

# 2nd Local Road Safety & Traffic Engineering Conference 2008

August 26 & 27 2008, Gold Coast International Hotel, Gold Coast

This Conference focuses on road safety and traffic engineering from a local perspective for local and connecting roads, including pedestrian and cyclist safety. It includes local roads and traffic areas from residential streets, to shopping precincts to rural roads.

A variety of practical presentations will be made on the conference theme with particular emphasis on what can be achieved at a local level including what individual Local Government Councils are achieving with respect to these issues. This is a practitioner level conference and delegates will gain information that they can implement immediately.

**CASE STUDIES:** will be a particular feature of the conference with extended discussion periods to enable strong audience participation and interaction. Case Studies include: Pine Rivers Shire Council, Port Stephens Council, Gold Coast City Council, as well as a Keynote Presentation on road safety in Sweden, UK, Norway, Japan and Denmark.

**TOPICS WILL INCLUDE:** road safety audits, local area traffic management solutions, speed on local streets, level crossings, parking, traffic management plans, road safety audits, litigation, pedestrian safety, unsealed roads etc

**WHO SHOULD ATTEND:** This conference will be of relevance to Council Engineers and Road Safety Officers, Councillors, Traffic Engineers and Researchers as well as consultants and contractors within the traffic engineering and road safety areas.



#### KEYNOTE SPEAKERS:

- **NATIONAL INITIATIVES TO IMPROVE LEVEL CROSSING SAFETY**  
**Phil Allan**, Director Safety and Regulation Division, Department for Transport, Energy & Infrastructure, South Australia
- **ROAD SAFETY IN FIVE LEADING COUNTRIES**  
A Churchill Fellowship allowed the speaker to travel to Sweden, UK, Norway, Japan and Denmark to understand the reasons behind their good road safety performance.  
**Rifaat Shoukrallah**, Senior Manager, Traffic Management and Safety, ACT Department of Territory and Municipal Services

#### OTHER SPEAKERS INCLUDE:

- **THE SERENDIPITY OF ROAD SAFETY PLANNING**  
**Jason Deller**, Principal Engineer, Traffic and Transport, Moreton Bay Regional Council
- **USING TRAFFIC SIGNAL COORDINATION TO REDUCE ACCIDENTS**  
**Ronald King**, Supervising Traffic Engineer, Network Logistics Section, Traffic Management and Operations Section, Gold Coast City Council
- **ROAD SAFETY AUDITS OF URBAN STREETScape REVITALISATION PROJECTS**  
**Peter Harris**, Road Safety Audits Pty Ltd
- **A NEW PARADIGM FOR PEDESTRIAN-THEMED ROAD SAFETY AUDITS**  
**Doris Lee**, Senior Traffic Engineer, PB
- **PORT STEPHENS ROAD SAFETY JOURNEY 1985-2008**  
**Hugh Donaldson**, Transport Technical Executive, Parsons Brinckerhoff, Brisbane  
**Mark Morrison**, Road Safety and Traffic Officer, RTA, Newcastle  
**Graham Orr**, Traffic and Road Safety Project Officer, Port Stephens Council, Raymond Terrace

## For more information see website or contact:

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Conference Convenor

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# 2nd Local Road Safety & Traffic Engineering Conference 2008

DAY 1: Tuesday 26 August 2008

**8.00 REGISTRATION AND MORNING COFFEE**

**9.00 CONFERENCE OPENING:**

**Scott Matthews**, *Conference Chair*

**9.05 LEVEL CROSSING SESSION**

**KEYNOTE PRESENTATION: NATIONAL INITIATIVES TO IMPROVE LEVEL CROSSING SAFETY**

- Why level crossings have become a major focus for road and rail authorities; details of national initiatives
- Development of national rail safety legislation and strategy
- Road user attitudes to level crossings, guidelines for education and enforcement programs and a package of communication materials
- Refinement of ALCAM (Australian Level Crossing Assessment Model) as an engineering risk tool for level crossings
- Application of new initiatives such as lower speed limits, automated enforcement, warning signage and rumble strips

**Phil Allan**, *Director Safety and Regulation Division, Department for Transport, Energy & Infrastructure, South Australia*

**ATSB INVESTIGATIONS OF LEVEL CROSSING COLLISIONS**

- Overview of level crossing collisions investigated by the ATSB
- Focus on heavy vehicle collisions at level crossings

**Mark Stallbaum**, *Team Leader, Rail Safety Investigation, Australian Transport Safety Bureau (ATSB) Adelaide Field Office*

**LEVEL CROSSING COLLISION CASE STUDY**

- Case study of a collision near Ban Ban Springs Station, NT, involving a road-train truck & The Ghan passenger train

**Mark Stallbaum**, *Team Leader, Rail Safety Investigation, Australian Transport Safety Bureau (ATSB) Adelaide Field Office*

**10.30 PANEL SESSION & QUESTIONS**

**10.45 MORNING TEA**

**11.15 PEDESTRIAN SAFETY SESSION**

**ROAD SAFETY AUDITS OF URBAN STREETScape REVITALISATION PROJECTS**

- Safety considerations applicable to streetscape revitalisation projects and in particular the human factors
- Competing design demands from various stakeholders and in particular the sharing of space
- Practical example based to reach appropriate safety outcomes for each unique streetscape project

**Peter Harris**, *Road Safety Audits Pty Ltd*

**A NEW PARADIGM FOR PEDESTRIAN-THEMED ROAD SAFETY AUDITS**

- Thematic road safety audits at high pedestrian activity sites
- The holistic study methodology which expanded on the traditional road safety audit model
- Pedestrian safety problems from the perspective of the 'at risk' road user
- Case study of how pedestrian problems were identified at a busy shopping strip with a history of pedestrian crashes

**Doris Lee**, *Senior Traffic Engineer, PB*

**PEDESTRIAN SAFETY – A CHALLENGING TASK**

- Lessons learnt from in-depth pedestrian crash investigations and litigation cases
- What car drivers, pedestrians & road authorities need to know about pedestrian safety [or lack of]
- Taking action to improve pedestrian safety

**Dr George Rechnitzer & Shane Richardson**, *Principal Forensic Engineers, DVExperts International*

**12.30 PANEL SESSION & QUESTIONS**

**12.45 LUNCH**

**1.45 ENGINEERING FOR IMPROVED ROAD SAFETY SESSION – 1**

**GETTING THE BEST FROM ROAD SAFETY AUDITS: FIVE EASY STEPS**

- Strengthening road safety audit policy and processes
- Promoting road safety audit training
- Reviewing and upgrading the accreditation scheme
- Database to manage and monitor
- Developing and implementing an on-going communications strategy for the road safety audit system.

**Delilah Marta**, *A/Manager, Safer Roads Performance, Safer Roads Branch, NSW Centre for Road Safety, RTA, NSW*

**THE INFLUENCE OF TRAFFIC CALMING DEVICES ON SPEED**

- The science of speed based design
- Balancing spacing of devices and operating speeds
- The findings of recent research and local government feedback

**Peter Damen**, *General Manager, ARRB Group*

**GREATER SAFETY... THROUGH LESS CONFUSION**

- Safe designs are not an accident
- Safe roads are everyone's responsibility, including road authorities, local government and contractors
- Specifications must be clear and complete
- Contractors must know what is required

**Ken Littlefair**, *Tasman Associates Pty Ltd*

**ROAD MARKING – ROAD MAINTENANCE OR ROAD SAFETY?**

- How road marking can improve road safety
- How to specify pavement markings for improved road safety

**Bob Carnaby**, *Product Manager, Potters Asia Pacific*

**3.25 PANEL SESSION & QUESTIONS**

**3.45 AFTERNOON TEA**

**4.15 ROADS SAFETY PROGRAMS SESSION**

**THE SERENDIPITY OF ROAD SAFETY PLANNING**

- Council began developing a Road Safety Strategy and Action Plan. Serendipitously the Roads Alliance Team (Qld Dept of Main Roads and LGAQ and the IPWEAQ) revealed an opportunity for a coordinated approach to road safety including Qld Transport, Qld Police Service, Main Roads and LGAQ
- The two trains of thought led to the development of a Moreton Bay Regional Council Road Safety Pilot (RSP)
- The journey taken to introduce a Road Safety Officer
- Developing appropriate road trauma reduction strategies and actions across all travel modes at the local government level

**Jason Deller**, *B.Eng, Principal Engineer, Traffic and Transport, Moreton Bay Regional Council*

**ROAD SAFETY PROGRAMS**

**Bruce Ollason**, *General Manager (Corridor Management & Operations), Queensland Department of Main Roads*

**5.10 PANEL SESSION & QUESTIONS**

**5.30 CLOSE**

**5.30 HAPPY HOUR AND PRE-DINNER DRINKS**

**7.00 CONFERENCE DINNER (SEE WEBSITE FOR DETAILS)**

To register: fax (03) 9530 8911, phone (03) 8534 5000 or email [registration@halledit.com.au](mailto:registration@halledit.com.au)

# 2nd Local Road Safety & Traffic Engineering Conference 2008

DAY 2: Wednesday 27 August 2008

## 8.00 REGISTRATION AND MORNING COFFEE

### 8.45 INTERNATIONAL ROAD SAFETY MEASURES SESSION

#### CLEAR ZONE EFFECTIVENESS AND CRASH RISK

- Clear zone principles, comparisons and overview from Australia and overseas

- Key findings of a study for VicRoads on clear zones

**Keith Midson**, *Manager Transportation, GHD Tasmania*

#### KEYNOTE PRESENTATION: ROAD SAFETY IN FIVE LEADING COUNTRIES

- A Churchill Fellowship allowed the speaker to travel to Sweden, UK, Norway, Japan and Denmark to understand the reasons behind their good road safety performance

- The reasons for the success achieved in these countries

- Measures deployed and the overall approach to road safety

**Rifaat Shoukralah**, *Senior Manager, Traffic Management and Safety, ACT Department of Territory and Municipal Services*

#### 2+1 ROADS: A CASE FOR AUSTRALIA?

- Implementation of the first greenfield 2+1 road in Ireland

- The case for using these types of roads in Australia.

- What a "2+1" road is, including some of their proven safety benefits such as halving road fatalities (Sweden)

- Difficulties and drawbacks of implementation and how the policy has evolved to "2+2" type roads, in Ireland

- The pros and cons of their application in Australia

**Elaine Gazzini**, *Senior Highways Engineer, Transport, PB*

## 10.15 PANEL SESSION & QUESTIONS

## 10.30 MORNING TEA

### 11.00 KEYNOTE CASE STUDY: PORT STEPHENS SESSION

#### PORT STEPHENS ROAD SAFETY JOURNEY 1985–2008

- The first phase 1985–1996

- The second phase 1996–2008

- Overview, key messages and further opportunities

**Hugh Donaldson**, *Transport Technical Executive, PB, Brisbane*

**Mark Morrison**, *Road Safety and Traffic Officer, RTA, Newcastle*

**Graham Orr**, *Traffic and Road Safety Project Officer, Port Stephens Council, Raymond Terrace*

## 12.15 PANEL SESSION & QUESTIONS

## 1.20 LUNCH

### 1.20 LEGAL ISSUES AND SAFETY SESSION

#### LITIGATION AND INVESTIGATION ISSUES, A FORENSIC ENGINEERING VIEWPOINT

- Understanding Plaintiff and Defence Expert reports

- How road authorities can reduce risk and improve safety

- Experts in court: 'trials and tribulations'

**Dr George Rechnitzer**, *Principal Forensic Engineer, & Maxwell*

**Shifman**, *DVExperts International*

#### THE LAW, ROAD SAFETY AND LITIGATION RISKS

- The interaction with workplace health and safety laws

- Responding to a road safety incident

- Construction activity on roads and safety management

**Aaron Anderson**, *Special Counsel, Deacons*

#### THE REASSURANCE IS IN THE DETAIL

- Exercising discretionary powers in meeting duty of care
- Importance of record keeping
- Importance of objective works programming and prioritisation
- Defending the defensible
- Successfully presenting local strategies, policies, standards and practices

**Paul Hillier**, *National Discipline Leader Road Safety and Traffic Engineering, ARRB Group*

## 2.45 PANEL SESSION & QUESTIONS

## 3.00 AFTERNOON TEA

### 3.30 ENGINEERING FOR IMPROVED ROAD SAFETY SESSION – 2

#### CASE STUDY: USING TRAFFIC SIGNAL COORDINATION TO REDUCE ACCIDENTS

- A traffic signals intersection on the Gold Coast Hwy produced a high number of accidents

- Various warning signs to motorists were trialed together with a lantern upgrade with limited success

- A review of the signal coordination prompted new thinking. This coordination produced significant reductions in accidents, along with a more efficient flow

**Ronald King**, *Supervising Traffic Engineer, Network Logistics Section, Traffic Management and Operations Section, Gold Coast City Council*

#### ROAD SAFETY'S CCC: "CURING" CURVES AND CLEAR ZONES IN RURAL NEW SOUTH WALES

- Run-off-the-road crashes on undivided rural roads cost the NSW community about \$360 million per year and result in approximately 80 fatal crashes, 1500 injury crashes and 1650 towaway crashes per year

- Best practice principles for designing "greenfields" vs what is achievable and affordable

- Safer Roads research of fatal crash reports for three years (2002–2004) where crashes occurred on curves has led to a solution

**Steve Levett**, *A/Manager, Safer Roads Policy, Standards & Research, Safer Roads Branch, NSW Centre for Road Safety, Roads and Traffic Authority of NSW*

#### IMPROVING SAFETY ON UNSEALED ROADS

- Better ways to improve road safety and reduce road crashes
- The type of crashes experienced on unsealed roads, possible causes, ways to identify high risk sites and practical measures that can be taken with limited budgets to improve road safety

**George J Giummarra**, *ARRB Group Ltd*

## 4.45 PANEL SESSION & QUESTIONS

## 5.00 CONFERENCE CLOSE

## CONFERENCE VENUE & ACCOMMODATION

Hotel details and Special Conference Room Rates are available at [www.halledit.com.au/conferences/traffic/2008](http://www.halledit.com.au/conferences/traffic/2008)

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## 2nd Local Road Safety & Traffic Engineering Conference

Gold Coast International Hotel, Gold Coast, Queensland 26-27 August 2008

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Full conference  Day 1  Day 2

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Full conference  Day 1  Day 2

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Full conference  Day 1  Day 2

Position \_\_\_\_\_

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Full conference  Day 1  Day 2

Position \_\_\_\_\_

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