

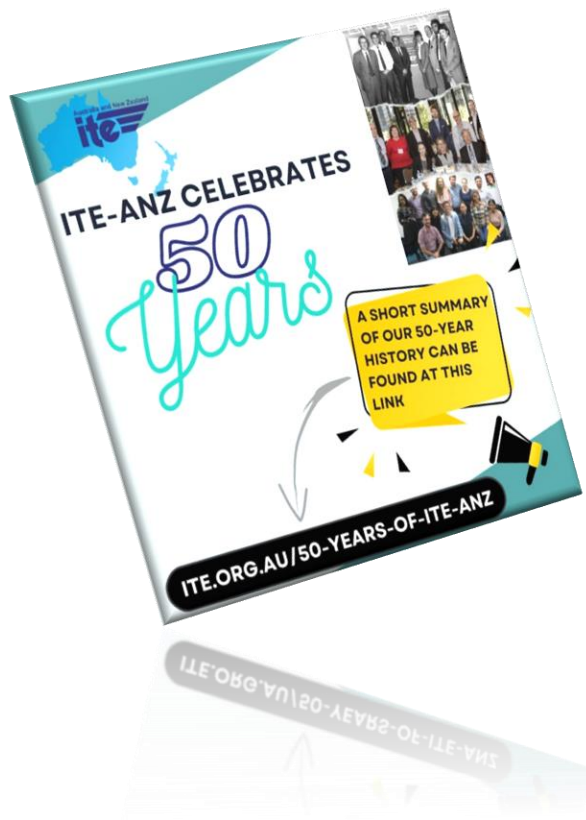
# ITE-ANZ NEWSLETTER – MARCH 2023



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*See Nick Szwed's article on Page 10*

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### ACKNOWLEDGEMENT OF COUNTRY

ITE-ANZ acknowledges the Australian Aboriginal and Torres Strait Islander peoples as the first inhabitants of the nation and the traditional owners of the lands where we live, learn and work. We pay our respects to Elders past, present and emerging.

We also acknowledge and respect the Treaty of Waitangi and Māori as the original people of Aotearoa / New Zealand.



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## PRESIDENT'S MESSAGE

Happy new year! I hope the holiday break provided plenty of family time, rest and relaxation, and renewed energy to kick off 2023.

Last year we celebrated our ITE Award winners – Rob McInerney (Contribution to the Transport Profession), Richard Tay (Contribution to the ITE), Danielle Rebbeschi (Emerging Transport Professional) and City of Merri-bek (Sustainable Transport Award). We were able to continue with the Worldwide Learning Opportunity, supporting Matt Bennett and Madi Salter to attend the Annual ITE Meeting in New Orleans.

This year we celebrate ITE-ANZ's 50th anniversary. ITE-ANZ was first created in 1972. Today, we have over 250 active members across Australia and New Zealand, and a further 1,000 email and event subscribers.

Our strength continues to develop in the provision of technical seminars, engaging with the industry and education, exploring key trends and topics in our transport field. The growth and excitement from our technical seminars are reflected in the attendance of topics.

ITE-ANZ continues to strengthen our relationship with the US, especially in the promotion of Young ITE-ANZ members to attend the Annual Meeting in North America. This strengthens our focus of developing and cultivating young professionals to have an international outlook and understanding of the transport industry and issues, while also developing their own contacts and self-development.

With the partnership between Austraffic, especially John Reid, the Worldwide Learning Opportunity, has very much advanced the opportunity for young professionals to explore their career development in an international context. ITE-ANZ is the only region to actively sponsor young professionals in the industry to international opportunities.

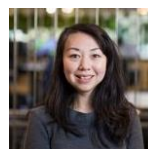
ITE-ANZ's close relationships with academia across Australia and New Zealand are proven by the strength of our student chapters and engagement at the university level. SIDRA Solutions has been a great sponsor of the Postgraduate Award, recognising eminent industry ideas and research that is key to the advancement of our transport profession and a benefit to our industry knowledge.

I thank all your support, as members of the ITE-ANZ community. ITE-ANZ has shown its impact in our transport market and industry, and I know that we can continue to be a key influencer in the academic and professional markets. As we look ahead to 2023, we will continue to provide technical seminars, our Breakfast and President's Dinner, university mentoring, and support for the Young ITE and Student Chapters.

I look forward to seeing you at our events throughout the year.

### **Welcome to the 2023 Co-Presidents**

I am pleased to announce that, at the recent Annual General Meeting, Danielle Rebecchi and Matt Bennett were elected to the roles of Co-Presidents of ITE-ANZ for 2023. I will continue with the ITE-ANZ Board as Immediate Past President.



**Sarah Zhang**  
**ITE-ANZ 2022 President**  
[president@ite.org.au](mailto:president@ite.org.au)

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**Gary Liddle AO**



## **VALE: GARY LIDDLE AO**

ITE – ANZ is deeply saddened to learn of the recent passing of Gary Liddle AO.

Gary served the transport industry for more than 40 years. There would be very few ITE-ANZ members who have not benefitted from his advice and support. He was respected across all modes of transport (air, sea and land). He was a firm believer in integrated land use and transport planning and admired by urban planners.

He occupied senior leadership positions in the sector, including as:

- Chief Executive of VicRoads,
- Deputy Secretary of the Department of Transport, Planning and Local Infrastructure (Vic),
- Acting Chief Executive Officer, Public Transport Victoria,
- Acting Chief Executive Officer, V/Line (Victoria's regional railway operator),
- Chair of ARRB,
- Chair of Austroads,
- Chair of iMOVE; and
- Chair of the International Road Assessment Program (iRap).

Gary's passion for the transport sector and sharing his knowledge with the next generation was further reflected in his role as Enterprise Professor, Transport at the University of Melbourne.

In 2017, Gary was made an Officer in the Order of Australia (AO) for "*distinguished service to public administration in the Victorian transport sector through leadership in policy direction, infrastructure development, road safety and regulatory reform.*" The citation also notes that, since 2010, Gary was Founding Chairman and Director, Children of Cambodia Foundation that aims to ease the financial burden that people in rural Cambodia are faced with in sending their children to primary school.

ITE-ANZ extends its deepest condolences to Gary's wife, Meredith, his family, friends and all Gary's former colleagues across the industry.

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## NEW MEMBERS

ITE-ANZ is pleased to welcome the following new members who have joined ITE since our last newsletter:

Nellie Montague

Mr. Marlon Mark Gunawardana

Mr. Zi Yang Chen

Miss Lauren Kaye Pearson

Miss Ruyang Yin

Sally N. Conway

Neil France

Mr. Chintan Sanjeev Advani

Henry Boulos

Dr. Sae Chi

Dr. Shane A. Turner

Mr. Jeffrey Dean Fong

Roger Brook

Mrs. Subha Nair

Mr. Joshua Andrew Robinson

Ms. Emily Elizabeth Plath

Dr. Tanapon Lilasathapornkit

Miss Zhanqing Yang

Mr. Damon Jason Rao

Mr. Lachlan Trudgeon

Miss Jade Sams

Fiona Henningsen

Josh J. Kamil

Mr. Andrew Baraket

Mr. Zhaohan Wang

Bunpheng Leng

Mr. Parwez Jahmeerbacus

Mr. Nikhil Maharaj

Mr. Duc Minh La

Sina Davoudi

Mr. Ethan Lai

Mr. Drew Matthews

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# ITE GLOBAL DISTRICT

## ITE Global District Director's Report

Welcome to 2023! I hope you were able to enjoy the festive season, possibly have a relaxing holiday with family and/or friends during the summer and are off to a flying start for the new year.

ITE on a global scale continues to perform very well. **As of the end of 2022 ITE had 17,302 members, the highest membership in the organisation's 92-year history.** Additionally, we remain in a strong financial position with the International Board approving the final 2023 budget at our recent meeting in Washington D.C in early January.

This strong financial position has allowed the Board to continue providing member benefits which includes **free access ITE webinars and free membership for full-time students (both undergrad and postgrad).**

Remember, the majority of **ITE's webinar and in-person events can be claimed as continuing professional development (CPD)**, which is relevant to those in states requiring National Engineering Registration.

**When people ask me what is ITE, I define it as a Community of Transport Professionals.** To this end ITE has embarked on a journey to attract more Transport Planners into our community. This includes providing free membership during 2023 for any new planners who join. This will be followed by a 50% reduction in their fees if they remain a member in 2024. The transport planner professional membership drive is off to a great start with nearly 500 planning professionals joining ITE (globally) in the first two months. **If you work with any transport planners and think they would also benefit from being involved in the ITE community, there's never been a better time to encourage them to sign up.**

Other upcoming highlights for the first quarter of 2023 include:

- ITE International President and Vice President Elections in early February
- An all-member survey will be conducted in February. This will be a great opportunity to provide input into the future direction of ITE (from an ANZ member perspective).
- The Virtual Spring Conference – Great Communities: At the Intersection of Planning and Engineering – will be held on March 14-15. Registration is now open.
- Visit to Australia by Eric Rensel, the ITE Council Leadership Team (CLT) Chair, in late March. This will be a fantastic opportunity to meet in-person and provide your input on how the members from the ANZ section may have better involvement in ITE's various councils and committees and get more from their membership.

As always, feel free to reach out to me should you wish to discuss any of the above or raise any matters regarding ITE at a global level.

Wishing you a healthy and fulfilling year ahead.



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## Get involved!

As I've mentioned at ITE-ANZ events and in previous columns, I'd again like to encourage members located within the Global District (i.e. outside of North America) to consider participating in one of ITE's various development programs or Councils. Many more opportunities are being held in 'virtual' environments, whether it be participating in Leadership ITE (<https://www.ite.org/professional-and-career-development/leadershipite/>) or joining and contributing to one of ITE's Special Interest Councils (<https://www.ite.org/technical-resources/councils/>).

**It has never been easier to become involved!**

## General queries

Should you have any queries or matters you'd like me to raise at the International Board Meetings or would like to discuss any other ITE related matters, please don't hesitate to reach out to me via [dprzyc@cgd.vic.gov.au](mailto:dprzyc@cgd.vic.gov.au).

Stay safe and healthy.

**Daniel Przychodzki, ITE Global District Director**

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# ITE HEADQUARTERS

## Urban and Transport Planners – Free Membership

### Urban and Transport Planning Professionals Special Offer

Join ITE through until December 2023 for free.

Collaboration between planners and engineers leads to better outcomes for communities. With a variety of resources and a robust and highly involved membership of both planners and engineers, ITE is ideally situated to serve as a go-to organisation for both!

We want urban and transport planning professionals to experience what ITE has to offer. If you join from now and throughout 2023, you will receive free membership through until 31 December 2023. If you find value and want to stay, the next year is at 50% the price.

Eligibility: If you have at least one of the following, you can apply for the free membership: a planning degree, planning certification, and/or relevant current planning responsibility.

This offer does not apply to either current or prior members of ITE from the last 5 years.

How to Apply: Membership applications will be reviewed and approved if the eligibility criteria are met. [Apply here today!](#)

## Is Your ITE Profile Current?

### Have you changed jobs? Moved? Experienced other life changes?

Make sure ITE has the most up-to-date information for you. A current ITE Member Profile will ensure you don't miss hearing about any of the exciting activities or important information you need to do your job better, stay current on transportation trends, and make the most of your ITE membership.

Updating your profile is easy and simple! Here's how to check your profile in six easy steps:

1. Go to the [ITE website](#)
2. Click on the **Connect** menu (far right)
3. Click on **My Profile** from the drop-down menu
4. Fill in **LogIn Credentials**  
(Need help with your membership credentials? Contact [membership@ite.org](mailto:membership@ite.org))
5. Click on the **pen icon** to make edits.
6. Make sure to click **Save** in any section where you make edits!

Need help? Contact [membership@ite.org](mailto:membership@ite.org).

**P.S. 2022 membership** dues renewals were sent out in October 2022. If you don't have not received your renewal, please email [membership@ite.org](mailto:membership@ite.org).

**Jeffrey Paniati P.E.**  
Executive Director, ITE  
[jpaniati@ite.org](mailto:jpaniati@ite.org)





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## LETTERS

### North East Link Project, Melbourne

At the risk of this Newsletter turning into ‘the Bulleen Edition’ with Nick’s regular column and my other item on intersection controls, it is timely to mention what is happening in Bulleen with Melbourne’s North East Link project (NELP) – or more importantly what is not happening.

A lengthy public hearing took place in 2019 on the original Reference Design for the NELP. I was not involved. Highlights from it for me included the submission by ITE Fellow Andrew O’Brien on behalf of three local Councils in which he made the point that the proposed right hand exit to Bulleen Road (an arterial road) from a freeway-to-freeway ramp is an absolute road safety ‘No no’, to which NELP’s consultants responded that it’s OK because it’s not prohibited in any Austroads design guidelines. Seriously, that was the response.

Given that I will have to use this interchange regularly, I later sent the CEO of NELP detailed (unsolicited) advice that such a right-hand exit cannot be safely direction-signed in a way that unfamiliar drivers will understand, given the approach layout they propose. Crashes will result. Three options to resolve the problem were suggested. Over three years later I can advise that all this has been ignored, despite my being assured that “the important points that you have raised will form part of a considered approach in developing the ultimate solution at this complex interchange to deliver benefits to the Victorian community.”

In late 2021 the design of the project was dramatically changed at several locations by the successful bidder. In Bulleen the northerly interchange (the most important one off the arterial network) close to Manningham Road was abandoned and the ramps shifted to Thompsons Road, right in the thick of an existing Eastern Freeway interchange. I’m guessing that NELP was embarrassed to go public on this, as they omitted to mention Thompsons Road at the time, instead making a great fanfare of how they were to spend an extra \$2 billion on a better design at the other end of the project. None of these major changes to the design were subjected to any public enquiry. The details only came out in May 2022 when they appeared on the landscaping plans.

It was quickly clear to me that the changed plans in Bulleen were based on objectives that had nothing to do with road safety. There were dozens of simple design errors and lost opportunities to improve safety that could easily be incorporated at virtually no extra cost. For example, the existing bicycle lanes on Bulleen Road end 300 metres before Manningham Road. Despite all the land on one side of that 300 metre strip being acquired by NELP, the gap in the bicycle lanes will remain! But the horror of all horrors is the proposed Thompsons Road interchange. Amateurish? Certainly. In conflict with professional engineers’ ethics codes? It would be really good to test that (acting beyond one’s level of competence). Dangerous for future users? Absolutely (for drivers, pedestrians and cyclists). First, I got no response to my detailed written comments on the redesign. Next, I was told by NELP to discuss the matter with the main consortium’s designers. After more than a month trying to organise a meeting, I gave up. Who were the designers? I still have no idea. These days you only get to contact the ‘comms’ gate keepers.

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These matters are now in the public domain, since the Melbourne Herald Sun published some of my concerns, supported by Andrew O'Brien, on Sunday, 12 February 2023. You can get a copy from the home page of my website, [robmorgan.com.au](http://robmorgan.com.au). Included in the article is the NELP CEO's response, including "Some of the best engineers, designers and builders from across Australia and around the world have worked for years to refine the design of North East Link to ensure it delivers the best outcome for the whole community." I don't think he was including me in that. The comment smacks of playing the person, not the ball: avoiding any response to the design concerns raised.

As road safety audit reports always state that 'we may not have identified every issue' and not all audit recommendations are agreed to, why is it that project delivery organisations justify their positions by saying 'we had it road safety audited' or similar comments?

On the other big project in Melbourne, the West Gate Tunnel project, there was recently a tragic and wholly avoidable fatal crash between a left-turning truck off a busy road and a parallel cyclist on a busy shared path. The project had built an enormous concrete column that blocked sight lines, just before the left turn. Some crashes you simply can't predict, but the risk of this one was obvious. The design did not include a separate left turn lane that could be controlled with a red arrow signal. I'm sure that some of the best engineers, designers and builders from across Australia and around the world had worked for years to refine that project's design. I'd also bet the column was identified in a road safety audit.

So, nothing is happening in Bulleen. No response to legitimate professional concerns, based on experience. It appears that we will have to wait for the serious crashes to start. Then, as 'the whole community', we can look around for who to blame. With a bit of luck there will be road users who 'weren't paying attention'. Never mind about professionals and decision makers who aren't paying attention right now.

**Rob Morgan**  
**FITE**

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## ADVOCACY

### Vehicle Emissions Standards

The Australian Government has released its [National Electric Vehicle Strategy Consultation Paper](#). ITE-ANZ made a submission in October 2022.

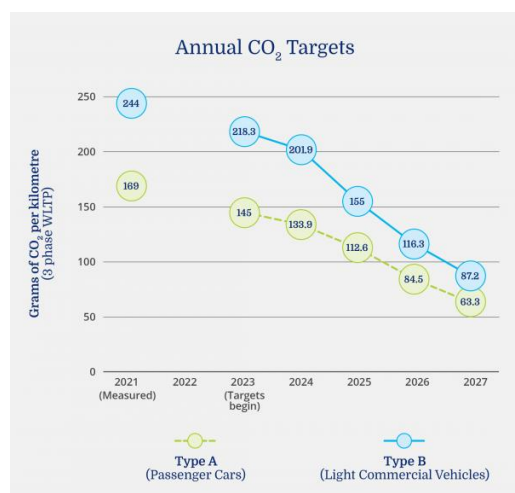
Our submission and previous letters to and from Ministers McCormack, Joyce, King and Bowen since 2020 are on our website [here](#).

The ITE-ANZ Board, on behalf of its members, is fully supportive of mandatory vehicle emissions standards (also known as fuel efficiency standards) for all new light vehicles. And it seems the new government is going to implement such a scheme to bring it in line with every other developed country (excluding Russia).

In January 2021, New Zealand announced its proposed Clean Car Standard, which will come into effect with penalties from January 2023.

For Australia, the details of the proposed scheme will be important. This is what the government is seeking feedback on.

The debate will centre around the target level of grams of CO<sub>2</sub> per kilometre travelled under the Worldwide Harmonized Light Vehicles Test Procedure (WLTP) which has replaced the European NEDC procedure. What level will be set initially? When will this come into effect? And how will the target level change in subsequent years? The New Zealand example is shown below:



For comparison, the EU set an initial average CO<sub>2</sub> emissions target for new passenger cars of 130 gCO<sub>2</sub>/km. The target was gradually phased in between 2012 and 2015 and has been reduced to 95 gCO<sub>2</sub>/km from 2021. For light commercial vehicles, an emissions target of 175 gCO<sub>2</sub>/km applied from 2017, and 147 gCO<sub>2</sub>/km from 2020.

There is debate about whether Australia should have a two-tier system like these countries, or just one target for all light vehicles. A higher allowance for light commercial vehicles (like utes and vans) doesn't do as much to discourage the purchase of larger gas-guzzlers. On the other hand, a single target would mean suppliers who import mostly larger petrol or diesel vehicles (like Isuzu) would incur large fees – maybe unfairly.

If you have a view on this, please [email our secretary](#), David Nash.

## ITE-ANZ's Golden Anniversary - *50 Years of ITE in ANZ*

The ITE Australia Section was created 50 years ago in 1972. It became the Australia and New Zealand Section in 1996.

Nick Szwed recently published *50 Years of ITE in ANZ*, an account of the activities and achievements of the many people who made ITE-ANZ what it is today.

Our history from the 1970s

- getting support from transport agencies,
- New Zealand joining,
- leadership
- Australians and New Zealanders elected as ITE Honorary Members.

Our activities

- Seminars and conferences
- Annual Breakfast Meeting and President's Dinner,
- Our international connections,
- Hosting the 2005 Annual ITE Meeting,
- Student Chapters and 2018 Student Leadership Summit
- Young ITE (YITE),
- Worldwide Learning Opportunity,
- Newsletters, advocacy, awards and membership.

The full paper is available at on our website <https://www.ite.org.au/50-years-of-ite-anz/>

*Editor's note: We would be delighted for readers to add their memories to Nick's thoughts.*

Nick Szwed

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## OCCASIONAL PIECES

This section provides an opportunity for members to provide respectful commentary on matters relating to transport planning and projects.

This edition, we have contributions from Nick Szwed, John Smelt and Robert Morgan.

### Safe, Healthy and Enjoyable Walking

It's great to see more people out walking – in groups, families, power walkers, wheel chairs, on various forms of wheeled devices, and often with their dogs. Their experiences should be healthy, safe, relaxing and enjoyable.

At the same time electric bikes and electric scooters are entering this traffic mix. Trials of electric scooters are underway, however they already seem to be in use on roads and public spaces.

Unfortunately, all this activity is leading to conflict, reduced safety and enjoyment. Unlike other transport modes, people can be put off walking easily, leading to seriously poor outcomes. Trips not being made by walking leading to loss of social interaction or missed environmental opportunities as trips are made by car instead. There are also lost health benefits.

Our Council and probably others are preparing Active Transport Strategies, so it is an opportune time to share our knowledge and experience on this issue.

Good research has been undertaken by Victoria Walks and others, for example see [Victoria Walks website](#)

This note highlights a few ideas which can be seen as priorities in the walking space. They are based on the situation in Victoria and may be relevant elsewhere.

#### **1 Speed Limits on Shared Paths**

There seem to be no speed limits on Shared Paths. There seems to be no mention of speed on the VicRoads Website section entitled Using Shared Paths. Does this imply it is technically a free for all for cyclists as long as they "give way to pedestrians"? Shared Paths are intended to be low speed environments for pedestrians and low speed family cycling.



Surely, we need to give Shared Path users some guidance. Advisory signs could be of some benefit if there are legal impediments to putting up speed restriction signs.

In Darwin, they have 20km/h on the sign as shown in the attached picture. From the web it seems this speed issue was raised by Port Phillip City Council in 2015. Has anything been done? Austroads talks of 20km/h for Shared paths, but who in the community knows? Is this speed appropriate and should it vary depending on the track and environs? Shared zones have a 10 or 20 km/h speed limit.

As an aside, if signs were provided, there may be informed face to face "discussion" between users, when there is conflict over speed, i.e., more informed than "you're travelling too fast", also leading to better compliance.

---

## **2 Shared Paths and Shared Zones are misleading names**

According to the traffic regulations, pedestrians have priority on Shared Paths and in Shared Zones. Who knows this and is this reflected in what happens there? However, the word "shared" implies equal priority for all users. It is important to protect pedestrians in these areas. Should the areas be renamed "Pedestrian Priority Paths" and "Pedestrian Priority Zones"? Or should Shared Path and Shared Zone signs have a second plate attached which reads "Pedestrians Have Priority"?

## **3 Network of Footpaths**

Networks of good quality pedestrian footpaths need to be provided so that people can access all sorts of places for all of their day-to-day travel needs. Like all transport services, they need to link origins and destinations. You can map pedestrian origins and destinations in your area. These could include schools, shops, medical facilities, community and sporting facilities, bus and other public transport stops, attractive off-road areas for recreational walking and so on. One to follow up with your community. The network of footpaths includes off road routes through parks, open spaces and along the edges of creeks and other natural features.

Footpath networks also need safe crossing points where they need to crossroads. They also need to be direct, and not just put in in a circuitous way to fit in with other road users.

Do local streets in urban areas with 30km/h or lower speed limits need footpaths? Urban roads with higher speed limits certainly should have footpaths. Depending on circumstances, such as activity in the locality, speed and other traffic, it may be acceptable to have footpaths on one side only, but preferably they should be on both sides.

While there are footpath deficiencies in all areas, footpaths seem particularly limited in outer metropolitan and regional urban areas.

One particular footpath network deficiency is access to bus stops. Good connection between public transport and walking is very important for those without cars and those with mobility constraints. Again, if this connection is not good trips will not be made leading to the poor outcomes mentioned earlier.

We see fine bus stops with all the necessary features for people of all mobility levels. However, it ends there – there are no paths linking to the pedestrian network. Integrated transport it is not! It is an obstacle race with drains, parked cars, vegetation and uneven surfaces to be dealt with. In one part of the two-way journey you will have to cross the road to leave or join the bus, but often there are no devices or even kerb openings to support safe crossing. Often, if you have to cross a median, there are no ground level paths, so the obstacle race continues over the median, up kerbs, through vegetation and even in some cases guardrail or wire rope barriers for errant vehicles. See pictures.

## **4 Infrastructure Supporting Walking**

So, we finally have good standard, safe paths, near and away from roads, and good crossing points, what else do we need?

Let's start by considering the following. Clearly climate, topography and trip types and lengths will influence what is needed.

- Seats, preferable under shade - people need breaks, especially if it is hilly or on long walks
- Information, including distance markers, destination signs with distances, directions to services and public transport, and pointing out interesting natural and historic features. especially on long routes and those with high tourist usage

- 
- Physical support, such as watering points, access to cafes and other commercial features, toilets, especially for longer and tourist walks
  - Alignment or side tracks to points of interest and support services
  - Connections to public transport
  - Minimum of road crossings
  - Signs pointing out controls on other path users, if any, including control of dogs

As an aside, imagine tourist areas and towns where many people who arrive could park in just one place and then have a great experience in moving around the area on foot, because there is a fantastic network of good, well supported footpaths. The reduction in vehicle traffic movement would be great too! We're looking at how we can achieve this in our twin towns of Point Lonsdale and Queenscliff.

### **Conclusion**

There are major benefits in having a safe, efficient and well supported pedestrian network.

Have a look around your home area or area you have some management responsibility for and see what can be done.

Over to you for discussion and action!

Thanks to colleagues for useful suggestions for this note.

**John Smelt**

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## **Right-of-Way in the UK**

Our colleague Nick Szwed provided an item in the October 2021 Newsletter, highlighting proposed changes to the UK Highway Code which will establish a new 'hierarchy of priority' amongst road user groups, with pedestrians then cyclists at the top and priority order descending via a perceived 'potential to harm other road users', with the largest vehicles (coaches and trucks) at the bottom.

At first, I thought "Does this mean motorists will have to stop when a pedestrian wants to cross the road anywhere, as is the practice in the USA?" But the answer is 'No'. What the UK is proposing is not a 'hierarchy of priority', but, rather, it is a 'hierarchy of responsibility'. In some ways the proposals are a catch-up to what already exists in Australia, and in other ways they are a response to UK practices. But with cycling they appear to be ahead of Australia.

As a pedestrian in the UK, you can stand beside the road all day at a zebra crossing and drivers are unlikely to stop for you. For a pedestrian to take priority they must put a foot on the crossing. This is much the same as our rule, but, in practice, drivers in Australia are far more likely to give way. Why? Perhaps it's because in the UK, the Highway Code actually states "If necessary put one foot on the crossing; until you have stepped on to a Zebra crossing, the traffic does not have to stop." I'm thinking that UK drivers have also read this part. Mind you, neither country is as dangerous for pedestrians on zebra crossings as that darling of the road safety fraternity, Sweden, where the drivers will happily run you over (Well, the ones in Stockholm I encountered, anyway. Fortunately I had been warned about this by Norwegians). I should also say at this point that Ted Barton FITE's decades-old suggestion that we should adopt Canadian practice is still worthwhile: once a pedestrian at the kerb at a zebra crossing holds out their arm, traffic must stop.

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Another significant UK proposal is to require turning traffic to give way to pedestrians who cross at an intersection (or 'junction' as they call it). We've had this rule for eons and it is generally well observed. I was amazed in the late 1970s to be told by UK colleagues that the Highway Code was silent about who has priority between a pedestrian and a turning vehicle. Although the law changed, the practice apparently hasn't. So, the current proposal is a case of catch up. But will it be safer, as the proponents suggest? In the 1980s, I compared pedestrian crashes in Victoria (where there are clear priorities in law) and New Zealand, where the same UK legal silence about priorities existed at non-signal-controlled intersections. Pedestrian crashes rates involving left turning vehicles in NZ were about half those in Victoria. So having legal priority does not always provide better safety.

All of this means that the road rules of a country are just part of what makes parts of the road more safe or less safe. Culture plays a big part and changing rules may or may not influence that culture.

It is unclear if the UK Highway Code will be changed so drivers turning left must give way to cyclists on their left who are proceeding straight ahead. Of more direct concern to us, it would appear that our Road Rules are also deficient in this area. Road Rule 27 requires drivers to turn left from 'as near as practicable to the far left side of the road'. But what if a bicycle is present on the far left side? More worryingly, it would appear that there are countless standard bicycle lane treatments (sanctioned by guidelines) marked across minor side street intersections that are not supported by the Road Rules. When turning left I only need to give way to pedestrians. It's time this left turn v. cyclist conflict was clarified in Australia.

**Rob Morgan FITE**

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## Nick's Niggle

Robert Morgan, Maurice Burley, others and I have been discussing some poor examples of traffic management around Melbourne's North East Link (NEL) Project.

Some of us have tried to communicate with the Project, but they haven't been responding. When I sent an email to them, a guy called me back, but when I started to describe the situation in detail, I lost him.

I asked him what he does at NEL, he said he was in Communications. People with our experience deserve better. So, I was thinking they deserve to have one of the worst examples published in the newsletter.

### 1. 24/7 40 km/h speed limit where the actual roadworks are infrequent.



Some careless traffic management on the NEL Project adjacent to the bus interchange being built off Thompsons Road, Bulleen.

In our experience, most motorists travel at around 60 km/h when there are no roadworks.

(Also, pick the spelling/wording mistake.)

### 2. No room for a view



At the other end, to reinforce the unnecessary 40 km/h limit, they parked a truck at Sandra Street that completely blocks the view when you try to exit out of Sandra Street onto Thompsons Road as per arrow. (Courtesy: Robert Morgan)

Also, the hazard marker just in front of the truck should point both ways. (Courtesy: Maurice Burley)

Maybe the ITE-ANZ should have an Award for the worst example of traffic management. The prize could be a lemon. I'd love to send a lemon to the NEL Project.

Nick Szwed

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## RECENT ITE-ANZ EVENTS



### 2022 ITE International Annual Meeting and Exhibition, 31 July – 3 August 2022, New Orleans

As Australia and New Zealand's borders opened up for international travel, a small contingent of ITE-ANZ members were able to attend the 2022 ITE Annual Meeting and Exhibition in New Orleans, Louisiana, USA, 31 July to 3 August 2022.

### ITE-ANZ President's Dinner – 22 November 2022

The traditional ITE-ANZ President's Dinner was held at the beautiful Kew Golf Club on 22 November 2022.

This year was different to last year as I was able to fly down from Sydney to attend in person.



The special guest speaker was Jonathan Spear – CEO of Infrastructure Victoria – who shared his thoughts on transport network pricing, the energy evolution and future road / rail projects from the 30-year Infrastructure Strategy for Victoria.

The event was kindly sponsored by SIDRA SOLUTIONS.



### Award recipients

#### ***Contribution to the ITE***



***Professor Richard Tay***

#### ***Sustainable Transport Award***



***City of Merri-bek (formerly Moreland), Victoria.  
Zoe McMaster accepting the award from  
ITE-ANZ President, Sarah Zhang***

#### ***Emerging Transport Professional***



***Danielle Rebbechi accepting the award from  
sponsor, Lindsay Oxlad***

#### ***Contribution to the Transport Profession***



***Rob McNerney accepting the award from  
ITE Global Director, Danny Przychodzki***

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## FUTURE EVENTS

### International Women's Day Webinar – 9 March 2023

**Date:** Thursday 9 March 2023

**Time:** 9:00 am (AEDT / 11:00 am (NZDT))

**Venue:** Online

This year, ITE-ANZ will be belatedly celebrating International Women's Day by showcasing some incredible women in the Transport sector. These women will tell you a little about themselves and their careers so far and reflect on what the IWD theme **#EmbraceEquity** means to them. This will be followed by a question time.

The women who will be speaking are outline below:

- Tiffany Robinson – Senior Active Modes Specialist for Auckland Transport
- Lisa Steinmetz – Senior Traffic Engineer at O'Brien Traffic in Melbourne
- Harriet Glen – Programme Director at Auckland Transport

Please [REGISTER HERE](#)

### Annual Breakfast Meeting 2023 – 22 March 2023

**Date:** Wednesday 22 March 2023

**Time:** 7:15 am

**Venue:** Zinc at Fed Square

The Breakfast is proudly sponsored by O'Brien Traffic.



This year, we are very pleased to have **Marion Terrill** – Transport & Cities Program Director, Grattan Institute – as our special guest speaker.

Marion is a leading transport and cities expert with a long history in public policy. She will talk about the challenges now facing the federal and Victorian governments of delivering on recent election promises on top of a substantial pre-existing pipeline, in an environment of significant capacity constraints and budget pressures.

During this event, awards will be presented for:

- SIDRA SOLUTIONS Postgraduate Award
- Trafficworks Undergraduate Award

**Prices** (including GST) are:

- \$55 per person for students and retirees
- \$70 per person for ITE members
- \$100 per person for non-members
- \$900 for a table of 10 people, including table sponsorship  
(Table sponsorship includes display of your organisation's logo on the table and acknowledgment of support at the event, in our newsletter and on our website.)

**Book** now via [TryBooking](#).

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## Future seminars

We are planning a webinar program for 2023. No dates have been set yet, but keep an eye out for updates in our emails and on our social media.

Topics currently being considered include:

- Road Safety
- Major rail infrastructure – in person
- Pedestrian treatments

We are always pleased to receive any suggestions for topics and speakers.

**Danielle Rebecchi**

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# NON-ITE EVENTS FOR TRANSPORT PROFESSIONALS

## Smart Urban Futures Conference 2023, 4 – 5 May 2023



Hosted by the **Municipal Association of Victoria** and **Victoria Walks**, the [2023 Smart Urban Futures Conference](#) will be held at the **William Angliss Conference Centre**, **555 La Trobe Street, Melbourne**.

This will be a hybrid event with the option to attend in-person or online.

This year, the conference will explore the connections between the design of cities and how safe, inclusive, and environmentally friendly they are.

- How do we facilitate walking, cycling and public transport in the context of a car-oriented society?
- How do we build a city that does not exclude marginalised groups?
- How do we engage decision makers and diverse communities to sell positive change?

This conference provides inspiration from leading thinkers in Australia and around the world, practical local examples, and effective techniques to build better cities and streets. The program includes:

- [Adetokunbo 'Toks' Omishakin](#), Secretary (CEO) of the California State Transportation Agency (Sacramento, online)
- [Etienne Krug](#), head of injury prevention and road safety at WHO (Switzerland, online)
- **Sally Capp**, Lord Mayor of Melbourne
- [Bridget Doran](#), Principal Researcher at MRCagney (NZ) and Chair of Engineering New Zealand's Transportation Group
- [Professor Jenny Roe](#), Director of the Centre for Design and Health, University of Virginia and co-author of *Restorative Cities: Urban Design for Mental Health and Wellbeing* (Virginia, USA, online).
- **Jill Garner**, Victorian Government Architect
- **Anna Bray Sharpin**, Principal Advisor - Infrastructure, Speed and Urban Mobility, Waka Kotahi NZ Transport Agency
- **Tricia Malowney**, Chief Accessibility Advocate – Department of Transport
- **Valli Morphet**, CEO Village Well, previously CEO at CoDesign Studio.
- **Cairns and Northern Beaches Councils** - Case study presentations
- **Kate Eskdale**, Director - Communications and Engagement at RPS will host a workshop on engaging with diverse communities
- **Maribyrnong City Council** will host a Workshop exploring different street design features around Footscray.

[Click here to visit the conference website for more details and to REGISTER.](#)

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## Canadian Transportation Research Forum CTRF 58th Annual Conference, 7 – 10 May 2023

### **Getting Back on Course: Transportation and Supply Chains in an Uncertain World**

Venue: Hyatt Regency Toronto, Toronto, Ontario

**Further details visit [CTRF 53rd Annual Conference](#):**

- Program
- Registration (including early bird rates) –
  - [Conference Registration](#)
  - [Conference Registration Support for Students](#)

#### **Call for Papers:**

Properly formatted papers ([link to Author Instructions](#)) must be submitted by **17 March 2023**.  
Presenters must pay their full conference registration by 17 March 2023.

[Authors: Upload Conference Papers Here](#)

**Marianne Richards and Lindsay Oxlad**

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# ITE-ANZ YOUNG MEMBER AND STUDENT ACTIVITIES

## Young ITE



*YITE provides advocacy and support to help elevate the impact young transport professionals and students can have within industry.*

YITE is busy organising its professional development and social activities. Keep an eye out for updates on events such as:

- A seminar/webinar with Zoe McMaster from Merri-bek (formerly Moreland) City Council and another RMIT speaker. As mentioned elsewhere in this Merri-bek City Council
- ITE international learning sessions for YITE members.

### Get involved with YITE

If you would like to be part of YITE, or have ideas of what you would like to see from YITE, do not hesitate to reach out.

For all general questions, enquiries and further information, please email YITE at: [yiteanz@gmail.com](mailto:yiteanz@gmail.com)

**Matthew Bennett**

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## Monash University Student Chapter



### Who are we?

Transport Engineers at Monash (TEM) is a dedicated transport engineering club for Monash University Engineering students. TEM aims to bridge the gap between students and the industry.

Visit and follow us via



<https://www.linkedin.com/company/transportengineersatmonash/>

### TEM Annual General Meeting

Following our recent Annual General Meeting, TEM is proud to present our new 2022-2023 committee. The new committee is already working on events that aim to provide valuable experiences to its members, such as the Cocktails in Spring Night. We have got heaps planned for the new year.



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Here we are for those we haven't met before. We are look forward to working in TEM over 2023!

Our committee is as follows:

- President: [Abbass Kak](#)
- Vice-President: [Steven Theinkhasie](#)
- Treasurer: Ishaan Mantry
- Secretary: [Joshua Grant](#)
- Industry Liaison: [Yingcui Chan](#)
- Mentoring Program Coordinator: [Tenzin Singey](#)
- Event Planner: [John Stamellos](#)
- General Representative: [Jonathan La](#)
- Media & Communications Officer: [Lahiru Wathukarage](#)
- Media & Communications Officer: [Aimee Coquillat](#)



**Aimee Coquillat and Lahiru Wathukarage**  
**TEM Media & Communications Officers**

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## University of Canterbury Student Chapter

### **Good news during a lockdown!**

Special congratulations to [Daeniel Quiambao](#), [Ian Noel Alindada](#), [Nick Reid](#), and [Patrick Curran](#) from UC Engineering for their high commendations and great display at the YITE-Stonnington City Council Chapel Street Design Competition.

### **Our LinkedIn page is now live!**

Visit and follow us via.  [UC-TRANSPORT Chapter LinkedIn](#)

**Mansour Johari Foroushani and Dana Abudayyeh**

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# ITE-ANZ COMMUNITY

## Australian Government

### New Australian Government Ministry

On 21 May 2022, a new Australian Government was elected and led by the Hon Anthony Albanese, Prime Minister of Australia. Amongst his Cabinet, the following Ministers have responsibility for transport matters:

- The Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government
- Senator the Hon Carol Brown, Assistant Minister for Infrastructure and Transport

The current Ministry List is available at [Australian Parliament - Current Ministry](#)

### BITRE celebrates 50 years



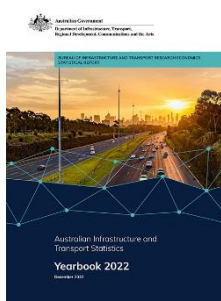
It has been more than 50 years since the first staff started work at what was then the Bureau of Transport Economics (BTE) — today, the **Bureau of Infrastructure and Transport Research Economics (BITRE)**.

The Bureau was established by Cabinet in 1970 to “analyse the economics of transport in Australia” with a focus on transport costs and supporting a “reliable, safe and fast national transport system”.

Since then, its work has broadened to include infrastructure and formerly, communications, cities and regions (now the responsibility of the portfolio's **Bureau of Communications, Arts and Regional Research**).

Over the more than 50 years since it was established, the Bureau has delivered excellent applied research and collated national statistics that have informed decisions by governments and industry—decisions that have improved services to Australians living in both cities and regional communities.

### Australian Infrastructure and transport Statistics Yearbook 2022



The BITRE recently released the 2022 edition of the [Australian Infrastructure and Transport Statistics Yearbook](#).

The aim of the Australian Infrastructure Statistics and Transport Yearbook is to provide a single, comprehensive annual source of infrastructure statistics for use by policymakers, industry leaders, transport analysts and the wider Australian community.

The publication is primarily a source of long-term, aggregate time series infrastructure statistics. Most statistics included in the publication are currently collected by BITRE or other Australian, state or territory government agencies.

### High Speed Rail Authority

As part of its election commitment, the Australian Government is establishing a High Speed Rail Authority (HSRA) and has begun the search for Board members who will guide the development of the high-speed rail network.

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The HSRA will be an independent body tasked with advising on, planning, developing and overseeing the construction and operation of a transformational network along Australia's eastern seaboard.

A high-speed rail network will allow passengers to travel between major cities and regional cities at speeds exceeding 250 kilometres per hour.

### **National Transport Research Organisation**

On 1 December 2022, the **National Transport Research Organisation** (NTRO) was launched on in Melbourne. The NTRO will create the new knowledge portal that will be used to provide world's best practice across all modes of transport – road, rail, ports and airports – for Australia and New Zealand.

NTRO will build on research and expertise capacity in the former Australian Road Research Board (ARRB) and the Australasian Centre for Rail Innovation (ACRI), which had merged with ARRB in mid-2022. These have been rebranded as NTRO ARRB and NTRO Rail, respectively.

Two new groups, NTRO Ports and NTRO Airports, have also been established for those disciplines.

As well as its Melbourne headquarters, the NTRO also has offices in Brisbane, Sydney, Canberra, Adelaide and Perth.

Find out more about the NTRO at [ntro.org.au](https://ntro.org.au)

**Marianne Richards**

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## **New South Wales**

NSW Caretaker Period has commenced ahead of the State Election on 25 March 2023. The caretaker period for the NSW Election commenced on 3 March 2023.

For details on any current projects, visit <https://www.transport.nsw.gov.au/projects>.

**Eric Ye**

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## **South Australia**

### **Project updates**

Keep an eye on the following Department for Infrastructure and Transport (DIT) websites for updates on current projects.

- [DIT - Major Projects](#) – including Adelaide's North South Corridor; the Granite Island Causeway Project; and the Old Murray Bridge refurbishment project.
- [DIT - Public Transport Projects](#)
  - **Rail:** Crafers Park 'n' Ride; Gawler Rail Electrification Project; Ovingham Level Crossing Removal; Port Dock Railway Line; Station Refresh Program
  - **Bus:** O-Bahn Park 'n' Rides; Old Reynella Interchange; Tea Tree Plaza Park 'n' Ride
  - **Tram:** Tram Grade Separations Project
  - **Bicycle:** Mike Turtur Bikeway Overpass Project
- [DIT - Road Projects:](#)
- [DIT - Marine and Bridges Projects](#)

**Peter Doupé/Lindsay Oxlad**

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## Victoria

### **New Ministry and Machinery of Government changes**

Following the Victorian State Election on 14 November 2022, the Premier, the Hon Daniel Andrews, announced changes to the Victoria's Ministry and Departmental structure, particularly as they affect integration of land use and transport planning.

#### **Ministerial changes**

- **Hon Jacinta Allan MP** – Deputy Premier, Minister for Transport and Infrastructure, Minister for the Suburban Rail Loop | Minister for Commonwealth Games Delivery
- **Hon Ben Carroll MP** – Minister for Public Transport
- **Hon Melissa Horne MP** – Minister for Ports and Freight, Minister For Roads and Road Safety
- **Hon Sonya Kilkenny MP** – Minister for Planning

The full Ministry and portfolio listing can be found at [Victorian Government Cabinet - Ministers by portfolio](#). The above Ministers will also have additional portfolios.

#### **Departmental changes**

From 1 January 2023, the [Department of Transport and Planning](#) (DTP) was established. DTP's establishment centralises key planning and land use activities, precinct and policy functions within a single department. **Paul Younis** is the Secretary of the new Department.

Bringing planning and transport together aims to improve project design, regulatory approvals, community consultation and better realise local economic and community opportunities for more liveable communities across Victoria.

There are no changes to how people access information from [Public Transport Victoria \(PTV\)](#), [VicRoads](#), [Regional Roads Victoria](#) or [Planning](#).

### **Suburban Rail Loop**

The Suburban Rail Loop (SRL) project consists of:

- the program to build, own and operate a new orbital line and precinct development associated with it;
- the activation of precincts through non-infrastructure initiatives in areas declared to be a Suburban Rail Loop planning area; and
- connected functions such as funding, financing and consultation.

SRL will deliver a new 90-kilometre orbital rail line and strategic land planning and development initiatives in SRL Precincts – the 1,600 metres zone around stations – giving Victorians jobs and homes closer to a train line.

Read more: <https://suburbanrailloop.vic.gov.au/>

#### **Business and Investment Case released**

On 19 August 2021, the Victorian Government released the project's Business and Investment Case. The full Business and Investment Case shows SRL will support 24,000 jobs across Victoria and connect people to around 550,000 jobs in the precincts around the stations, with first trains expected to run in 2035.

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It also reveals the project will:

- take 600,000 car trips off roads every day
- slash public transport travel times by an average of 40 minutes for a one-way trip
- stimulate \$58.7 billion in economic, social and environmental benefits to the state.

Read more at: <https://suburbanrailloop.vic.gov.au/Library/BusinessandInvestmentCase>

### ***Suburban Rail Loop Bill 2021***

The *Suburban Rail Loop Bill 2021* facilitates the planning and delivery of the Suburban Rail Loop program and associated developments. The Bill establishes the Suburban Rail Loop Authority, and makes consequential amendments to several Acts, significantly to the *Planning and Environment Act 1987* and the *Major Transport Projects Facilitation Act 2009*, but also including changes to the *Transport Integration Act 2010*.

The Bill has not been without controversy, particularly from Councils and community groups. Councils see the designation of a 1,600 metres radius around each proposed station as a vast over-reach and a usurping of their land use planning authority and powers. Community groups have concerns regarding the intensification of development in the station “precincts”.

- For those readers with mathematical minds, the area within a 1.6 km radius is about 8 km<sup>2</sup>, which is over 6 times the size of the Hoddle Grid<sup>1</sup> () in Melbourne’s CBD.

The Bill has passed both Houses of the Victorian Parliament and will become law once it receives Royal Assent. Read more: [Suburban Rail Loop Bill 2021](#)

### ***Victoria’s Big Build – Project updates***

- Keep an eye on the following websites. Many projects will hit critical milestones in 2022-2023.
- The Department of Transport (DoT) website provides a comprehensive list of ongoing and scheduled projects.  
Visit <https://transport.vic.gov.au/our-transport-future/our-projects>
- Victoria’s Big Build infrastructure projects: <https://bigbuild.vic.gov.au/projects>.
- Major Road Projects Victoria projects: <https://roadprojects.vic.gov.au/>
- Level Crossing Removal Project: <https://levelcrossings.vic.gov.au/>
- Public transport network/service project:  
<https://www.ptv.vic.gov.au/footer/about-ptv/improvements-and-projects/>

**Marianne Richards**

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<sup>1</sup> The Hoddle Grid is the area bounded by Spencer, La Trobe, Spring and Flinders Streets in Melbourne’s CBD.

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## New Zealand

### **Waka Kotahi NZ Transport Agency: Current consultations**

For updates on current and past consultations visit <https://www.nzta.govt.nz/about-us/consultations/>

**Ben Thomson/Marianne Richards**

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## ACT, NT, QLD, TAS and WA

### **Looking for correspondents**

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

**Marianne Richards**

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## WHERE IN THE WORLD?

We have such a packed newsletter this edition that we could not find space for our “Where in the World” images. However, do not despair, ***Where in the World*** will return in our next edition.

### ***Do you have a photograph to share?***

We are always happy to receive transport themed photographs from your travels – no matter how quirky!

If you would like to share your photograph, with a short statement identifying its location and telling us why you took it, please email it to [secretary@ite.org.au](mailto:secretary@ite.org.au)

**Marianne Richards**

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## WEBMASTER & SOCIAL MEDIA

Read something interesting lately that you would like to share with the wider transportation community?

Arash Fatemi is the ITE-ANZ webmaster and Daniel Gaschk and Ray Bozorgmehrnia manage ITE-ANZ's social platforms. They are eager to share high quality and interesting news. If you find something worth sharing, or would like to make an original contribution, email us at: [secretary@ite.org.au](mailto:secretary@ite.org.au)

David Nash

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## MEMBERSHIP

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

- Did you know that individual membership with ITE costs only US\$210 a year?
- For students, membership is free in the first year and then only \$30 per year!
- Young Members up to age of 30 now also receive reduced dues.

We would like to have more young people on our ITE-ANZ management committee, so why not join the ITE and then consider coming onto the committee! Further details of dues for young professionals can be found at this webpage - [Students and Young Professionals](#)

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

1. Shall be a graduate from a transportation related program at a school of recognized standing; or
2. If not a graduate from a school of recognized standing shall have five years of professional experience in transportation engineering or a transportation-related field.

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

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## ITE-ANZ NEWSLETTER CONTACTS

If you would like to contribute something of interest to transport professionals in a future newsletter, please send it to [secretary@ite.org.au](mailto:secretary@ite.org.au).

If you do not wish to receive future newsletters, send an email with the subject "*Unsubscribe Newsletter*" to [secretary@ite.org.au](mailto:secretary@ite.org.au)

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