will control traffic while tram loading occurs.

Extra train services will operate when required.

Coaches are loaded, unloaded and parked by permit only, in the designated coach parking area in Swan Street just west of an existing footbridge over the rail yards. Approximately 60 coaches can be accommodated.

Taxis

Traffic Management

- * Improvements to traffic flow in Alexandra Avenue including better overhead lane controls and the linking of traffic signals to the SCRAM system. The signalization of the Linlithgow Avenue intersection, to improve operation and safety at this site;
- * Improvements at major intersections such as Swan St/Batman Ave and Swan St/Alexandra Ave;
- * A pedestrian underpass at the Swan Street Bridge;
- * Monitoring of traffic by closed circuit television.

Signing has been used to support the strategy by providing motorists and public transport users with timely information. Apart from the major road signs there are:

- * New parking restriction signs covering the length of Batman Avenue and Swan Street;
- * Signs within the NTC itself;
- * Signs at Richmond station directing passengers to the trams.

Yarra Park is the principal parking location for the NTC patrons.

Outer suburban railway station car parking has been heavily promoted in the publicity about the centre. Almost 20,000 spaces should be available on evenings, weekends and public holidays. These times correspond well with the timing of major events.

Further improvements being considered are a footbridge between the Tennis Centre and the carpark to the north and a parking area at Jolimont when the rail yards are relocated.

It is all history now. Most people know that Pat Cash went on to beat Ivan Lendl in five sets in his tennis semi-final only to be beaten by Mats Wilander in the final. The Australians soundly defeated the New Zealanders at the cricket and repeated the performance in Sydney a couple of days later.

What perhaps is not known is that Road Traffic Authority's transport strategy successfully cleared nearly 100,000 spectators from the area at the end of the sporting events with minimal difficulty.

[illegible]

SYMPOSIUM ON MEDIUM COMBINATION VEHICLES

Monash University will host a Symposium on medium combination road freight vehicles on June 1-3, 1988.

A medium combination vehicle is one which is intermediate in size between a conventional articulated truck and a road train.

The Symposium will focus particularly on the B-double combination. This vehicle is a prime mover hauling two semi-trailers. B-doubles are being introduced on Australian roads under permit, and their wider use has been strongly advocated because of the substantial efficiency and productivity gains which are achievable.

The Symposium will address the economic, industrial, community and technological issues raised by proposals for wider use of B-doubles and other medium combination freight vehicles. These include questions concerning economic benefits and costs; effects on other modes of transport; safety and environmental effects; road design and traffic management; effects on the road freight industry (including industrial relations, driver, and operational factors); equipment design and selection, etc.

Keynote speakers from the United States and Canada will review experience in those countries with various types of medium combination vehicles. Case studies of a number of Australian operations will also be presented.

The Symposium will be of interest to road freight operators and freight forwarders, equipment suppliers, local government authorities, State highway and traffic agencies, transport regulation authorities, and transport administrators. Those attending will learn more about this important technological development in road freight transport, and will be in a better position to gauge how the wider use of these vehicles may affect their own operations or responsibilities.

Details of the Symposium will be available early in 1988. More information is available from:

Centre for Continuing Education,
Monash University,
Clayton, 3168, Victoria.
(03) 565 4718

The Australian Institute of Traffic Planning and Management (AITPM) is organising their annual one-day forum as a national conference for the Bicentennial Year.

The conference will be held at the Regent Hotel in the historic 'Rocks' area of Sydney on Friday, 27th May with the theme "Traffic Management - Who Pulls the Strings".

How often has a technical solution been overruled by political considerations, or an adverse article in the local paper, or local resident opposition, or Council's fear of being sued? The conference is to consider how we should balance these factors.

Send Registration of interest to:

Conference Secretary, AITPM
G.P.O.Box 2579
SYDNEY NSW 2001

or Telephone David Brown (02) 260 9736

CONFERENCES/CALL FOR PAPERS

58th ITE Annual Meeting

Theme: Transportation and the Pacific Rim

Vancouver, Canada 25-29 September 1988

13th Australian Transport Research Forum

Theme: Corporatisation, Deregulation, Privatisation: Problems and Prospects

Christchurch, N.Z. 18-21 July 1988

Contact: ATRF Organiser, MoT, Private Bag, Wellington N.Z.

16th PTRC Transport and Planning Summer annual Meeting

Bath, U.K. 12-16th September 1988

Contact: Australian Road Research Board

5th World Conference on Transport Research

Theme: Transport Policy, Management and Technology Towards 2001

Yokohama, Japan

Call for papers by 1/6/88

Professor Yukihide Okano
c/o Association for Planning & Transport studies
5th Floor, Language Service Building, Kioicho 3-33
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LANDUSE/TRANSPORT/COMMUNICATIONS INTERACTION

IEA has announced a competition to encourage research into the landuse/transport/communications interaction.

Prizes of \$500 will be awarded for the best paper from each State. One paper will receive an Institution medal and all winning papers will be published.

Papers can address a wide range of issues including:

- . interaction between telecommunications and travel
- . corridor transport and urban development
- . technology parks and their impacts
- . economics of interactions
- . new planning technologies

and may cover administration, transport, landuse or policy dimensions.

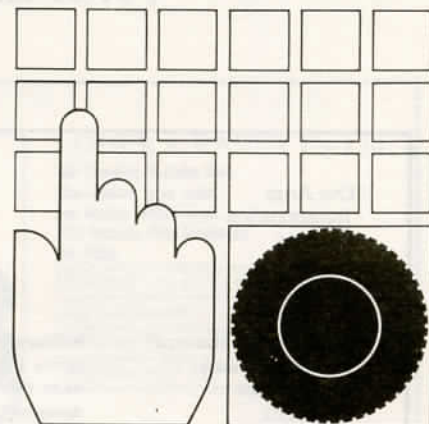
For more details contact IEA.

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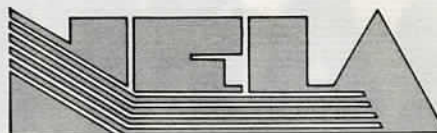
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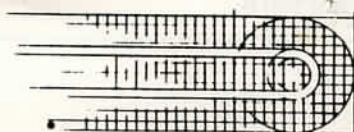
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