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AITPM Newsletter

This email newsletter is produced as part of the membership benefits for AITPM. Members are encouraged to provide material for future editions. Members who have not received this edition electronically should advise the secretariat of their email address.

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Contact Details

Australian Institute of Traffic Planning and Management Incorporated

ABN 28062495452

T 08 8278 3424
M 0419 856 285
F 08 8278 9535
E aitpm@aitpm.com
W www.aitpm.com.au

NATIONAL OFFICE:
PO Box 357
Blackwood
ADELAIDE SA 5051

The following Companies/organisations are National Platinum or National sponsors
President’s Report

Hello all and welcome to our August newsletter.

This month I touch on:

- Responses to our email on the Senate enquiry
- Road Safety Decade of Action
- 2012 National Conference Registrations now open
- 2013 Call for Papers

Recent email to Members on the Senate enquiry

Our recent email to members on the outcomes of the Senate enquiry on the Shortage of Engineering and Related Employment Skills generated many return emails.

The responses were varied and can be summarised in the dot points below:

- Members were (again) very supportive of the work the AITPM is undertaking in this area
- Members wanted to know more about our initiatives and progress with the development of our Traffic and Transport Qualification; and
- Members were very concerned about the potential impact of a national accreditation scheme for engineers mentioned in the report

To address the need for additional information on the Traffic and Transport Qualification, we will include an article in the September newsletter.

The last dot point regarding national accreditation requires further careful consideration and a plan of attack; so to speak. We will take time to give this further thought before advising on our proposed actions. There was a strong response on this matter, and if you do have thoughts or ideas, please email them through ASAP to aitpm@aitpm.com

Decade of Action for Road Safety 2011 – 2020

I was reminded during the month that we are in the third year of the UN campaign to improve road safety, and I was asked ‘what are we doing?’, and ‘what could we do?’.

Often I think that we default to other organisations better known in the road safety arena such as the Australasian College for Road Safety et al, to take the lead in the road safety space.

Perhaps we should do more. Are there actions and activities that we should be undertaking in this area?

I would be interested in your opinions and suggestions. Please email aitpm@aitpm.com
2012 AITPM Conference Sydney

By now you all should have received the registration documentation via email and hard copy via snail-mail. So hop to it and make our life easier by registering early. Our Conference committees work hard to deliver our national conference; all are volunteers and all have day jobs, family, and other commitments. So we thank them in anticipation of an exceptional conference at Luna Park in Sydney, October 9 – 12.

Early bird registration closes on August 10 and, if you know any non-members, there is still plenty of time for them to join AITPM and get the member rate for conference registration.

2013 AITPM Conference Call for papers

No, we are not kidding, our conferences take a full two years to plan and deliver, and would you believe, we have even booked the venue and preliminary planning is underway for our 2014 conference ……. but back to 2013.

Planning is well underway for the 2013 AITPM National Conference, which will be held in Perth at the Convention and Exhibition Centre. The conference will start with a welcoming cocktail function on the evening of 30 July, the main conference will follow on 31 July and 1 August and the workshops will be on 2 August. Our main sponsor has been signed up and is the Western Australian Transport Portfolio, which consists of the Department of Transport, Main Roads and Public Transport Authority.

The 2013 conference will be our first three stream conference to cover our growing profession. The move to a three stream conference is based on member feedback over the past two years and the conference promises a great variety of papers covering many areas.

The three main conference streams will be as follows:

1. Transport Planning
2. Traffic Engineering/Management
3. Transport and Land Use Modelling

In the coming weeks you will receive a Call for Abstracts Flyer via email. The form of the abstracts has been modified from previous years with the word limit increasing from 250 to 750 words. This change will give you a greater opportunity to explain your proposed paper and provides the review team with a greater depth of information to assess.

The Call for Abstracts will be open until 29 October 2012.

So get the 2013 dates into your diaries now …. July 30 – August 2, Perth.

That’s all from me, have a good month and get those registrations submitted for Sydney at ‘Early Bird’ rates

Peter Doupé
National President
From the Editor

NSW’s brave new world

For a long time it has been said that Sydney trains are trying to be three things at once: an interurban system, an intra-urban system and a metro system. The general belief is that you cannot be all three with the one type of structure.

The NSW Government has now announced that the North West Rail Link project will feature a new style of infrastructure; it will be a Metro style of transportation. They will have single-decker carriages with limited seating; the trains will run on 5 minute headways in the peak period; the train can also run in narrower tunnels and the train service will not run directly to the city from Rouse Hill but will terminate at Chatswood, a significant centre in the metropolitan area.

Speed Cameras

I had the opportunity to interview Marg Prendergast, the Acting GM NSW Centre for Road Safety, the other day about their latest analysis on the effect of speed cameras. The results are compelling. Eighty-eight of the 97 fixed speed camera locations recorded a reduction in crashes and/or casualties. Taking all locations into account, fatalities were reduced by 87%, crashes reduced by 38% and injuries reduced by 37%. This has been based on a survey period of 5 years before and 5 years after application.

Road Safety Signs Sought

It is often suggested that we should give a reason for a speed restriction. For example we might make a sign “Roadworks 60 km/hr” or “School Children, 40km/hr”. But what constitutes a good description of the surrounding situation?

In the American township of Braintree, the local residence have circulated a petition that says “Due to the speed, volume of traffic and safety of our children, we the residents of Jefferson St. do hereby respectfully request the installation of several new roadside signs indicating: Thickly settled and 25 MPH.”

“Thickly settled”? I suppose that is better than “Dense Population”.

David Brown
Editor
SMEC provides high quality consultancy services for major infrastructure projects. SMEC is a professional services firm with Australian origins and a global footprint with more than 5,000 employees and a network of over 70 offices in Australia, Africa, Asia, the Middle East, the Pacific, North and South America.

SMEC works closely with clients to deliver innovative and sustainable projects, on time and within budget. SMEC provides whole-of-life consulting services to the Transport sector in a broad range of areas, including traffic and transport planning, roads and highways, rail infrastructure, ports and airports.

SMEC is pleased to be a National Sponsor of the 2012 AITPM National Conference. SMEC welcomes delegates to visit the SMEC trade stand (number 7) at the conference. Matthew De Marco (Senior Transport Engineer) from SMEC’s Melbourne office will be presenting a paper on Conference Day 2, Session 3a titled Optimising Existing Systems (the rebirth of the partially controlled right turn).

For information, contact SMEC’s National Sector Leader, Traffic and Transportation, Derrick Hitchins; derrick.hitchins@smerc.com or 0408 230 710.
Features

The shortage of engineering and related employment skills

The Federal Government has undertaken an Engineering Skills Inquiry and AITPM provided a written submission and further evidence through a hearing. The final report was released on 12 July. The AITPM was quoted in a number of locations throughout the document. The recommendations of the report are as follows:

**Recommendation 1**

The committee recommends that the government seeks recommendations from the Chief Scientist about how it can best continue to support the development of science, technology, engineering and mathematics courses.

**Recommendation 2**

The committee recommends that the government works through the Council of Australian Governments to promote science, technology, engineering and maths ability in states and territories.

**Recommendation 3**

The committee recommends that the government requests the Australian Workforce and Productivity Agency, or a similar body, to investigate the reason why attrition rates for Vocational Education and Training courses in engineering trades are so high. Based on the findings of this study, the committee recommends that the government work with Vocational Education and Training providers and the states and territories to improve completion rates.

**Recommendation 4**

The committee recommends that the government considers extending funding for government supported places to all domestic students accepted into public higher education Engineering Technology programs accredited by the Tertiary Education Quality and Standards Agency.

**Recommendation 5**

The committee recommends that the industry committees advising universities take an active role in ensuring engineering courses are suited to industry requirements. To ensure their effectiveness, committees should include representatives with direct experience supervising and working with engineering graduates.

**Recommendation 6**

The committee recommends that the government consider creating senior technical engineering roles in the Australian Public Service. This measure would ensure that highly qualified technical engineers may continue to build upon specialist knowledge while enjoying career progression in the public sector.

**Recommendation 7**

The committee recommends that the Department of Finance and Deregulation reviews the Commonwealth Procurement Guidelines to ensure that the government is an informed purchaser of engineering infrastructure and that appropriate advice is provided in relation to procurement decisions that require specialist technical knowledge.

**Recommendation 8**

The committee recommends that the government work with states and territories through the Council of Australian Governments to engage with engineering industry peak bodies with a view to developing measures to encourage the provision of practical, paid work experience to university students.

**Recommendation 9**

The committee recommends that the government consider how it can encourage commonwealth contractors to provide graduate and cadetship programs through its procurement processes.
Recommendation 10

The committee recommends that the government work with the Australian Workforce and Productivity Agency and employers to develop targeted policies that encourage women to remain in, or return to, the engineering workforce.

Recommendation 11

The committee recommends that the government work with Australian Workforce and Productivity Agency to continue to develop targeted policies that encourage mature engineers to remain in or return to the workforce.

Recommendation 12

The committee recommends that the government continues to work with the states and territories through the Council of Australian Governments to make a national registration scheme for engineers a priority area for reform over the next decade.

euroFOT study demonstrates how driver assistance systems can increase safety

Adaptive Cruise Control, Forward Collision Warning, Navigation Systems, Blind Spot Information System, Speed Limiter, Cruise Control and Curve Speed Warning are all driver assistance systems that should reduce accidents. But by how much and are they worth the effort?

The €22 million European Field Operational Test (euroFOT) consortium has just published the findings of a four-year study focused on the impact of driver assistance systems in the Europe.

euroFOT determined that the costs of equipping the passenger cars and heavy trucks with the combined system leads to annual savings of approximately 1.2 billion EUR (passenger cars) and approximately 180 million EUR for heavy goods trucks.

Forward-collision alerts among features found to cut car crashes

Forward-collision warning systems, which use a camera or radar to gauge what’s ahead of a car, can reduce crashes with other vehicles by as much as 14 percent and so-called adaptive headlights can cut the risk of a multiple-vehicle crash by as much as 10 percent, a study by the Insurance Institute for Highway Safety’s Highway Loss Data Institute has found.

Alternatively the study found that lane-departure warning systems, which alert a driver when their car drifts, on Mercedes and Buicks increased the risk of a crash. The study didn’t determine why the risk increased when using those alerts. The institute found no effect on crashes from blind-spot detection and parking-assist features.
Dynamic Times …. Calling Dynamic Modellers!

Dave Keenan, AITPM Modelling User Group Convenor and Victorian Branch Committee Member

Major transportation network investment decisions have been historically driven by economic decisions derived from “strategic modelling”. There is no doubt that strategic modelling will continue to play a critical role in metropolitan-wide demand forecasting, but the time is probably already here where such methods are insufficient to be applied in isolation. Recent hardware and software technology developments have realised various tiers of modelling are available to the practitioner. There seems to be an underlying and unifying thought that these tiers must be integrated, and applied in an intelligent manner, if we are to avoid an Australia that could slowly come to a grinding halt under rapidly growing populations.

Building on the “Simulation for Sustainable Communities” workshop attended by over 100 leading professionals as part of last years’ AITPM National Conference held in Melbourne, an initiative is now well progressed to establish the AITPM Australian Modelling User Group (this may not be the final name – please refer to the end of this article for words to that effect!)
Specific aims of the group are to be refined and focussed as the initiative develops, but the broad aim is to provide a common and friendly forum, meeting annually, for discussion and collaboration between transportation network analysts including (but certainly not limited to) the following groups:

- Macroscopic (“Strategic”) modellers.
- Microscopic modellers.
- Mesoscopic modellers.
- Freight and logistics analysts.
- Supply chain specialists.
- Port systems modellers.
- Discrete events modellers.
- Airspace and airport operations analysts.
- Numerical (“operations research”) analysts.
- Junction modellers.
- Traffic engineers.
- Transport planners.
- Urban planners.
- Network operations and traffic management centre specialists.
- Any others who have an interest in analysing and optimising our transportation network!

From here, plans are that the upcoming “Transport Modelling Workshop – Congested Networks” one-day seminar at the forthcoming AITPM National Conference in Sydney will form a springboard from which the initiative will be officially launched under AITPM stewardship (broad topics for the forthcoming workshop previewed below!)

- Presentations outlining the current and future directions for transport modelling from state government agencies;
- Leading researchers updating on the latest thinking on how to tackle the issue of congested networks;
- State government agency representatives providing information on automation and improvement in data handling for model verification and calibration;
- Software providers on-hand to answer your questions and provide insights on recent innovations; and
- An interactive group session, in which participants will pick a modelling topic of interest and chart a way forward.

In future the modelling workshop associated with each year’s AITPM national proceedings will be badged under the “Australian Modelling User Group” or similar. As mentioned earlier we will be further bolstering our modelling recognition with a separate modelling stream at the 2013 National Conference. This brings us to the final point for the moment; please get involved by suggesting:

1. Any interest groups we may have missed off from the above list; and
2. Helping us decide on a name for the new forum.

Answers can be forwarded to the convening committee via aitpm@aitpm.com and we look forward to working with the membership in developing and steering this important initiative to its next stage.
Kittelston & Associates appoints new Managing Director in Brisbane

Kittelston & Associates is pleased to announce the addition of Mr. Marc Mrsic to the Kittelson team. Marc is now based in our Brisbane office as Managing Director of our Asia-Pacific operations.

With some 20 years of experience, Marc has managed and worked on many significant projects around the world. His expertise includes traffic engineering, planning, system design, traffic operations, transport policy, and road safety.

Marc is excited about returning home to lead the future of Kittelson in the Asia-Pacific region where he sees extensive opportunity for growth and expansion. As Managing Director, he will work closely with all Kittelson offices to further build on the Asia-Pacific presence of our company.
Letters to the Editor

Media story on Bourke Road Cycleway in error

Dear AITPM

Page 22 of the July Newsletter quotes an article from the Daily Telegraph on Bourke Road:


While the Telegraph article quotes some of the history of the project, the new “news” is in the very last sentence:

• ‘A report to the council said the Bourke Road Cycleway Risk Management Plan did not “identify risks or concerns that would warrant the removal of the cycleway”.’

The rest of the story is old “news” and most of the work discussed was carried out a long time ago.

A more accurate headline would have been:

Bourke Road cycleway a resounding success

The report to Council concerns an REF, which follows a series of reports into various aspects of the Bourke Road Cycleway, in response to a matter before the Land and Environment Court commencing in August 2010 by F. Hannan (Properties) Pty Ltd. The original Risk Management Report by Zoran Bakovic (also an AITPM member) was part of the design development process, along with formal Road Safety Audits and other analyses and reviews.

Most items in the Audits and reviews were addressed prior to the cycleway opening while others are being monitored and addressed as required. There are detailed reports to document this process, some of which I quoted as part of my presentations at two recent AITPM Road Safety seminars in Leichhardt (20 March 2012) and Canberra (15 June 2012):

A full copy of my presentation is attached and AITPM is welcome to reproduce it all or in part, either in the newsletter or on the website. The presentation highlights the complexities of the Bourke Road design development process and draws on a separate report I wrote as expert evidence for the Land and Environment Court in relation to the above matter. Many of the
safety concerns of the cycleway are based on old research that has since been addressed through innovative design responses both here and overseas, as summarised in the above presentation.

The Bourke Road cycleway is an important and significant piece of infrastructure that has been designed with great attention to detail. It is part of a much larger network of cycling facilities currently being developed by the City of Sydney. There has been a substantial increase in cycling along Bourke Road and other sections of the City’s new cycleway network, and that is even before it is fully connected. Research has shown the Benefit:Cost Ratio for the City’s network is at least 3.88, which is much larger than that for many major road projects. Health and decongestion are two major contributors to the substantive BCR for cycleway projects, as I have documented separately – also attached.

In terms of public health, I recently attended a workshop conducted by Infrastructure Australia and the Major Cities Unit. Health representatives warned hospitals would go broke in the next decade due exponential growth in health impacts created by our sedentary lifestyles - obesity, diabetes, cardio-vascular disease, mental health, cancer, etc. The next big step is for the health benefits and other “externalities” to be formally verified and agreed by the Federal Government. Given that Governments have an obligation to spend taxpayers’ money wisely (eg a high BCR), will this be the “game changer” the industry is looking for?

In terms of decongestion, I tested a specific example along the Anzac Bridge. I found that during school holidays, a 4.9% reduction in peak hour traffic provides a time saving of just over 2 minutes, while a 10% mode shift from car to bike would reduce delay by well over 3 minutes. The RTA 2009 Economic Analysis Manual indicates that this would equate to a cost saving of $3.7 million per year.

Finally, I note that, contrary to populist belief, no traffic lanes were harmed during the making of the Bourke Road Cycleway or most other such facilities in the City if Sydney.

Happy and healthy cycling.

Kind regards,

Dick van den Dool

Physician Heal Thyself

Hi,

I followed the link and watched the video shot by the foul mouthed truckie. In the first scene he runs a red light. I wonder if he called himself a “stupid @#$%ing idiot”. Just shows how human it is to think of ourselves as better drivers than everyone else.

Regards

Peter Hawthorne

National Products Technical Manager

ASP Group Pty Ltd

http://www.youtube.com/watch?v=qVhCoJaHRJg

http://www.youtube.com/watch?v=2iExH9qT0LE
Aimsun 7 training course,
Sydney, 13-17 August 2012

Alexandre Torday and Paolo Rinelli of TSS-Transport Simulation Systems will be teaching a five-day set of Aimsun training modules from Monday 13th to Friday 17th August, 2012, in Saxons Training Facilities, Sydney.

Aimsun traffic simulation software features a fully integrated set of macroscopic, mesoscopic and microscopic models in a single software application. The latest version of Aimsun also incorporates the hybrid simulator, which allows users to model large areas mesoscopically and simultaneously zoom in on pockets that require a microscopic level of detail. TSS-Transport Simulation Systems develops, markets and supports Aimsun software and has put together this package of different course modules for new and existing Aimsun users.

Module 1 will cover the basic aspects of how to edit, simulate and obtain results with Aimsun. This three-day course is mainly aimed at users with little or no knowledge of microscopic simulation with Aimsun.

Module 2 focuses on users who want to refresh their skills in microsimulation and offers an intensive examination of stochastic route choice and microscopic modelling techniques. The course length is one day.

Module 3 is for users who already have some experience in microsimulation and who wish to extend their knowledge of macroscopic and mesoscopic modelling and their application to large-scale projects. We will also look at micro-meso-macro integration and hybrid modelling. This course is delivered over two days and is aimed at users who hold an Aimsun Advanced license as the meso, macro and hybrid features are only available in this edition.

For prices, a more detailed agenda and any further information please send an email to info@aimsun.com

TSS-Transport Simulation Systems Pty Ltd
Suite 603
46 Market Street
Sydney NSW 2000
Australia
Tel: +61 (0)2 9299 8598
Fax: +61 (0)2 9299 4888
e-mail: info@aimsun.com
Web: www.aimsun.com
New Members

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Member profile

Martha Morecock Eddy, National ITS Manager, URS

How did you get into intelligent transport systems (ITS)?

Nearly 25 years ago I was a systems engineer working in the public sector as a Transportation Engineer on bridge, traffic and roadway design projects when I attended a training seminar for professionals at North Western University’s Traffic Institute. At the seminar a professor shared the concept of emergency vehicles, when en route to a scene, being able to signal traffic lights to turn green in the direction they were travelling, turn red on all other legs, and then circulate back to normal operations after the vehicle had cleared the intersection. The professor then shared that it existed (and in the years since the seminar has been widely deployed in the US). The gravity of being able to get help to someone quickly and safely, potentially to save a life, within a busy traffic environment impressed me! I was hooked! But, I had to wait for ITS to become its own industry. When the need for firms specialising in advanced transportation systems (then-IVHS) grew I joined a top ITS consulting firm, then Farradyne Systems, in Maryland and my ITS career started. It is such a dynamic field; I have loved every minute of it.
What is your current role?

I am the National ITS Manager at URS based in Brisbane. Over my career I have been exposed to numerous projects which have encompassed a wide range of ITS program areas including traveller information, traffic management/operations, public transport, electronic toll collection, heavy/commercial vehicle operations and advanced rural transportation with a focus on recreational areas. At URS I am working with Australian road authorities and organisations to successfully plan for and deliver ITS technologies that maximise the ITS benefits of improved safety, reduced environmental impacts, reduced congestion, more reliable journey times and wider distribution of transport and travel information. URS is a recognised name throughout the world in all areas of transport and we’ve been doing fantastic work here. In my role I enjoy helping to build URS’s awareness in this part of the world.

What has been your role with AITPM?

When I first moved to Australia, just over two years ago, one of the first conferences I attended was the National AITPM Conference in Brisbane. The conference had dynamic presentations and covered a broad range of subjects including ITS. The networking was fantastic. AITPM takes a ‘whole of industry’ approach with an inclusive focus, particularly with their state chapters, events/training, communication, scholarships and recognition. I regularly attend AITPM events in the various states and on a national level.

What will you be doing in the future?

At the moment I am focused on expanding and enhancing URS’s ITS capabilities in Australia and New Zealand plus helping to build the profile of ITS around the country. I am thankful to have recently been appointed to the ITS Australia Board of Directors so I can continue to build the context for using ITS effectively as an integral element of the broader transport management strategy. I look forward to continuing to be an active member of AITPM and am passionate about mentoring those interested in ITS.

How has industry changed during your career?

The ITS industry has changed **dramatically** over my career. After learning about just a few ‘what could be’ technologies, I had to wait until the industry matured to a certain degree. Also, moving to Australia from the United States meant I had to build a new professional network and learn a new way of doing business. AITPM and the various AITPM events have been helpful on both accounts. Thank you for the opportunity to share my story. I look forward to the day when it is the norm for people to wake up and wonder – how is the surface transport network operating today?
Recent AITPM Events

AITPM Road Safety Seminar – Canberra, 15 June 2012

AITPM NSW Branch was pleased to host a seminar on road safety and traffic management in Canberra on 15 June. The event was presented as part of the Branch’s series of Regional Seminars, for the benefit of traffic and transport practitioners within the region. Practitioners from the consulting industry, state and local government presented some perspectives on current developments in risk assessment, safety audits, guidelines and related education and training, including an update on practice in the ACT.

An overview of risk assessment by Zoran Bakovic (PB Consultants) re-examined the principles and application of risk management standards in the road and traffic context, and pointed to some traps in comprehensively identifying deficiencies and their appropriate treatments. Murray Cleaver (Transport for NSW) presented the development of the road safety audit process as a major tool for implementation in NSW, and outlined arrangements for training and accreditation of road safety auditors in the state.

Traffic management and safety management were presented as inseparable processes by Peter Croft (ARRB) who pointed to the availability of relevant guidelines for ensuring a good safety focus in traffic management practice. Dick van den Dool (GTA Consultants) demonstrated that we need to look at detail in the road environment, and adjacent activity centres, to ensure hazards and risks are avoided, especially for pedestrians and cyclists. Ben Hubbard (Manly Council) emphasised the need for attention to detail in the practical management of signs and markings, and encouraged us to think beyond standards to ensure safety.

Road safety management in ACT was outlined from the strategic viewpoint (by Geoff Davidson, Community Safety ACT) and pointed to the implications for community awareness and involvement in action plans. Rifaat Shoukrallah (Roads ACT) summarised the program for implementation of road safety engineering programs in the territory, emphasising traffic management, speed management and crash investigation components.

The need for appropriate practitioner training was addressed by NSW Branch President Roshan Aryal who outlined the diploma course being developed by AITPM in response to the need felt keenly throughout the traffic and transport engineering profession.

There was lively discussion throughout the day, and in a final session, which we hope will entice more practitioners in the ACT to consider AITPM membership. NSW Vice-President Kevin John did not miss the opportunity to provide a spirited promotion of the upcoming National Conference in Sydney.
Gold Coast Technical Session

Jack Donaghey (Manager, Network Planning & Performance at TMR) gave a retrospective of the last 35 years of land-transport on the Gold Coast. The presentation followed the history of road and rail in the Gold Coast area through four Department of Main Roads structures, five Queensland Premiers, eight Mayors, one Council amalgamation and a population growth of nearly half a million. Major infrastructure investments include the eight lane Pacific Motorway and the passenger railway between the Gold Coast and Brisbane, Smith Street Motorway, Bermuda Street, the Tugun Bypass and the Gold Coast Rapid Transit. This Gold Coast Chapter dinner event had a record attendance of over 70.
Gold Coast Technical Session

Three presenters including: Alton Twine – Gold Coast City Council, Dan Barr – Gold Coast City Council and Graham Bilton – Gold Coast Rapid Transit Project, presented on the Gold Coast Rapid Transit (GCRT) Project. Three different perspectives were given surrounding GCRT including the transport planning considerations and how this project will be integrated into the new transport strategy for Gold Coast. The second was the urban design themes associated with the project and the link between traffic management and positive urban design outcomes. The third was the challenges of incorporating a light rail system into an existing busy road network.

The event was well attended by approximately 45 people.

The MINIs will be at the Olympic Park throughout the Games

The London fire brigade has agreed to a deal with BMW that will see it borrow five of the motor giant’s Mini Countryman cars to form the nucleus of its emergency response fleet during the 2012 London Games.

The deal will see the vehicles patrolling inside and outside the Olympic park, ready to “provide a full-time operational response”. They will carry fire extinguishers, emergency care packs and defibrillators, and will be decked out in LFB colours and logo and loaned to the brigade for the duration of both the Olympics and the Paralympics. A spokesman for the LFB said the vehicles will be used to investigate alarms, put out small fires and remind people about fire safety.

Here comes the bride - on the 15:52 Sutton to Victoria train

Most couples dream of a Rolls Royce or a horse drawn carriage to whisk them from away from the church on their wedding day.

But one set of newly-weds took the 15.52 to London Victoria from Sutton Station. Rail passengers looked on in stunned disbelief as John and Amanda Harper, took the train in their bridal gown and morning suit just minutes after getting hitched at Sutton register office.

The couple were even treated to a congratulatory announcement on the station’s public address system.
From Richard Jones's recent trip to Thailand:

Traffic light count down for red light and green  Good transport option

NZ Boy, 4, bids to buy real train

A four-year-old boy bid the equivalent of $AUD 23,000 to buy a real train from public transport officials in New Zealand.

Metlink, the public transport arm of Greater Wellington Regional Council, thought its dreams had come true when it received an opening bid of $29,990 for the old train.

But it turned out the bid on the Trade Me auction website was from an enthusiastic child whose mother was alarmed at the prospect of owning a full-sized two-carriage train.

The train, which had operated in the Wellington area since the late 1940s, was taken out of service this week and put up for sale.

Man uses slingshot to fire marbles at speed camera

Police in Maryland say a man has been charged with assault for using a slingshot to fire glass marbles at a speed camera van.

Authorities say Bruce Lawrence May of Ellicott City was arrested Tuesday.

The 50-year-old Lawrence was also charged with destruction of property and reckless endangerment. He was released on $3,000 bond.
Upcoming AITPM events

2012 National Conference

Topic: The Traffic and Transport Merry Go Round
Date: 9-11 October 2012 with workshops on the 12 October 2012
Venue: Luna Park Sydney

Key topics for discussion are:
• Transport Options;
• Government versus Private Sector;
• Technical Developments;
• Road Safety; and
• Measuring Performance of the Systems.

Brisbane Technical Seminar

Wednesday 1 August, 2012

Topic: Mobile CCTV – A different tool available for construction traffic management
News

International News

Best Transportation Projects in Mid America Take Home Awards

Projects that restored major roadways in just weeks after extreme flooding, tackled crash-plagued intersections to make citizens safer, and made deteriorating roadways both functional and beautiful were all recipients of top honors in the Mid America regional America’s Transportation Awards competition.

Emergency responders work to reduce £1bn cost to the economy caused by motorway incidents

New guidelines were launched today to improve how the Highways Agency and emergency services work together. This is part of a Government strategy to reduce the £1bn cost of motorway incidents.

Police, fire and ambulance services and the

National News

Infrastructure Australia’s annual report

Infrastructure Australia’s annual report has been released, identifying more than $75 billion of major projects. In the report, the CBD rail capacity upgrade in Brisbane has advanced to 'ready to proceed' status, while Melbourne's

East West road link remains on 'ready to proceed' and Sydney’s North West Rail Link remains in the 'early stage' category.

Rethinking Cities

A major report released by Infrastructure Partnerships Australia and global consulting firm Arup calls for the Productivity Commission to develop accurate ways of tracking the performance of Australia’s major cities; and calls on all three levels of government to integrate the way they plan, regulate and operate metropolitan infrastructure.

Metric shows Australia falling further behind

A landmark metric that measures Australia’s actual progress on its infrastructure backlog – released after more than three years of preparation by BIS Shrapnel and Infrastructure Partnerships Australia – shows that headline infrastructure investment figures are being inflated by mining related projects.
Western Australian News

Perth to Darwin Highway reaches new milestone

Planning Minister John Day has approved an amendment that outlines the proposed road reservation between Bullsbrook and Muchea for the Perth to Darwin National Highway.

The new highway will provide a more direct link between WA and the Northern Territory and become an important arterial road in the north-east corridor.

The Highway has received $8 million in funding from the State Government to commence the necessary development work.

Support and additional funding from the Federal Government will be sought after as part of the next round of the National Building Program in 2014-2015.

The public submission period will close 12 October 2012.

Government to exceed 3,000 car bay promise

The State Government has delivered on its four-year, $50 million election commitment to build an additional 3,000 car bays at railway stations along the Joondalup and Mandurah lines.

Transport Minister Troy Buswell said the 3,000-bay milestone was passed with the opening of the new 470-bay car park at Cockburn Central Station and indicated the Government was on track to exceed the original target by up to 50 per cent.

Link for more information

New South Wales and ACT News

Budget summary

The NSW budget was handed down with forecast expenditure of $6.1 billion for the transport and road sectors, a 10.3 per cent increase on the previous year. Major investments include $397 million for the South West Rail Link, $360 million for the North West Rail Link as well as $845 million for upgrades of the Pacific Highway.

Fixing the trains: Sydney’s rail future

The State Government has announced Sydney’s Rail Future – a plan to introduce new single deck high frequency trains as part of a major overhaul of the network which will eventually include a second rail crossing, under Sydney Harbour.

The rapid transit trains will provide Sydney customers with more choice alongside suburban double deck trains and intercity trains.

This will result in a more than 60 per cent increase in the number of trains that can run to the CBD and increase capacity from areas including Western Sydney and South West Sydney, catering for up to an extra 100,000 people per hour.

Link for more information
New trains, more choice for north west as multi-billion dollar tender process begins

The NSW State Government has announced the multi-billion dollar tender process to build the North West Rail Link has started.

The North West Rail Link will be the first rail line to feature new generation single deck, high frequency trains as part of Sydney’s Rail Future.

The first single deck trains will operate from the North West to Chatswood, providing customers with at least 12 trains an hour in the peak – or one every five minutes.

New traffic and transport committee legislation passes parliament

Legislation has passed through Parliament for a joint State-City of Sydney committee to take control of transport and traffic planning in the City CBD away from the City Council.

The City of Sydney Amendment (Central Sydney Traffic and Transport Committee) Bill 2012 allows for the establishment of a Central Sydney Traffic and Transport Committee, to be responsible for coordinating plans and policies for public transport and traffic within central Sydney and making decisions on major transport issues.

The NSW Government was in disagreement with the Council on a number of transport issues including:

- Speed limits and car access to the CBD;
- The provision of layover space for buses;
- The extension of the network of bikeways and
- The extension of low-speed shared zones

The Central Sydney Traffic and Transport Committee will be chaired by the Director General of Transport for NSW, Les Wielinga, and include an additional three members nominated by the NSW Government and three by the Council.”

F3 to M2 link proposal

The NSW Government has received an unsolicited proposal from private motorway operator Transurban for a possible F3 to M2 Motorway Tunnel link underneath Pennant Hills Road.

Monorail to cease operations June 2013

Sydney’s monorail will cease operations next year, clearing the way for the removal of the infrastructure to accommodate the new convention centre at Darling Harbour.

Earlier this year the NSW Government announced it had bought Metro Transport Sydney (MTS), the company that owns Sydney’s light rail and the monorail.

The $19.8 million purchase will enable the efficient delivery of Sydney’s future light rail extensions, and will now mean the monorail infrastructure will be removed before the construction of the Darling Harbour revamp including a new convention centre.

The monorail will cease operations on Sunday, June 30, 2013.
Planning green paper a sensible framework to streamline infrastructure delivery, cut red tape costs

The New South Wales Government’s Planning Green Paper provides a very sensible outline of the replacement to the 30-year-old Environmental Planning and Assessment Act, and provides a range of measures that will improve the efficiency of infrastructure delivery, says Infrastructure Partnerships Australia.

Queensland News

Airportlink opened

AirportlinkM7, said to be Australia’s largest infrastructure project is now opened to traffic.

AirportlinkM7 is a 6.7km, multi-lane, free-flow toll road located in Brisbane, Queensland. It is fully electronic which means that you will not need to stop or slow down to pay a toll.

Tolls will be introduced gradually as follows:

- One month toll free for all motorists until 22 August 2012
- PLUS an additional two months’ toll free for all tolling account holders until 17 October, regardless of the issuer (e.g. go via or Flow)
- From the end of the toll free period(s), the maximum cars will pay to travel the full length of AirportlinkM7 is $2.50 (or $2.00 for the two shorter sections - Bowen Hills to Kedron or Kedron to Toombul) until May 2013
  - Between June and November 2013, the maximum cars will pay for the full length is $3.75 (or $2.90 for the two shorter sections)
  - Full tolling, as required under the concession deed with the Queensland State Government, will apply from November 2013 (in today’s terms, $3.65 and $4.90).

Government to improve bus networks

The Queensland Government will review south east Queensland’s bus network to improve service reliability, affordability and frequency.

The decision came after the latest data showed patronage had declined on 13 of south east Queensland’s 16 bus providers following ongoing 15 per cent fare hikes.

The Government will invest more than $30 million this year to improve the frequency of bus services and restore affordability, including free travel after nine journeys.
Victorian News

VicRoads supports campaign to keep kids safe

VicRoads Director for Road User Safety, James Holgate, today reminded parents to look out for their children around cars, with the launch of a new driveway safety campaign.

Mr Holgate said the message was being delivered to the public across a vast range of mediums to drive home just how important being aware is.

“Since 2000, 14 children have died from incidents with vehicles in the family driveway and over 80 children have ended up at the Royal Children’s Hospital with very serious injuries,” Mr Holgate said.

“Ninety-two per cent of the incidents occurred in the driveway of the child’s home, with eight per cent in the driveways of the child’s relatives or friends.”

Link for more information

Victorian Transport Atlas released

The Department of Transport has developed a transport atlas. The Victorian Transport Atlas intends to bring together a number of transport themes and data sets including journey to work, public transport infrastructure, travel surveys, and employment data. The atlas has data presented for each Victorian local government area.

Link for more information

$10 million incentive to move 65,000 truck trips to rail

Minister for Public Transport Terry Mulder has announced the successful recipients of funding for its new $10 million rail freight incentive scheme.

Mr Mulder said the six companies which received funding had committed to moving almost 50,000 containers or the equivalent of 65,000 truck trips into and out of the Port of Melbourne by rail instead of road.

Link for more information

Traffic investigations to help determine Kilmore-Wallan bypass alignment

New traffic modelling for each of the alignment options for a Kilmore-Wallan Bypass is underway and will soon be completed.

Members of the Kilmore and Wallan communities have expressed concern that the data used in previous modelling and projections was several years old, which VicRoads has acknowledged and addressed by carrying out new counts.

These counts, and the subsequent modelling, take into account increased development in Melbourne’s outer north and the expansion of the Urban Growth Boundary.

Link for more information
South Australian news

Urban renewal authority board announced

The State Government has today announced the seven-member board of the Urban Renewal Authority - which will be charged with delivering and increasing the supply and diversity of affordable housing and accelerating the renewal of social housing stock to upgrade and refresh our suburbs and communities.

Funding rollout for cycling projects

Almost $1.4 million will be invested this financial year in cycling initiatives across South Australia through the State Government’s Black Spot Program and the State Bicycle Fund.

Almost 9,500 people now cycle in and out of the CBD daily - an increase of more than 50 per cent over the past five years.

New CBD Bus Priority Lanes operational Monday

New priority bus lanes on Currie and Grenfell Streets and East Terrace are now operational.

Department of Planning, Transport and Infrastructure (DPTI) Director, Road and Traffic Management, Paul Gelston, said these dedicated bus lanes are designed to improve bus movement through the CBD and the reliability of Adelaide’s bus network.

“The priority bus lanes form part of an ongoing initiative to improve public transport services into and out of the city centre,” he said.


“These new bus lanes will now operate from 7am to 7pm, Monday to Friday, in both directions – along the length of Currie and Grenfell Streets and along East Terrace between Grenfell Street and North Terrace.

“In addition to buses, taxis, cyclists and emergency vehicles are also permitted to travel in priority bus lanes, improving travel times for these vehicles as well.”

Tasmanian news

Tasmania’s Proposed Mandatory Alcohol Interlock Program

Tasmania’s proposed Mandatory Alcohol Interlock Program (the program) will apply to people who are convicted of drink driving offences after serving their licence suspension.

To legally drive, program participants must fit an alcohol interlock from an approved supplier to any vehicles they drive.

Link for more information
What the Media Said

Below are extracts or written pieces based on articles from Australian and overseas media. They are not the full articles and readers are encouraged to go to the original source (links provided). AITPM is showing this information for research purposes to indicate some of the comments being made in the media on issues that affect our profession.

International media stories

Road safety day makes impact

From an article in the Post Code Gazette
A major day of action to tackle road safety resulted in a 70 per cent drop in collisions on South Yorkshire’s highways.

Fire, police and other partners came together to spell out driving dangers at dozens of events across the county on National Road Safety Day- coordinated by the Chief Fire Officers Association (CFOA).

The day of action helped bring the number of collisions on the county’s roads down to three on July 6, compared to a daily average of ten.

Link for more information

National media stories

Perth rail network hailed for ‘smart planning, design’

From an article in The Courier Mail
Perth has been praised in a federal government report for managing to make rail an attractive alternative to roads.

Transport Minister Anthony Albanese released the Understanding Australia’s Urban Railways report at a transport forum in Sydney today.

“The report showed that smart planning and design, coupled with infrastructure, could increase the use of public transport,” Mr Albanese said.

“(The report) highlights the example of Perth where remarkable progress has been made to make rail an attractive alternative to car travel,” he said.

“Fast, frequent services, good bus and car interchanges and station facilities have all helped to draw patrons to rail.”

Meanwhile, the latest Australian infrastructure Statistics Yearbook, also released today, painted a picture of increasing private investment in public transport, Mr Albanese said.

“There’s been a dramatic increase in private sector investment in infrastructure, from 28 per cent in infrastructure investment a decade ago up to 44 per cent today,” Mr Albanese told the Australian Transport Summit.

Link for more information

The world’s most advanced hatchback

New Volvo V40 should be almost impossible to crash, with technology to protect pedestrians and read road signs.

Link for more information
NSW media stories

Cyclists seeing red over bike traffic lights

From an article in the Sydney Morning Herald

A new study into cycleway traffic lights used at intersections bisected by Sydney’s bike lanes demonstrates widespread confusion and disaffection with them.

The study, sponsored by Roads and Maritime Services and the City of Sydney, videotaped riders at three intersections in Sydney where the government installed separate bike-only lights.

The study showed that only about 30 per cent to 40 per cent of cyclists stopped their bikes in the right location or “detection zone” needed to trigger the lights to change.

Link for more information

Elderly Pedestrians at Risk

From an article in the Sydney Morning Herald

The number of pedestrian deaths, particularly among the elderly, is rising. Police issued a warning that this year’s death toll will exceed last year’s.

Pedestrian fatalities have hovered at historically low figures of about 55 in recent years but they rose to 62 in the last 12 months.

About one-third of victims were over 75.

Link for more information

Free education guide aims to safeguard child safety around vehicles

From an article in The Courier Mail

Families and carers will be the focus of the biggest road safety blitz in a decade aimed at slashing the toll of child fatalities.

More than 500,000 copies of a new educational guide about how to keep children safe around vehicles will be distributed free in the next few weeks. Horror statistics show 100 children are injured in NSW road crashes every week - those aged zero to five are among the most vulnerable.

Link for more information

New Sydney Airport Study

From an article in the Sydney Morning Herald

The consultants undertaking environmental, economic and social studies into Wilton as a site for the second Sydney airport have been announced by the federal government.

Despite the NSW government’s opposition to a second airport anywhere in the Sydney basin, the federal Minister for Transport, Anthony Albanese, is going ahead with the six-month assessments.

WorleyParsons, in partnership with PricewaterhouseCoopers and Airport Master Planning consultants, will do a detailed environmental and infrastructure assessment of Wilton.

Ernst and Young will study the impact on the Wilton and Richmond communities of aircraft noise, as well as the extra jobs and investment.

Booz and Company will analyse passenger demand.

Link for more information
Speeding trucks under scrutiny

From an article in the Sydney Morning Herald

Police will examine a fleet of freight trucks after one was caught speeding at Mittagong earlier in the week. About 11.25pm on Friday officers from Mittagong Highway Patrol were checking motorists' speeds when they detected a b-double truck, which is speed limited to 100km/h, travelling at 125km/h on the highway.

Proposed new tax for infrastructure

From an article in the Sydney Morning Herald

Every household in Sydney could be levied with a new tax to pay for future housing developments under a government shake-up of planning laws. A review of the rules has suggested that residential rates on all properties should rise to boost levies and spread the costs of urban development.

ACT media stories

New road for Canberra

From an article in the Canberra Times

The ACT government has called in the $288 million Majura Parkway, effectively overruling any objections to the upgraded road and all but guaranteeing work will begin this year.

West Australian media stories

Waterfront road crawl

From an article in The West Australian

The partial closure of Riverside Drive to accommodate the Elizabeth Quay development will reduce some inner-city traffic to a crawl and add up to 10 minutes to peak-hour travel times, according to State Government modelling. A report by transport consultants Veitch Lister says there will be a significant increase in the number of vehicles on streets around the waterfront development as Riverside Drive traffic is re-routed around the Elizabeth Quay inlet.

The report, which was recently provided to a parliamentary committee, says most of the 40,000 vehicles that currently use Riverside Drive will opt to use Graham Farmer Freeway, coming from Great Eastern Highway or Orrong Road.
Bikes get priority in traffic flow plan

From an article in *The West Australian*

Giving motorcyclists priority access to bus and emergency lanes is among ideas being canvassed by a government group charged with developing WA’s first motorcycling policy.

The working group was established by Transport Minister Troy Buswell this year after discussions with the Motorcycle Riders Association. It will hold its second meeting next month.

Queensland media stories

Airportlink tunnel operators aim to avoid Clem7 mistakes

From an article in *The Courier Mail*

The operators of Brisbane Airport Link have gone out of their way to avoid the mistakes made by RiverCity Motorway in an effort to attract motorists who have shunned the Clem7, tipping the company into receivership.

From the number of speed signs to the top-of-the-range broadcast and sprinkler systems, BrisConnections chief executive Ray Wilson is confident everything has been thought of to give Airportlink the best chance of success.

“The really big learning we’ve taken from Clem is signage around the entries and exits and so forth,” he said.

Victorian media stories

Selling Roads

From an article in *The Age*

Freeways could be sold to the private sector and converted to tollways under a proposal for state governments to raise money for expensive new road and rail links. The proposal, if adopted in Victoria, could lead to major roads such as the Eastern Freeway, the West Gate Freeway and the Western Ring Road being privatised and tolled. The proceeds of the freeway sell-offs could then be used to build infrastructure such as hospitals, the Melbourne metro rail network, the missing link of Melbourne’s outer ring road, and the proposed East-Westlink under Melbourne’s inner north.

South Australian media stories

Fast trains planned for Adelaide’s south

From an article in *Adelaide Now*

Trains with the capacity to reach speeds up to 260km/h will travel to Aldinga as part of the $800 million rail extension from Seaford, a council briefing has been told.

Transport Department spokesman Gareth Evans outlined the government’s two preferred rail routes from Seaford to Aldinga at an Onkaparinga Council meeting this week.

The distance between Seaford and Aldinga is approximately 10km, meaning commuters could expect about a five to six minute ride between the stations.

Link for more information
Quirky News

The following are extracts from the radio program Overdrive which is syndicated to stations around Australia on the Community Radio Network and is presented by AITPM members David Brown and Brian Smith and technical expert Errol Smith.

Man finds car stolen in 1970 on eBay

The saying “timing is everything” has a new meaning for Bob Russell.

During a sleepless night last month, Russell hopped out of bed, fired up his computer and began surfing the Web.

Browsing eBay that night led to the recovery of his 1967 Austin Healey, a sports car that was stolen more than 40 years ago.

Talking urinals warn drink drivers

Talking urinals have been installed in US pubs as part of a campaign to cut down drink driving.

Set off by a motion sensor, the gadget delivers a message warning pub-goers about the perils of driving under the influence.

Customers are greeted with a message which begins: “Hey, listen up - that’s right, I’m talking to you.

“Have you had a few drinks, maybe a few too many? Do yourself and everyone else a favour and call a cab.”

German mayor designates ‘more challenging’ parking spaces to men

A German mayor’s controversial new parking policy has raised a few eyebrows after he designated the town’s ‘more challenging’ parking space to male drivers.

Under the new system, each space in the town’s main car park been painted with a male or female symbol, depending on its difficulty rating.

While female drivers have been assigned wider and well-lit spaces located closer to the exit, male drivers will need to pull in at more difficult angles and avoid cement pillars.

Ferrari gets a leather jacket (France)

A wealthy car owner has had his £135,000 Ferrari F430 completely wrapped in leather.

Car customisers Dartz were commissioned by a client on the French Riviera to finish the dream machine in a black leather finish.

The leather is real and not vinyl, but mysteriously described it as “something in between”

Nissan’s reverse world record

Nissan will attempt to break in to the Guinness World Records – in reverse.

The Japanese brand will use the infamous hillclimb circuit at the upcoming Goodwood Festival of Speed in the UK to attempt to set the fastest time over a distance of one mile (1.6km) in the Leaf electric hatchback.

Because the Leaf sends its power directly from the electric motor to the wheels, Nissan says it should be able to go as fast backwards as it can forwards – well, almost, because its humpy rear-end is expected to be slightly less aerodynamic than the sleeker nose.
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Editorial Team

Editor: David Brown, Driven Media Pty Ltd

National Newsletter Coordinator: Peter Doupé, AITPM, Inc

National Administrator: Josephine Mitton, on behalf of AITPM, Inc

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