

Report on the AITPM Annual Conference Adelaide, 5-7 August 2009

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MWH

BUILDING A BETTER WORLD

AITPM 2009 Conference report

(36 slides in total)

Outline of presentation

- What is AITPM?
- Conf. program & exhibits
- Notes on papers
- Workshop & Technical tour
- My tiki tour (slides 18-34)
- Follow-up & Lessons learnt

Acknowledgements

- MWH New Zealand
- IPENZ Transportation Group

Disclaimer: The views expressed are the author's and do not necessarily reflect the opinions of his employer, his co-authors or their employers.

AITPM 2009 Conf report: Who are AITPM?

AITPM is the Australian Institute of Traffic Planning and Management Inc, and this was their 29th consecutive annual conference. They are broadly the equivalent Australian body to IPENZ Transportation Group, and seem to have started in NSW, expanding to the other States and Territories in the mid-late 1990s.

Their setup is similar to IPENZ TG, with a revolving conf, the 2010 one to be held in **Brisbane, 21-23 July**.

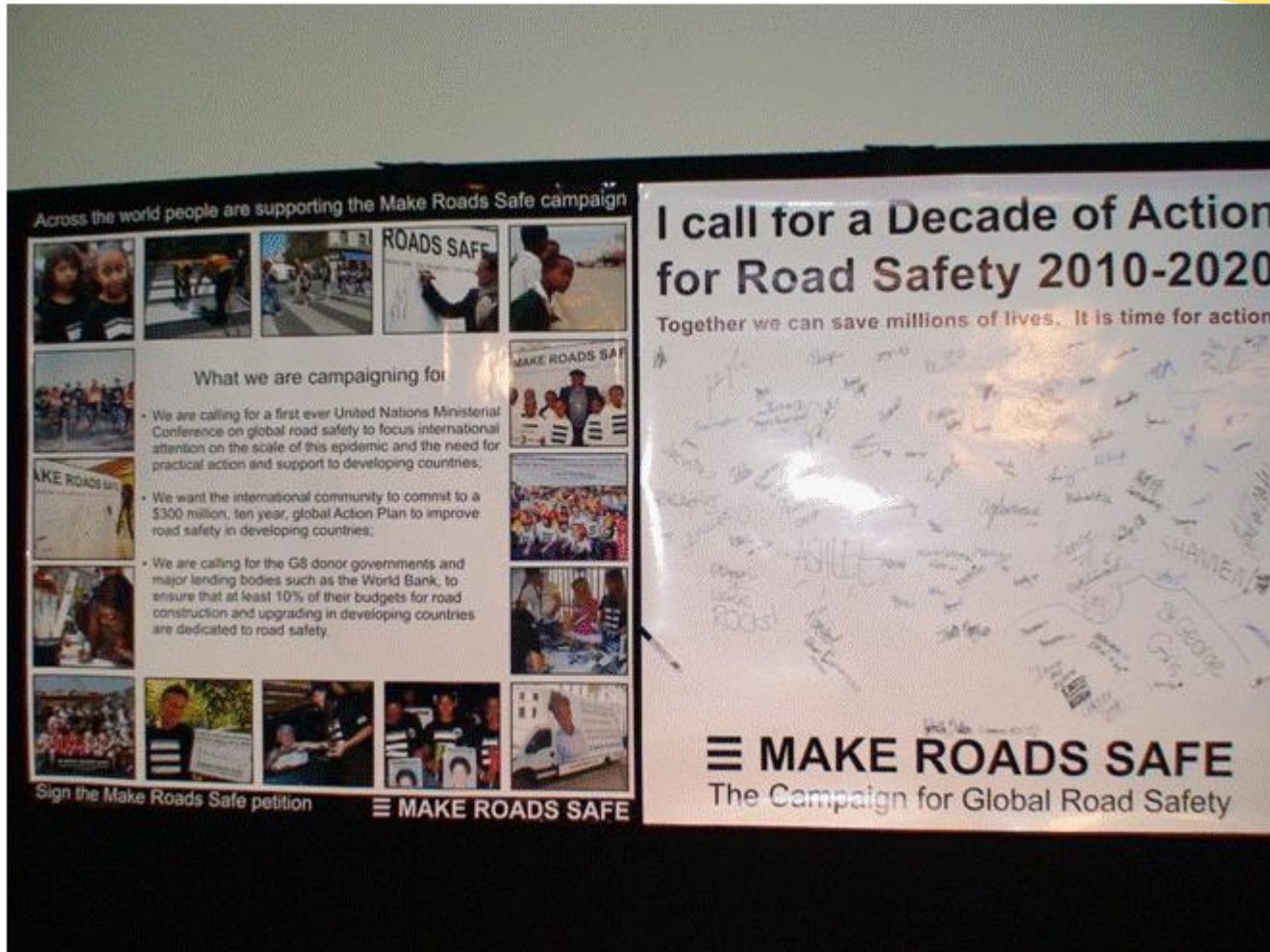
Membership >500 despite subscription costs of >A\$200? No formal tie-up with IEAust?

AITPM 2009 Conf report: Conf program

- **Pre-Conf** welcome Tues Night in the Exhibitions
- **Opening** session 1 included address by SA Minister
- My paper in session 2; Wed & Thu sessions 4-8 split into two streams which included an **interactive forum**
- 34 abstracts in handout, **papers on the flash drive** – snazzy setup but they did not format my paper correctly. No presentations although they were due in advance.
- Conf **dinner** Wed night also at the Convention Centre
- Friday morning **workshop**, split into 4 workgroups
- Fri 1-4pm **technical tour** with 3 presentations

AITPM 2009 Conf report: Conference exhibitions

- Sign the Make Roads Safe petition ✓



AITPM 2009 Conf report: notes on papers

- **SA Minister's address:** Want 70% residential dev. to happen by electrified rail & new extensions; State Govt purchased site for Transport Oriented Dev (TOD); Stop urban spread; 80% PT subsidy
- **The price of road safety?:** Safe system – common errors should not lead to severe injury. Cmty needs to demand & accept loss of mobility, travel freedom
- **PT Planning effects:** Need to simplify bus routes; Istanbul contraflow buses along middle of freeways; Quito pay before boarding; Perth? to reduce cong\$ no fares for boarding in city, levy car parks

AITPM 2009 Conf report: notes on papers

- **Charging electric vehs:** vast majority of trips <100km/day. Different systems (Toyota; EDF..)
- **Managing London traffic:** 600,000 road openings /yr, major congestion from utility & RCA planned road works thought to cause medium (5-10 mins) delay
- **Transport Assessments:** (WA) guidelines do not promote sustainable design; max not min parking criteria applied; Best Practice guides
- **NZ Sustainable transport targets** (my presentation); Single occupancy veh targets difficult to achieve; measurement issues; GPS2 axed the 2015 targets

- **Future-proofing PT**: O-bahn suffers in final 2km, bus & rail constraints on bridges, new stns replaced
- **Demand Responsive PT in Germany**: call-a-taxi operating in Hofheim since 1998
- **Benefits of the SEQ Southeast busway**: used multi-criteria to convince Treasury of the benefits
- **Parking charges impact on PT**: not presented

Interactive Forum: PT; TM; Active modes; Cmty dev
An interesting idea but to my mind **not productive**

- **Future Safe Travel**: V expensive to create intelligent roads, increase charges & penalties to strengthen enforcement and empowerment to pursue Vision 0
- **Cycling to the fore**: need transparent co-ordinated monitoring strategy and benchmarking
- **Next gen. drivers**: billboard competition for kids
- **Future ATMS** : OZ systems (Austroads ConnectSafe)
- **ATMS in UK**: M42 Peak shoulder use; M25
- **ITS in RTA**: provide fibre-optic 'backbone' to future-proof, even if wireless. Hard to retrofit bridges.

Some things heard

- Brisbane no longer carrying bicycles on their buses (too much delay). ACT still have bikes on buses.
- Bikes usually not allowed on trains during peaks
- Still a shortage of traffic engineers & planners in OZ
- Don't allow utilities companies to replace poles if hit
- Should aim to reduce VKT

In attendance

Refer also to comments by **Tim Hughes** (+ Bob Gibson, Peter Stoevelen, Paul Durdin, Phil Harrison, Shaun Hardcastle) 274: 59 DTEI; 30 State; 51 Council; 6 Uni; 119 consultants; 9 other

Brief workshop presentations

PT; Cycling & walking; Community engagement; Traffic management; along with skills & education (Dr Jeremy Woolley); standards & guidelines (Peter Croft)

About 7 round tables of 6-7 people considered the above, dealing with the first 4 topics.

I concluded that the workshop wasn't very profitable, and it seemed that the abundance of jurisdictions in Australia was contributing to their problems.

AITPM 2009 Conf report: Conference technical tour

- O-bahn bus, kneeling low floor, wheelchair access ✓



AITPM 2009 Conf report: Conference technical tour

- O-bahn dedicated high-speed track ✓



AITPM 2009 Conf report: Conference technical tour

- Visible cycle marking ✓ Peak period cycle lane ✓



AITPM 2009 Conf report: Conference technical tour

- Recessed sumps ✓, ped. crossing lines ✓?



AITPM 2009 Conf report: Conference technical tour

- Yellow bumps on side of left slip lanes ✓?

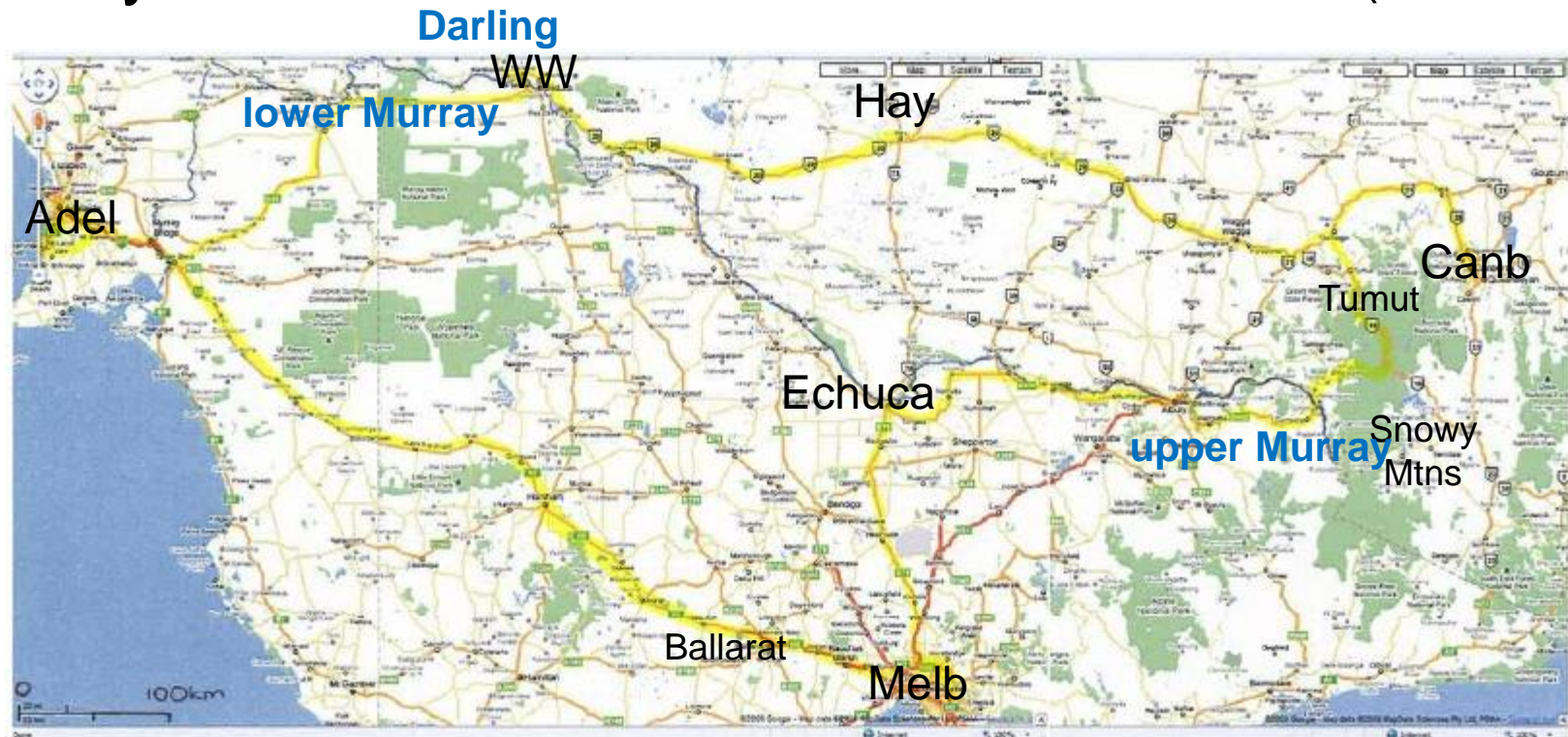


Technical Tour comments

- For complex expensive project used an ECI “Early Contractor Involvement” model that led to D&C
- Extensive public consultation for all projects
- Used 3D visual model for design & cmtty engagement
- Design for Gallipoli underpass had to be to “Anzac Memorial urban design”. Property almost 50% costs
- Technical tour not so well organised but Conf was.

AITPM 2009 Conf report: Observations from my tiki tour

I drove ~4000km from Melb > Adelaide > sth Adel > Wentworth (Mildura) > Hay > Canberra > Tumut > Snowy Mountains > Echuca/Moama > Melb (& ARRB)



Assortment of **observations** (in no particular order)

- The “mighty Murray” is not so mighty anymore!
- **Rumble strips** in SA seemed better than in Vic
- No advance overtaking lines and they are all white
- **Yellow lines** used in Snowy Mountains
- Electronic “no right turn” signs in Adel & Melb
- **Yellow 60 ahead** signs appeared better than the normal ones on white backing board
- Melbourne drivers are aggressive, but not Adelaide

AITPM 2009 Conf report: sample photos likes ✓ , dislikes ✕

- Yellow raised TCDs - centreline ✓ , left turns ✓?



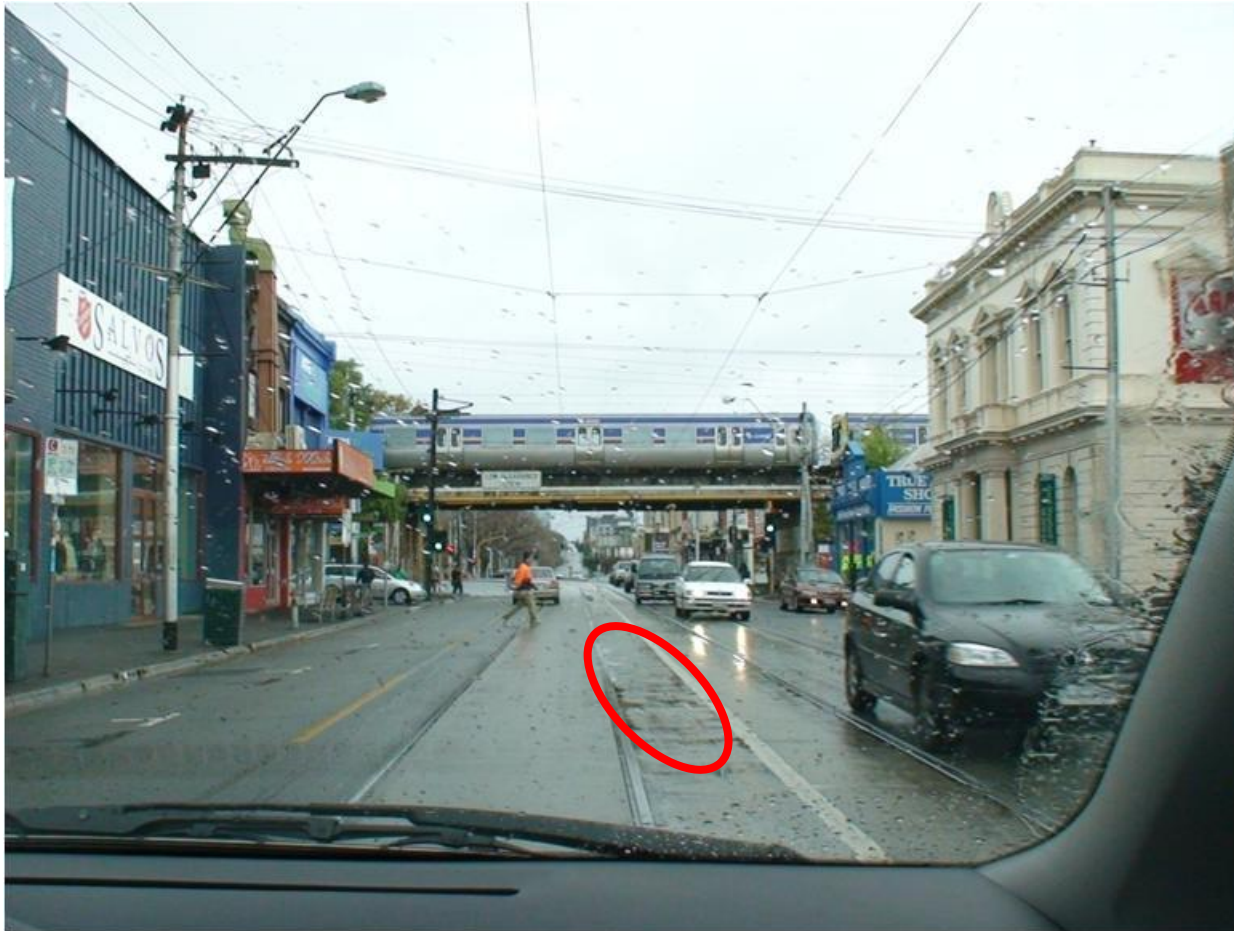
AITPM 2009 Conf report: sample photos likes ✓ , dislikes ✗

- Two aspect warning at zebra crossings, zig-zags ✓



AITPM 2009 Conf report: sample photos likes ✓ , dislikes ✗

- Wider centreline ✓



AITPM 2009 Conf report: sample photos likes ✓ , dislikes ✗

- Barrier end signage ✓ , gentle highway bends ✓



AITPM 2009 Conf report: sample photos likes ✓ , dislikes ✗

- 24 hour **free** ferry to Wellington, SA ✓



AITPM 2009 Conf report: sample photos likes ✓ , dislikes ✕

- Lift bridge ✓ , signage & barrier ✕?



AITPM 2009 Conf report: sample photos likes ✓ , dislikes ✕

- Fully reversible expressway ✓ , barrier ✕?



AITPM 2009 Conf report: sample photos likes ✓ , dislikes ✗

- Federal funded road projects signs ✓?



AITPM 2009 Conf report: sample photos likes ✓ , dislikes ✕

- Bridge to nowhere ✕, raised bridge marker posts ✓?



AITPM 2009 Conf report: sample photos likes ✓ , dislikes ✕

- No advance lines ✕, 500 m merge warning ✓



AITPM 2009 Conf report: sample photos likes ✓ , dislikes ✕

- Snow! and Ice warning signs ✓



AITPM 2009 Conf report: sample photos likes ✓ , dislikes ✕

- Flooding signs



AITPM 2009 Conf report: sample photos likes ✓ , dislikes ✗

- Rural cycle track along former railway ✓



AITPM 2009 Conf report: sample photos likes ✓ , dislikes ✗

- Green wire-rope posts ✓



AITPM 2009 Conf report: sample photos likes ✓ , dislikes ✗

- Yellow 60 km/h ahead sign ✓



Conference & Workshop things to consider / follow-up ?

- M42 peak shoulder use (e.g. Aotea to Ngauranga)
- Cohesive cycle monitoring system (NZTA)
- Future-proofing designs
- Improving bus boarding times
- Councils buying blocks to promote PT friendly policies

Travel Lessons Learnt

- I believe that we can adopt more Australian road marking and signage practices
- Adopting design criteria for state highways to minimise the number of curves with speed advisory signs should simplify the driving task for fatigued drivers
- Having oodles of road safety and enforcement signs

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