AITPM

Leadership in Traffic and Transport

50 YEARS 1966–2016

Australian Institute of
Traffic Planning and Management

50 YEARS IN THE MAKING

June 2016

PREPARED BY
Fred Gennaoui
Foundation President AITPM
Life Member and Fellow

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Acknowledgement

Sincere thanks to all who have provided assistance by contributing to this document, but most particularly to:

Wendy Adam, Past President Queensland and NSW;

David Brown, Past National President and Newsletter Editor;

Harry Camkin, Foundation member and first Newsletter Editor AITT;

John Carlisle, Past National President & Life Member;

Richard (Dick) Fleming, Past National President & Life member;

Barry Hagan, Past National President & Life member;

Richard Hanslip, Past National President & Life member;

Andrew Leedham, National Vice President;

Garry Mason, Past National President & Life member;

John Reid, Past National President & Life member;

John Stephens, National President; and

Craig Wooldridge, Immediate Past National President.

Fred Gennaoui
Foundation President
& Life Member

Forewords

Fred Gennaoui
AITPM Foundation President
1981 to 1983 & 1987 to 1992

In 1966, fifty years ago, the Australian Institute of Traffic Technology (AITT) was formed. We have come a long way since then.

The 50th anniversary of the AITPM prompted me to produce this book to ensure that the Institution's history stands as a reminder to past, existing and future members of its beginning, its struggles and its achievements for the benefits of its members and all those involved in the traffic and transport fields.

The reasons for setting up the Institute in the context of the life and times in the 60s are explained. The adoption of major changes to the constitution in 1981 including the renaming of the Institute to AITPM was a momentous milestone. It enabled the membership to expand from traffic engineering and control to traffic management and transport planning. During my 42 years of membership, I have had the privilege to witness branches being chartered in each state under the patronage of the relevant State Government Minister, and one-day forums growing into amazing three-day National Conferences rotated in each State.

It is amazing that the AITPM has reached such heights when you consider that volunteers do the great majority of the work. We should be grateful to those people who have dedicated a large portion of their life to serve the Institute; they are recognised in this book.

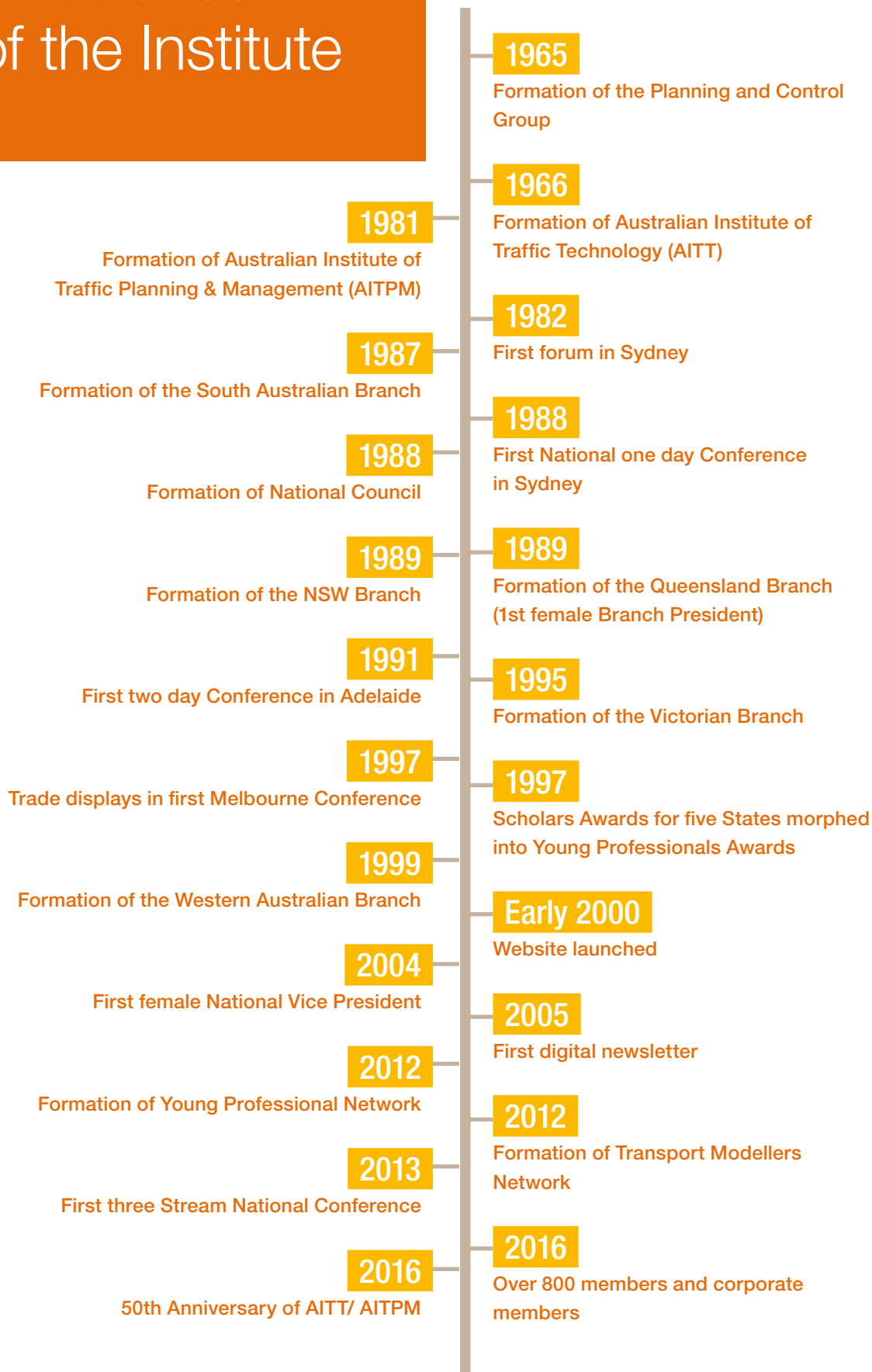**John Stephens**
National President
2014-2016

To think that decimal currency was introduced in the same year that AITPM was being born!

The introduction to this document, "Who Are We?" sets the tone of the history of the Institute and one of its key attributes being that members are linked primarily by a common vocational interest rather than by similar academic qualifications alone.

It is interesting to note from reading this book that the Institute nearly closed down in the late 70s. However, due to the persistence of the committee and members at the time, it came out of its hiatus and proved to be the mechanism of forming the strong AITPM we have today. It is also very clear that the Institute is quite unique. Not only has it proudly grown from less than 25 members at its first AGM in 1966, to over 800 members across Australia and New Zealand, it also demonstrates '**Who We Are**' today, a great and caring 'family'. I concur with Dick Fleming who said *AITPM has certainly contributed to my career over many years and to forming strong life long friendships along the way*.

I would like to acknowledge and congratulate all those members both past and present who have made a significant contribution to the Institute over the last 50 years or so and I thank Fred Gennaoui in the preparation of this very important AITPM document.

Milestones of the Institute

1965
Formation of the Planning and Control Group

1966
Formation of Australian Institute of Traffic Technology (AITT)

1981
Formation of Australian Institute of Traffic Planning & Management (AITPM)

1982
First forum in Sydney

1987
Formation of the South Australian Branch

1988
First National one day Conference in Sydney

1988
Formation of National Council

1989
Formation of the Queensland Branch (1st female Branch President)

1989
Formation of the NSW Branch

1991
First two day Conference in Adelaide

1995
Formation of the Victorian Branch

1997
Trade displays in first Melbourne Conference

1997
Scholars Awards for five States morphed into Young Professionals Awards

1999
Formation of the Western Australian Branch

Early 2000
Website launched

2004
First female National Vice President

2005
First digital newsletter

2012
Formation of Young Professional Network

2012
Formation of Transport Modellers Network

2013
First three Stream National Conference

2016
Over 800 members and corporate members

2016
50th Anniversary of AITT/ AITPM

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1. Introduction

1.1   Who Are We?

The Australian Institute of Traffic Planning and Management Incorporated (AITPM) provides a central point of reference for practitioners in traffic and transport planning and management. Members of the Institute are linked primarily by a common vocational interest rather than by similar academic qualifications alone.

Traffic Planning and Management is an integrated activity involving traffic management and operations, transport planning, economics, freight, road safety, public transport and non-motorised transport modes.

The AITPM network is extensive, with its underlying strength being its own membership. The Institute started in 1966 and now has over 800 members and corporate members across Australia and New Zealand.

The AITPM has five state branches: New South Wales (including the ACT), Queensland, South Australia (including the Northern Territory), Victoria (including Tasmania), and Western Australia.

The membership is evenly spread across all age categories and continues to grow each month. As such, the AITPM is regarded as the peak traffic and transport body for practitioners in Australia.

1.2   AITPM Vision

To provide leadership in traffic and transport by contributing to the development and management of a transport system that benefits all Australians.

1.3   AITPM Objectives

- **Professional Development** – Provide a diverse range of knowledge and skill building opportunities and services;
- **Information** – Provide a reference point for technical information and undertake research where required for the benefit of members and stakeholders;
- **Industry Participation** – Use our collective knowledge and experience to influence decision makers in traffic and transport;
- **Industry Sustainability** – Facilitate opportunities for members to grow at all stages of their career and recognise professional excellence;
- **Accountability** – Be professional and transparent in our approach;
- **Relationships** – Build and enhance relationships with our members, stakeholders and other industry organisations; and
- **Networking** – Provide opportunities for our members to share their experiences, skills and knowledge.

To provide leadership in traffic and transport by contributing to the development and management of a transport system that benefits all Australians.

2. 50 Years in Perspective

2.1   50th Anniversary

Harry Camkin, foundation member of the Australian Institute of Traffic Technology has maintained a slightly-more-than-passing interest in the affairs and proceedings of the AITPM in recent times – more so after retirement from the NSW Roads & Traffic Authority a few years ago and bringing to a conclusion his active participation in other organisations. Harry now feels he might be entitled to take a fairly objective if not dispassionate, view of the AITPM today as his note, congratulating the Institute on its 50th anniversary reproduced below, indicates.

Harry Camkin

" These things do take time, but let me say simply that I am absolutely amazed at the progress it (AITPM) has made, particularly, but certainly not only, over the past 20 years or so, in the quality and extent of its membership, conference and seminars and the like. From its inception as a mechanism for broadening and improving the practice of traffic engineering to a nationally-respected source of information on best practice for traffic and transportation planning and management and an instrument for its dissemination throughout a host of allied fields, from road safety to land-use planning, its progress has been quite outstanding.

This has only been achieved through the dedication of a couple of generations of highly-committed committee members across the country. Some of these people I have been proud to work with in the past in one capacity or another. Many others I know only by reputation. But I would like to take this opportunity, in congratulating the AITPM on this auspicious anniversary, to acknowledge their role.

I have deliberately chosen to refrain from mentioning many individuals for fear of overlooking one or perhaps more. But let me single out for their unique contribution made to the development of the Institute over many years, people like the indefatigable Fred Gennaoui who, with some others, kept the flame alive, moving ultimately to transform the Institute into a national organisation. I am also sure that without a high quality newsletter, the Institute would struggle at least a little to sustain the interest of its members and to communicate with members and others the reach and depth of its concern and involvement in traffic planning and management. So, a special congratulation goes to David Brown, past National President, for bringing us the benefit of his interest and expertise. "

2. 50 Years in Perspective

2.2 Evolution of AITPM & Transport

Since the foundation of the AITPM, a number of changes in technology and traffic/transport issues have evolved over time and it is appropriate to give a focus to how the Institute played a role in these debates. In no particular order some of the more important changes are listed below.

Evolution of AITPM

- The number of women working in the profession has increased dramatically. This is reflected by the number of women who have been, and are on, State branch and National Committees.
- All state branches have had a woman president.
- The electronic newsletter and website have considerably improved communication with the membership and the profession at large.
- The development of the network groups for Young Professional and Transport Modellers.

Evolution of Transport

- Intersection traffic modelling has evolved considerably since the introduction of personal computers, with software such as INTANAL and Scates developed by the late Arthur Sims who also developed the SCATS system. The SIDRA software developed by Rahmi Akcelic is now internationally sought after.
- Traffic and transport modelling has considerably evolved since the introduction of personal computers – from very small models that took a long time to process to the now very large and sophisticated models of the different travel modes, including pedestrians and cyclists.
- Public transport is much more user friendly, more comfortable and it is much easier for passengers to find out when and where the services are going.
- Roads are not just for cars; strategies to share the roadway such as bus lanes and cycle ways have ensured a more equitable situation.
- Good roads still save lives, and attitudes to Road Safety have changed. Telling teenage boys that they could die on the road meant nothing, but telling them that they could kill their friends or brother or sister proved effective.
- "Common sense" ideas have been challenged. Advanced driver training was not effective – gave people a confidence beyond their ability– defensive training.
- The method of data collection has considerably evolved due to technology advances. Up until about 10-15 years ago, traffic movements were counted with clickers and traffic volumes were counted with tubes on the ground. Lately, the usage of video recording and Bluetooth have dominated the field.

3. The Life and Times in the 60s

3.1 Society

This period was known as the Swinging 60s – a time when people were more outwardly enjoying life, travelling and moving more, and of course enjoying the huge increase in mobility that started in the 50s and was going strong. Challenging the traditional way of doing things was "de rigueur". During that period, suburbs were expanding and new technology was becoming more prevalent. The number and nature of trips was changing. The first suburban shopping centre in Australia, Roselands was opened in 1965. Computers were huge devices only used or owned by large corporations.

3.2 Transport Culture

By the time we had reached the mid-sixties, Sydney had had a number of major plans incorporating transport projects. These projects focused on satisfying demand by building new roads and said little about the efficient and safe management of the existing road network.

Sydney Harbour Bridge in the 1950s

Australia was in the grip of a "Car Culture". A major aspiration was to have a big car. The popular vision for transport planning was building big projects, particularly roads.

Public transport was seen as a necessity to some but considered a poor way to travel. The Sydney trains were called "Red Rattles" and had a long way to go as far as comfort was concerned. Sydney had scrapped its tram system and pushbikes were for kids or for people in training.

3.3 Traffic Management

We have come a long way since the 60s when there were:

- no reflective signs;
- no speed humps;
- no clearways;
- very few women working in the field; and
- not enough cooperation between Government road, rail, bus transport departments and very little interaction with planning departments; it was like a sectarian divide.

The early 70s were the height of the power of the NSW Department of Main Roads with the construction of expressways and planning for the "deep secret" blue routes along with vastly improved traffic signal systems.

It was the waning political support for urban road networks that was really responsible for the demise of transport planning in the early 80s. But there was a developing trend toward Traffic Management: the science or technology of efficiently moving people and goods through the road system; in other words, squeezing more performance out of the existing system, appears to be the mantra of the 80s.

3.4 Traffic Profession in the 50s and 60s

Harry Camkin, foundation member of the Institute of Traffic Technology was of the firm view that the Australian Institute of Traffic Technology had its roots in the establishment of Professor Ross Blunden's School of Traffic Engineering at the University of N.S.W. in 1957. Prior to that time, Traffic Engineers were as scarce as the proverbial hens' teeth and, apart from highway designers and a smattering of traffic signal experts in the various States, there were very few "Traffic Engineers" as such. State road authorities had sent a sprinkling of engineers to the U.S. on highway and traffic courses, and Earle Johnstone from the Department of Main Roads (NSW) was probably the most prominent of them. He did, in fact, head up the traffic engineering section in that Department.

3. The Life and Times in the 60s

The then NSW Department of Motor Transport (DMT) had a small traffic engineering section that was concerned mainly with the provision and maintenance of "traffic control devices" (regulatory signs and road markings, including parking restrictions), all of which had to be jointly authorised by the Police Department.

Its engineers were involved in traffic surveys and analysis of accident statistics as part of this process, but undertook little in the way of traffic *planning.* The DMT also had a section, headed up by Ray French, that was responsible for the design and maintenance of the small number of traffic signals throughout the State.

Professor Ross Blunden's new school of Transportation and Traffic Planning and the associated Highway School, run by Professor Dennis Orchard, offered Masters-level courses, but its most influential program, as far as the AITPM was concerned, was a short course in Traffic Planning and Control, first offered in 1957.

The offer of this course at a certificate level, without academic pre-qualification, opened it up to many people working in the field of what we now refer to as *traffic management*. Students brought hands-on experience from local government, bus operators, motoring organisations, and particularly policing, to rub shoulders and share ideas and learning experiences with *traffic engineers* from the government road and traffic agencies. It very soon became evident to many agencies and managers in traffic-related fields that there was much to be gained from this interaction. Not least of this was the growing awareness that opening up to others the scope for greater technical input to the management of traffic, would engender wider respect for the evolving profession of traffic engineering itself. Thus prominent figures threw their support behind the program, including Earle Johnston, Rae French, Murray Fairlie, from the DMR and, in due course, Sydney City Engineer Eric Hebblewhite and other council engineers,

Meanwhile many practitioners in the broader field were starting to seek opportunities for more formal interaction outside the number of inter-departmental and ad-hoc committees being set up to address the growth of traffic.

4. Genesis of the Institute

4.1 The Traffic Planning & Control Group

In the early 1960s, those practitioners associated with the planning and management of road traffic had come to represent a wide range of training, expertise and experience. As many of those were not eligible for membership of professional institutions, it became clear that there was a need for a non-restrictive association to foster developments in this emerging area.

The culmination of all this was a meeting convened by Murray Fairlie, in the Department of Main Roads offices on 21st June 1965. Some 67 very experienced practitioners associated with the operation, planning and management of road traffic came together to form the Traffic Planning and Control Group for the purpose of promoting discussion and free exchange of ideas and information on Traffic & Transport Planning and Control amongst persons practicing and interested in these fields. The meeting attracted engineers from several municipal councils and from the traffic sections of the Department of Main Roads and the Department of Motor Transport, the Police Traffic Branch, consultants and academics. Murray Fairlie, a DMR senior Engineer, chaired the meeting. The meeting resolved that

a) A group be formed for the purpose of promoting discussion and free exchange of ideas and information on **Traffic and Transport Planning and Control** amongst persons practicing and interested in this field; and

b) A provisional committee of not more than 10 members, consisting of President, not more than two vice-presidents, a Chairman, Secretary, Treasurer and not more than four committee men be elected to co-ordinate the activities of this group for the next 12 months and, in that time, to investigate and report to members on a suitable name and constitution for the group. Further, that not more than one of the four committeemen should be practicing within each of the following classifications:

   i. Government & Local Government

   ii. NSW Police Traffic Branch

   iii. Other bodies or private individuals

The Provisional committee included the following members:

Provisional President
R. E Johnston, Department of Main Roads

Vice President
Prof William R Blunden, University of NSW

Vice President
Insp A J McClosky, Police Traffic Branch

Chairman
Murray B Fairlie, Department of Main Roads

Secretary
Doug C Kneebone, Consultant

Treasurer
Rae French, Department of Motor Transport

Committee
Harry Camkin, Department of Motor Transport
George Avery, Police Traffic Branch
Ross Munro, University of NSW
Ted Huxtable, NRMA

At that same time as this new movement was forming, a quiet, thoughtful man with no tertiary education was developing systems for co-ordinating traffic lights.

Arthur Sims, along with the help of others, was working on a traffic management system, the Sydney Area Coordinated Traffic Signal (SCATS) system that became so good that it would be sold around the world. His father was an iron moulder working at the Eveleigh Workshops, which are now located in a technology park with an area named after Arthur.

4. Genesis of the Institute

4.2   The Australian Institute of Traffic Technology

On 4th July 1966, the constitution setting up the Australian Institute of Traffic Technology (AITT) was adopted with 52 persons in attendance. The constitution ensured that membership was, and still is, based on a person's working experience, expertise and interests, and not just academic qualifications. On that day, the AITT had less than 25 members and $33.29 in the bank; annual membership dues were set at $5.00.

In accordance with the newly adopted constitution, the following members were elected to form the inaugural committee of the AITT.

President
Bruce Sinclair, Consultant

Vice President
Murray Fairlie, Department of Main Roads

Secretary
Ted Huxtable, NRMA

Treasurer
Rae French, Department of Motor Transport

Committee
Doug Buckley, Department of Main Roads
Sgt George Avery, Police Traffic Branch
Harry Camkin, Department of Motor Transport
Eric Hebblewhite, Sydney City Council

Bruce Sinclair

The foundation President of the AITT was Bruce Sinclair. Bruce, along with Jack Knight, had started a small consultancy, with his first jobs delivered off the kitchen table. "We used to live off sardines on toast when we started," Sinclair told *The Australian Financial Review*."

Sinclair Knight became a major consulting firm and, after a merger with Merz, it was later sold in 2013 for $1.3billion dollars and is now known as Jacobs.

Harry Camkin volunteered to write the first AITT Newsletter. Within four months, membership had increased to about 100 and the bank account to $500.

The original name of the Institute included the term "technology" in recognition that at the time it represented measures such as traffic signals and intelligent control of intersections. It was a time when more and more emphasis was given to getting more out of the existing systems. This approach remained for quite a while, with one of the earlier AITPM forums themed "squeezing the lemon".

Over the next decade, the Institute continued to grow to some 125 members, mostly in NSW, reflecting the many developments in traffic engineering and associated planning and management.

While far from disdaining the multi-disciplinary benefits outlined above, some engineers were seeking to elevate the technical practice of traffic engineering to a standard commensurate with other branches of "professional" engineering. This saw some steps towards establishing an Australian chapter of the U.S.-based Institute of Transportation Engineers, and others to form a Transportation Section of the Institute of Engineers Australia (IEAust). At the same time, the U.K.-based Chartered Institute of Transport was endeavouring to extend its influence in Australia amongst both operators and planners of transport in Australia.

A suggestion to merge the AITT with the Sydney Transportation Section of the IEAust was also mooted. But this would have either precluded full membership by those not possessing professional engineering qualifications, or resulted in a sub-professional element in the IEAust; accordingly, it was not supported by either group.

4. Genesis of the Institute

Notwithstanding these ventures, the Institute progressed well under the guidance of its executive committee and with hands-on support from many officers in the Departments of Main Road and Motor Transport and the Police Traffic Branch.

It is pertinent to note and remember the Presidents of the Australian Institute of Traffic Technology, listed below who, with the help of their committees, kept the Institute going in these early days.

1966-1967	**Bruce Sinclair**
1967-1969	**Alan Hayse**
1969-1971	**Josh Wigins**
1971-1973	**Eric Hebblewhite**
1973	**George Avery**
1974-1976	**Peter Casey**
1976-1978	**Lyle Marshall**
1978	**George Avery**
1979-1981	**Peter Southwell**

The AITT hosted a series of quite informative lectures and other presentations from people with a wide range of experience in the field. It is interesting to note that a large proportion of these presentations addressed many of issues still current today. The 1966 presentation by Dr Robert Herman, Head of Theoretical Physics of General Motors, stated that traffic and transportation were amongst the world's greatest problems is such an example.

Unfortunately, the attention of many of the government agencies' senior personnel who had been concerned with getting the Institute off the ground was diverted elsewhere. As they moved to more senior positions, they became more involved in administrative matters, or otherwise found their time increasingly occupied in the plethora of state and interstate committees being formed in the 60s and 70s, which sought more inter-departmental and interstate coordination and standardisation. The interstate Conference of State Traffic Control Engineers, the Australian Conference on Road Devices and the NSW Traffic Advisory Committee are some that spring to mind. Some of them also developed an active interest in other organisations, including the Chartered Institute of Transport, the Royal Australian Planning Institute and the Institute of Public Administration. Without as much active commitment from senior officers, the promotion of the AITT languished somewhat for a time.

By the late 70s, the Institute was in a hiatus and lost over 25 percent of its membership, with less than 90 members and falling.

Without today's forms of communication, it was not easy to interact with members. A few members realised that this was a make or break situation for the Institute. Some committee members even suggested that the Institute should be shut down.

5. The Australian Institute of Traffic Planning & Management

5.1   Foundation

John Carlisle

The outcome of the appraisal of the role of the Institute was to stimulate the growth of the Institute by broadening its membership and focus, and to encourage transport and urban planners to join. To reflect this, the constitution was amended at the AGM held on 22 June 1981 which was attended by only 14 members. John Carlisle, past National President 1983-1985 and life member, was the main author of the Constitution, which formed the AITPM. He recalls that whilst the AITT filled a major hole for the profession by embracing para-professionals who were so much an integral part of the transport scene, possibly the most significant decision was when we moved from just talking about Traffic and embraced "transport" in all its forms.

The new constitution enabled the changing of the Institute's name to the Australian Institute of Traffic Planning and Management or better known as the AITPM. Some $1,000 was in the bank and the annual membership fee was just $8.00.

In accordance with the newly adopted constitution, the following members were elected to form the foundation committee of the AITPM:

President
Fred Gennaoui, Consultant

Vice president
Alan Short, Department of Main Roads

Secretary
Alan Finlay, Department of Main Roads

Treasurer
William (Bill) Lawson, Department of Main Roads

Past President
Peter Southwell, Sydney City Council

Committee
John Jenkins, Consultant
Ken Kanagarajan, Sydney City Council
Chris Stapleton, Consultant

Rod Tudge, Department of Main Roads
Michael Veysey, Traffic Authority of NSW
Lindsay Evans, Sydney City Council
Sgt Colin Craig, NSW Police
John Stapleton, Sydney City Council

Fred Gennaoui, then 32 years old, became the foundation President of the renamed Institute. At that time, Fred had started his own business, was an elected Councillor on Hornsby Council and President of his Rotary Club. The foundation committee was mostly from the DMR, Consultants and Sydney Council; one foundation committee member was a Senior Police Sargent, Colin Craig.

A major innovation of the AITPM foundation committee was the organisation of the first Forum, in 1982 in Sydney, titled *Local Area Traffic Planning*. This was followed by other very successful one day Forums. The first National Conference was held in 1988 as a one-day event.

The national Conference has developed an unrivalled reputation for bringing together traffic planning and management practitioners from Federal, State and Local government, private practice and academic institutions. In order to cater for all interests, the National Conference is now held over three days. You will find more about Conferences in Chapter 7.

The forums and conferences were advertised nationally and, as a result, the notion that the Institute had from its beginning, and for the next 20 to 25 years been NSW centric, started to dissipate.

From its genesis as a small group of practitioners in Sydney, the Institute has now become a truly National organisation, with Branches in South Australia (1987), New South Wales, Queensland (1989), Victoria (1997) and Western Australia (1999). Each branch is active in organising technical meetings and seminars to provide opportunities for all members to meet and discuss common interests. In recent years, a series of regional seminars have been established to provide members and practitioners in provincial centres with an opportunity to meet and exchange ideas. The growth of the Institute is largely due to the chartering of each Branch as noted in Chapter 6.

5. The Australian Institute of Traffic Planning & Management

In the same period, many Councils and other organisations such as NRMA and 3M became more involved in traffic management and road safety. In the 80s, Don Sheffield, the Municipal Engineer of Canterbury Council represented how well the Institute interacted with Councils. The AITPM became a large source of information to these organisations and provided them with a forum to discuss and debate new traffic management measures and promote the role of public transport and non-motorised travel modes.

Many Councils and employers adopted membership of the Institute as a pre-requisite for employment in the profession.

Dick Fleming, Past National President 1992-1994 and life member, looks back with a good deal of satisfaction on those foundational days when the AITPM emerged from its somewhat insular focus on traffic engineering in NSW to become what it is today – a truly national and pre-eminent body, drawing together professionals engaged in all aspects of transport planning and traffic engineering. As so many others will attest, for him these exciting times were instrumental in shaping his career and forming lifelong friendships.

The growth of the Institute has largely been due to the effort of members of its National Council and members of all State Branch Committees; these are too many to list. National Presidents since the foundation of the AITPM in 1981 are listed below.

1981-1983	**Fred Gennaoui**
1983-1985	**John Carlisle**
1985-1987	**David Brown**
1987-1992	**Fred Gennaoui**
1992-1994	**Richard (Dick) Fleming**
1994-1996	**Barry Hagan**
1996-1998	**Peter Croft (Deceased)**
1998-2000	**Tony Avent (Deceased)**
2000-2002	**John Reid**
2002-2004	**Richard Hanslip**
2004-2006	**Garry Masson**
2006-2008	**Andrew Hulse**
2008-2010	**Jonathon Bunker**
2010-2012	**Peter Doupe**
2012-2014	**Craig Wooldridge**
2014-2016	**John Stephens**

5.2 Governance of the Institute

The AITPM was incorporated as a National association in the early 1990s.

The Institute is comprised of a National Council and State Branches. The National Council governs the Institute in accordance with the rules and procedures set down in its Constitution and By-Laws which also sets the rules for the Charter which administers each state branch of the Institute.

Since 1989, when Bruce Baird, Minister for Transport and Roads became the first Patron of the AITPM, each State Branch has enjoyed the patronage of the relevant government Minister in their State.

Bruce Baird, NSW Minister for Transport & Roads, First patron of the AITPM with Fred Gennaoui National President

5.2.1 The National Council

The National Council comprises:

- National President;
- National Vice-President;
- National Secretary;
- National Treasurer;
- Immediate Past National President;
- Branch delegates, one nominated by each chartered Branch; and
- Any member invited at the discretion of National Council.

It has been the practice for the President of each State Branch to represent his/her State.

5. The Australian Institute of Traffic Planning & Management

5.2.2 State Branch Committees

State branches operate under the charter issued by the National Council. The National Council may revoke or amend any Branch Charter at any time. A branch committee comprises the following

- State President;
- State Vice-President;
- State Secretary;
- State Treasurer;
- Immediate Past State President; and
- Between 5 and 10 committee members.

Members of Committees are all volunteers who give freely of their time when called upon. These people are the backbone of Institute. So why do they do it?

John Reid, a Past National President, best answers this question when he recollects that when he was in his 30s and asked two AITPM elders, "*Why do you give so much of yourself to AITPM? Both independently responded. When you know, you will not need to ask the question. "The smug response of an elder; Yes I do know, now"*.
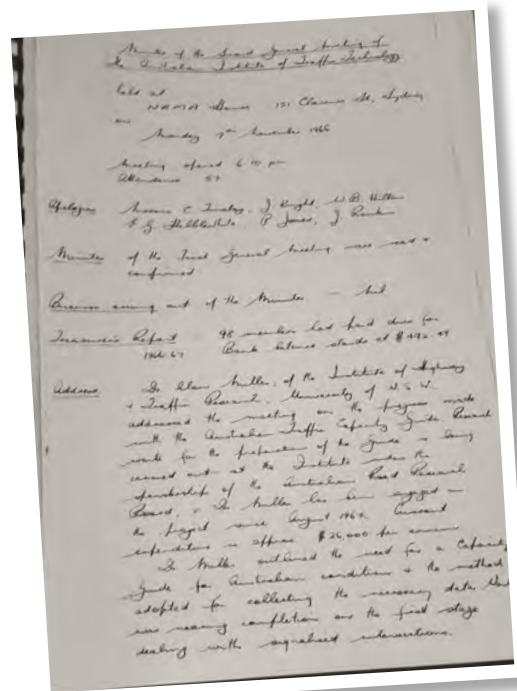
Since the formation of the Institute, a considerable number of members have been part of a National or State Branch committee. State Presidents of each branch are included in **Appendix A**.

To them the Institute says *Thank You*.

5.2.3 The Secretariat

Until the mid-eighties, minutes of meetings held by the AITT and the first few years of the AITPM were hand written by the elected Secretary of the Committee, who was also responsible for issuing notice of meetings and other correspondence.

The first part-time, paid assistant secretary was appointed in 1982. As the Institute grew, the position required more time and effort, particularly before and during National Conferences. It is now a permanent contract part-time position.

Handwritten minutes of meeting

The financial statements were on one page

5. The Australian Institute of Traffic Planning & Management

5.3 Membership

5.3.1 Type of Membership

The Membership of the Institute consists of Fellows and Members, who have voting rights, and of Associates, Student and Corporate members who are not eligible to vote.

The National Council may, at its sole discretion, award the honour of Life Membership of the Institute to a member who has performed notable and outstanding service for the Institute. Members awarded this honour include:

Edward Huxtable (Deceased 2015)	1986
Allan Short	1992
Fred Gennaoui	1994
Barry Hagan	1999
Dick Fleming	2000
John Jenkins	2001
John Carlisle	2002
Bruce Sinclair	2004
John Reid	2006
Bob Taylor	2011
Garry Mason	2013
Richard Hanslip	2015

5.3.2 Growth in Membership

The foundation of the AITPM in 1981 was the catalyst for an increase in membership which, by 1986, had more than doubled, with many of the new members coming from outside NSW. Since then, the AITPM has experienced continuous growth in membership as shown in **Table 1**.

While the chartering of the South Australian, New South Wales, Queensland and Victorian branches, stimulated further growth between 1986 and 1996, the next twenty years were a time of consolidation, with a steady growth of about five percent per annum, with Western Australia contributing from 1999.

By 2016, the AITPM's membership increased to about 850 members, representing practitioners in federal and state government agencies, local government councils, private practice, academic institutions and manufacturers.

The number of Associate members remained steady, while the significant increase in Student members since 2001 is without doubt due to the Young Professional Awards and the formation of the Young Professional Group (YPG) later renamed the Young Professional Network (YPN), presented in section 8.3.1.

Table 1: Membership of the AITPM

	1981	1986	1991	1996	2001	2006	2011	2016
Life Member			2	3	10	8	6	10
Member	90<	~170	308	407	453	442	478	570
Retired Members								43
Fellow						15	28	28
Voting Membership	**90**	**170**	**310**	**410**	**463**	**465**	**512**	**651**
Associate					26	22	33	79
Student					10	16	21	121
Totals	**90**	**170**	**310**	**410**	**499**	**503**	**566**	**851**
Corporate Members			**6**	**30**	**41**	**29**	**46**	**58**
Total	**90**	**170**	**316**	**440**	**540**	**532**	**612**	**909**

5. The Australian Institute of Traffic Planning & Management

The AITPM now has an impressive range of Corporate members, including state road and traffic authorities, automobile associations, government departments and private industry. Over a thirty year period, the number of corporate members continued to increase, to about 60 in 2016.

Of course, the growth of the AITPM is largely due to the formation of the five State branches. In 2016, membership levels varied from 90 in Western Australia to about 250 in New South Wales as noted in **Table 2**.

5.3.3   Benefits of Membership

Being a member of AITPM provides credibility and respect within the traffic and transport industry. Membership of the AITPM is seen by potential employers as a positive when recruiting staff in the traffic and transport planning and management fields.

Other sought after benefits, detailed in **Chapter 8**, include:

• Access to an informative newsletter and members only website;
• Closer cooperation between government agencies, consultants, academia and industry;
• Opportunities to network with other members;
• Attendance at conferences or technical seminars for free or at discounted rates;
• Opportunities to join
  – the Young Professional Network (YPN) for members under 35;
  – the Transport Modellers' Network (TMN) for those with an interest in or specialising in this area of traffic and transport; and
  – the Traffic Engineering/Network Operations Network and Transport Planning Network when formed in the second half of 2016.
• Opportunities to apply for one or more of the following awards:
  – Excellence Awards;
  – Young Professional Awards; and
  – New Zealand Study Tour Award.

From a more personal point of view, members have, over the years, indicated that the main benefits from being a member of the AITPM included:

• Fellowship with people of same backgrounds; and
• Making of friendships, which have lasted forever.

Table 2: 2016 Membership by State *

State	Life Member	Fellow	Member	Retired Member	Sub-Total	Associate	Student	Total
NSW	4	11	148	19	**182**	22	44	**248**
QLD	2	5	156	6	**169**	28	24	**221**
SA	2	4	85	7	**98**	9	13	**120**
VIC	1	5	125	10	**141**	10	21	**172**
WA	1	3	56	1	**61**	10	19	**90**
Total	**10**	**28**	**570**	**43**	**651**	**79**	**121**	**851**

*June 2016

5. The Australian Institute of Traffic Planning & Management

5.4   Sponsorship

Sponsorship has played a significant role in contributing to the current sound financial position of the Institute. Income from sponsorship continues to support ongoing operations and the planning and delivery of state and national events. It ensures that membership subscriptions and conference registration fees are maintained at an affordable level.

In the early years, sponsorship was only sought to support the delivery of regular technical forums and annual conferences. In this regard we note the long association in the 80s and 90s of the NRMA in NSW and 3M (Australia wide). Sponsorship opportunities are now more broadly offered, including national and branch sponsorship, and events sponsorship (including the national annual conference). Austraffic and WSP|Parsons Brinckerhoff (formerly PPK) are current national platinum sponsors and we acknowledge their long-term support of the AITPM since the 1990s. Six other private sector companies are current national sponsors. At the state level, State government road and transport authorities in every state sponsor our state branches, as do a number of private sector companies.

Sponsorship of our flagship event, the annual national conference, is offered each year to the transport industry and includes the opportunity to display products and services at the industry trade booths for the duration of the conference. The sponsorship packages are tailored to suit a range of budgets and provide an appropriate range of benefits. In return for the support of our values sponsors, we provide opportunities to market their products and services and provide access to our members.

5.5   Branding and Promotion

In 2011, the AITPM commenced an increased focus on the promotion of the key aspects of the services that had a fairly small profile. This started with the development of brochures for the Excellence Awards, Young Professional Awards and New Zealand Study Tour Award (IPENZ Award at the time). This allowed the AITPM to promote the Awards in a far more professional way and build the profile of the Awards and more broadly what AITPM has to offer.

Expanding on the 2011 work, options were developed in 2012 for a new logo as a key part of the 2012 draft Strategic Plan. This provided members with the opportunity to vote on four options including the option to keep the logo that AITPM had at that point in time. In late 2013, this resulted in strong support for the adoption of the current AITPM Logo and the by line 'Leadership in Traffic and Transport'. The addition of the by-line recognises the leadership that AITPM provides to members, industry and the prosperity of Australia and also highlights that the traffic and transport professions are the cornerstones of our business.

In early 2013, the full rebadging of AITPM materials commenced, and by March, the new and modern materials were in full use. This was well received by members and stakeholders and appealed to members of all ages. This development assists in the continued enhancement of the professionalism that AITPM has driven with the finalisation of the Strategic Plan in 2013. Since that time, additional promotional materials have been developed to promote AITPM activities such as the Transport Modelling Network and Young Professionals Network.

Logo until 2013   *New 50th Anniversary Logo*

6. The AITPM Expands Nationally

6.1   South Australia Branch (1987)

By Barry Hagan, Inaugural Branch President (1987-1989)

Perhaps surprisingly, South Australia was not only our first interstate move but in effect our first Branch to be chartered. Adelaide had been a well laid out city but it did not have an extensive, high quality transport system. The need for traffic management was apparent. Barry Hagan, who ran a consultancy, was the first branch president. He said that these notes are based on recollections of events from more than 30 years ago so apologies for any inaccuracies.

In the early 1980s, local area traffic management was in its infancy in metro areas in Adelaide, Sydney and Melbourne.

The AITPM at that time was almost entirely NSW based and had been holding annual one-day forums in Sydney with themes topical for traffic planning, management and engineering at that particular time. In 1983, the Sydney one-day forum theme was *Roads Don't Just Carry Traffic*. In 1984, Barry again attended the Sydney forum titled *Local Area Traffic Management in Practice* and applied for membership, which was approved on the spot.

In early 1986, it was suggested to him that the formation of a branch in SA would be of benefit and Barry was asked to explore the possibility. At that time, Barry was aware of only one other AITPM member in Adelaide, namely Peter Harper who had been a member in NSW when he came to Adelaide to work at the Highways Department.

Having canvassed people in Adelaide who were involved in the various aspects of traffic work, Barry found there was sufficient interest to suggest that an AITPM branch in South Australia was feasible. With assistance of Peter Harper and support of the AITPM Executive, Barry organised a lunch and half-day seminar in September 1986.

The function was held on a Port River cruise aboard MV Matthew Flinders and was free to attendees, being funded by the AITPM. About 80 to 90 persons attended the seminar. They were, half-jokingly told that they would not be allowed off the boat unless they filled out an application to join the AITPM.

Presenters at the seminar included Derek Scrafton (then Director General of Transport), a representative of the Highways Department, Dr Jack McLean (Adelaide University Road Accident Research Unit), Dennis Cock (LGA Mutual Liability Scheme), Fred Gennaoui and David Brown (AITPM President).

The seminar achieved the desired result by generating considerable interest in the AITPM and resulted in 34 membership applications being received on the day. The approval of those applications, by the Executive Committee members present on the day, meant that there were sufficient members in SA to warrant forming an SA Branch.

An interim SA committee was formed and, to the best of Barry's memory, comprised Chairman Barry Hagan, Secretary Peter Harper, Kym Dorrestyn (Tonkins), Peter Cleal (Road Traffic Board), Prof Mike Taylor (SA Institute of Technology), Colin Pitman (City of Enfield), John Shepherd (SA Police).

The interim committee met on a regular basis and organised bi-monthly technical forums with guest speakers on topical subjects for SA practitioners.

The target audiences for these forums were engineers and planners in local authorities, traffic practitioners in the Highways Department and the Road Traffic Board, engineering and planning consultants, SA Police Traffic section, elected members in Local Government. The forums proved popular which led to confidence in progressing to a formal SA branch.

6. The AITPM Expands Nationally

The interim committee worked in cooperation with the AITPM Executive Committee to develop a charter document for a State Branch and a timetable for achieving its formation.

The SA Branch was presented with its Charter by Fred Gennaoui, then National President, at a dinner function at the SA Police Club clubrooms in September 1987 with a congratulatory address by Derek Scrafton (Director General of Transport). Once chartered, the first SA Branch Committee was elected, with Barry Hagan becoming the inaugural SA Branch President and the Branch's formal representative on what was to become the AITPM National Council.

The Branch technical forums were then held at, and hosted by, the Highways Department Walkerville with great support then and in the long term by Rod Payze, Commissioner of Highways. The first SA Patron of the Branch was the Hon Diana Laidlaw MLC, the then Minister of Transport, who was also very supportive of and involved in the Branch.

Changes occurred in the Branch Committee members and, with Paul Simons (RAA) on the committee in the early years, the lunchtime Branch Committee meetings were hosted by and held at RAA headquarters in Hindmarsh Square.

In 1989, the National Council considered that the one-day National Conference in Sydney should become a truly National Conference and requested that the SA Branch convene the 1991 conference. The SA Branch willingly agreed and formed a conference organising committee, with Barry Hagan as convenor. The National Council then decided that, in order to attract delegates from interstate, the conference should be a two-day event, hence the first two day National Conference was born.

Because the previous one-day forums and later on one-day conferences were regular and had been organised by the AITPM in NSW for many years, there was no documented procedures to follow.

This was a significant disadvantage for the SA conference committee, so the Convenor Barry Hagan developed and documented a procedure manual and running sheets for the conduct of the conference. This manual was subsequently handed on to other State Branches to assist them in organising future National Conferences.

The inaugural SA Branch President Barry Hagan served 2 terms as National Vice President to Fred Gennaoui and Dick Fleming and then became National President from 1994 to 1996; the first National President from outside of NSW. Barry Hagan became the first SA Life Member, having been awarded that honour in 1999.

In 2016, the SA Branch had a healthy membership of 120 members.

6. The AITPM Expands Nationally

6.2 NSW Branch (AGM 1989)

By Dick Fleming, Inaugural Branch President (1989-1990)

The end of the 1980s marked a time of immense change for the AITPM. Since its inauguration in 1966, the Institute had been largely NSW centric but was now taking deliberate steps to become a truly national body. The success of the AITPM today attests to the vision and commitment of the committee members who framed the 1987 National Constitution, which established the national structure and chartered the first state branch in South Australia under the presidency of Barry Hagan.

It was an odd time for the NSW branch, which like many parents, took a while to adjust to a new world after the kids have grown up and left home. In fact, the NSW Branch wasn't formally chartered until two years after the inauguration of the SA Branch.

Looking back, this was an important symbolic step in cementing the Institute's transition to a national structure. Dick Fleming, the foundation NSW State President, reflected that there was a great sense of purpose and optimism amongst everyone involved in the AITPM at the time.

The development of the National Constitution had been a big challenge, but the need to think and act like a piece of a national jigsaw, rather than being the jigsaw itself, presented the NSW committee with a very different challenge. A clear example was imagining a world where the annual conference wasn't held in Sydney.

By the end of the decade, the annual conference, which had started out as a humble one-day forum in 1982, had grown into a prestigious one-day conference.

Another notable milestone in the AITPM's growth was the appointment of our first Patron in 1988. It was Fred Gennaoui, our then National President, who twisted the arm of the then Minister for Transport and Roads in NSW, The Hon Bruce Baird MLA, (father of the current NSW Premier) to accept an invitation to become a Patron of the Institute.

Bruce had been a regular speaker of the Institute, and had drawn on the transport knowledge of AITPM's members whilst in Opposition and was more than happy to become its first Patron, thereby lifting the profile of the Institute a step further.

Warwick Kiernan, Branch President between 1990 and 1992, realised that, at the time the NSW Branch was chartered, most of the membership of the AITPM resided in NSW. It therefore became just a formality to transfer all these members to the NSW Branch.

Warwick joined the AITPM Committee in the early to mid-eighties when the whole membership was about 100 odd members, mostly from NSW. He soon after became a member of the Committee. For all intents and purposes, until the NSW branch was formally chartered, any events organised by the AITPM were reflective of NSW.

The annual one-day conference was held at the Wentworth Hotel, and all committee members met a night before to pack satchels with conference papers, sponsors information and other goodies. Fred Gennaoui was our leader in those days and, with growing membership in mind, he suggested the annual conference be held over two days and instigated the first step outside NSW with the formation of the South Australian branch. The other states came on board and Dick Fleming was the second NSW president.

Following the Charter of the NSW Branch, the branch committee work continued as previously, with regular meetings and guest speakers and membership continued to grow particularly new members from local government as traffic management was given high priority. When Warwick was a Riding Engineer at Warringah Shire in the 1960s, ratepayers (they are now called customers) would ask "when are you going to seal our gravel road," now they would ask "when are you going to stop the traffic." Times have changed and traffic continues to grow.

In 2016, the NSW Branch had a membership of about 250 members.

6. The AITPM Expands Nationally

6.3   Queensland Branch (1989)

By Wendy Adam, Inaugural Branch President (1989-1991)

In 1988, two active committee members of the AITPM in Sydney were relocating to Queensland. It seemed a welcome opportunity to gauge support for starting a new state Branch within Queensland. John Carlisle, a founding member of AITPM, was moving back to his hometown of Brisbane, and Wendy Adam was moving to be the Traffic Engineer at the City of the Gold Coast.

Initial contacts with prospective members were positive and, in 1989, Wendy organised a conference on the Gold Coast to address the traffic and transport aspects of tourism. Dick Fleming, representing the then National President Fred Gennaoui, attended the conference to deliver a charter for the Queensland State Branch, which had about 15 members at that time. That required quite an effort as it was during the airline pilots' strike and he travelled by crowded overnight coach. The experience, shortly followed by the tragedies of the coach crashes on the Pacific Highway, were key events shaping his professional thinking.

Wendy Adam was elected inaugural Branch President and John Carlisle Vice-President. It is important to note that Wendy, on her return to Sydney in the mid-nineties became President of the NSW Branch – making her the first and only member to hold the same office in two States.

The original conference featured papers on recent research undertaken by Eppell Olsen (EO) on tourism travel, and both partners in the firm, Tony Eppell and John Olsen became keen supporters of the Branch. Original executive meetings were held in their offices in Brisbane's West End near the Expo site.

A transport consultant from their firm, Annette Morse acted as the first secretary and Sandra Finster from Cardno Davis was the first Treasurer. Membership quickly grew. Some enthusiastic early members were Doug Welshe, then works engineer at Toowoomba, Tony Avent (later, the first National President from Queensland)), Bob Taylor and Neil Viney from the City of Brisbane Professor Bob Pretty (University of Queensland) and Brendan Penny and John Oppus from Main Roads. RACQ, Sinclair-Knight, Queensland University of Technology (Rod Troutbeck and Luis Ferreira) and the City of Brisbane were all supportive organisations.

An early opportunity to spotlight the Branch was a State Transport Conference the next year, with the combined sponsorship of the Institution of Engineers' Transport Branch, the Chartered Institute of Transport and the AITPM. Wendy was able to introduce the Institute to the group conference, and she stood out as the only female attendee.

Some of the issues that motivated the new branch were the amalgamation of Main Roads and Transport, which was later de-merged, only to reunite in the next century and the fact that the AITPM was one of the few organisations that focussed on topics rather than training, so it became a good venue to discuss the multi-disciplinary transport issues. Also some of Main Road's traffic functions were being devolved to local government, especially once amalgamations had created some quite substantial local governments. The Gold Coast rail link was a major topic, as was how to capitalise on the Expo legacy to Brisbane in terms of traffic planning and mass transit. The early and continued success of the Queen Street bus station and the evolution of the busway networks were topical. Various software approaches to optimising traffic flow were controversial then, and remain so even now in Queensland.

A National Conference was soon held in the Gold Coast (1993) with Bob Taylor as Convenor and the Branch has continued to thrive since. In 2016, the Queensland Branch had a membership of about 220 members, the second largest branch in Australia.

It would appropriate to add at this point that upon her return to Sydney Wendy became President of the NSW Branch from 1994 to 1996; the first and only person to hold the same position in two States.

6. The AITPM Expands Nationally

6.4   Victorian Branch (1995)

By John Reid, Inaugural Branch President (1995-1997)

2016 marks the AITPM's 50th year and the 21st anniversary of the Victoria branch, which was chartered on 16th November 1995 at a half-day seminar, hosted by Vicroads. John Reid, inaugural Vic branch President, proud AITPM Life Member and Past National President, reflects upon the Victorian experience, since 1995.

Barry Hagan our then National President from South Australia officiated at the Victorian branch charter and rightly made the point of not boring the young folk with too much history during the normal course of business, but when there is an opportunity like this anniversary, just go for it.

"These are great opportunities for reflection, and passing down tales of past." Just step back 20 years, to that moment"

The year is 1995 and:
- Primary form of communication was a handwritten fax and talking on a phone.
    - No email
    - No SMS
    - No Facebook
    - No LinkedIn
- Our trains, trams and many buses were owned by the Government – privatisation was still four years away.
- The client provider outsourcing model was in its infancy for the softer engineering product that our membership engages.
- Most of our members and colleagues worked directly for the government.
- Larry Page and Sergey Brin begin developing a search engine called BackRub which became an important part of what we now know as Google.

The year was 1995, and the time was right.

Arising from a meeting in 1994, hosted by the City of Maroondah at the Ringwood Library, the Victorian branch of the AITPM was chartered on the 16th November 1995 at a half-day seminar hosted by VicRoads at Denmark Street Kew in the presence of the Minister of Roads, The Hon. Bill Baxter.

Victoria was well into a sea change on how the delivery of the skill sets of engineers and all who lay claimed to work in the traffic and transport sector. The Inaugural Committee, comprised:

John Reid	Austraffic Pty Ltd	**President**
David Kroll	3M Australia	**Vice President**
Alan Prentice	Turnbull Fenner (now Traffix)	**Secretary**
Robert New	City of Maroondah	**Treasurer**
Wal Cichocki	City of Darebin	
Robert Clementi	Brimbank City Council	
Peter Doupé	RACV	
Robert Munns	3M Australia	
Ian Mackintosh	Mackintosh Consulting	
Raj Muthusamy	Road Safety Audits	
Warren Roche	Hobsons Bay City Council	
David Shrimpton	PPK/ GHD / Ove Arup Pty Ltd now @ RSA	

6. The AITPM Expands Nationally

Filling the void created by the continuous downsizing and outsourcing of the key stakeholders meant there was no shortage of issues to keep the new committee occupied. In addition, from day one they were challenged with the task of delivering the 1997 National conference; the first to be held in Melbourne and a daunting task for this new assembly of volunteers

The environment of structural change presented a destablising and stressful change to many employees. The AITPM was fulfilling more than mere technical development and skill enhancement role.

Camaraderie and networking were at times more important.

The Victorian committee met at least once per month, and often twice a month, and was very fortunate to have had the support and resources of the executive of VicRoads and the 5th Floor board room and adjacent meeting rooms as their base. Their 5:30 pm presence with hot pizzas presented a tease to those in the executive suite with the late afternoon pangs of hunger.

The lack of formal procedures and operational manuals in 1995 was fortuitous; we were fresh, reasonably invigorated and without defined boundary. The power of the blank white board is potent and remains so today. There is no problem you cannot resolve with 12 people and goodwill and place of mind on a single issue, in fact many single issues.

The Institute is strongly supported, and mainly administered by a dedicated group of volunteers who give their time freely to help their profession. These people balance the organisation of the Institute's activities that help our membership and influence the decision makers whilst pursuing their own careers.

There was no money, so it was hard to action our plans. The Marketing strategy was to hold a technical forum every month on the same day, same location same time, be predictable and at no charge to participants. Creating an environment conducive to networking, camaraderie provided the avenue to always learn something new. VicRoads covered the cost of venue supply and catering to achieve these goals.

The success of the AITPM in each state, must recognise the long standing support of each State Road Authority and in this instance VicRoads which have actively stood alongside the Institute for the last 21 years. Including the very long standing financial support of the Victorian Branch from inception by the RACV, 3M, Rust-PPK (now WSP/PB) and Austraffic, well before a structured sponsorship program for the States came into existence.

The Victorian Branch of AITPM became the authors of the modern day sponsorship program along with a range of other initiatives. Using the analogy "follow the money", again it made sense to tap into the service providers as a source of financial support to compliment that of VicRoads.

The Victorian committee contribution to new thoughts and actions also stands proud behind the modern day format of the national conference including the trade exposition, the scholars awards and recognition of the young people in our profession from the mid 90s now leading to the very successful young professionals network (YPN).

Victoria has been very active in ensuring the success of the AITPM in being a truly national organisation, with vitality and delivery and relevance to all stakeholders. The volunteers of the VIC committee for the past 20 years list numerously. By 2016, the membership of the Victorian Branch had increased from four in 1994 to 172 members.

6. The AITPM Expands Nationally

6.5   Western Australia Branch (1999)

Garry Mason, Inaugural Branch President, WA Branch

The WA Branch was established in 1999, with 10 individual members and one corporate member. Garry Mason was the first Branch President and National President Tony Avent chartered the Branch.

Tony Avent, the AITPM National President at the time and both Garry Mason and Mike Klyne were the driving force to establish the WA branch, realising that it was the right time to provide a voice and direction for Traffic Management and Planning in Western Australia. At that time, the WA State Government was downsizing the Main Roads WA workforce and reducing its involvement in industry development in this area.

The initial small core group was made up of self-employed practitioners who gave much of their spare time to arrange seminars and develop the branch. It is worthy of note that the branch conducted its first National Conference in 2002 just 3 years after it was established.

Craig Wooldrige, a past National President and President of WA Branch, also recalls that this was an enormous effort by a small number of committee members at the time and was a great success.

Western Australia was a challenge for the AITPM in the early years, as the traffic and transport profession was fairly small at the time that the Branch was started and this remained so until the mid 2000s. From 2007 onwards, the branch grew considerably.

In 2007, the WA branch had 12 members, and the committee consisted of half a dozen dedicated members. At that time, Gary Mason went out and tapped a few people on the shoulder to join the committee as the 2008 National Conference was to be held in Perth. This created a new sense of excitement and younger members also started to join the committee. The committee delivered a successful 2008 National Conference, which exposed many in the profession to what the AITPM had to offer.

Based on the success, Craig Wooldridge challenged the WA committee to run more technical forums, firstly moving to forums every two months and, by 2009, every month. The extra forums had a significant impact on membership and all events have been well attended since then in time. It was also around this time that Western Australia was in an extreme boom period and many interstate and overseas professionals were moving to Perth for work. This presented an opportunity to tap more people of interest on the shoulder to join the committee, which enabled the pioneers of the branch to take a well earned rest.

With a full committee by 2010, the branch was hitting its straps and by 2011 planning had started for the 2013 National Conference. Being ambitious, the 2013 conference was planned as the first three (3) streamed conference and 17 high level interstate speakers were flown in for the Conference to encourage more registrations. The Conference was a huge success and again exposed more practitioners to the AITPM, which again drove membership numbers higher.

After some 18 years, the Western Australian branch has evolved from a dream to a fully fledged branch making a strong and valuable contribution to AITPM at all levels.

The Western Australian branch has a current membership of 90. In addition, the branch has a strong focus on corporate memberships for State and Local Governments and has the highest number of Corporate membership of any Branch with 17 in place.

7. Forums & National Conferences

7.1 The Forums

The AITPM convened its first forum in response to the need for a clearer focus on the technical and practical issues surrounding the introduction of Local Traffic Management Schemes in our cities. It was held in Sydney in 1982 at the Institute of Engineers auditorium in Milsons Point and addressed the highly topical subject of Local Area Traffic Management (LATM). LATM reflected the community's changing attitude to local roads; a road was no longer for the dominant use of traffic but a privileged access that we should aim to minimise the impact on the community. This forum, apart from being the catalyst for all forums and National Conferences held since then, was notable for the following:

• It was supported by the NSW Government which provided a number of speakers;

• This landmark event led to the development of government policies and guidelines for the implementation of Local Area Traffic Management schemes in NSW then the other states; and

• It also laid the foundations for what is now the AITPM National Conference; the peak transport planning and traffic engineering conference in Australia.

Attendance fee at the first Forum was $60. Neither papers nor food were provided and delegates had to go out and forage for their lunch. Some 200 persons attended, netting the Institute over $12,000.

Before the forum, the bank account had about $1000.

However, as Dick Fleming reminded us, the members of the committee were nothing if not fast learners and the second forum in 1983 was held at the Wentworth Hotel.

John Carlisle, a past National President and main author of the Constitution which formed the AITPM, recalls that we should acknowledge the hugely successful annual buffet lunches at the Wentworth Hotel in the 80s. Of course it was the brilliance of the papers as well as the lunches which attracted an increasing number of delegates to the Forums then the Conferences.

Looking back, the organisation and running of the conferences in those early days gave great impetus to the Institute. It drew the committee members together with a great sense of purpose. Everyone had a job, and the investment of time by the committee helped ensure that each conference made a profit. Lifelong friendships were formed in the hours spent organising the speakers and the program, stuffing conference bags, and working together to ensure the conference ran smoothly. This sense of teamwork and commitment remains a unique feature of the AITPM to the present day.

A list of Forums between 1982 and 1987 are included in **Appendix B**.

Forums in the Eighties at the Wentworth Hotel in Sydney

7. Forums & National Conferences

7.2   The National Conferences

Forums became an annual feature until the Institute convened its first National Conference in Sydney in 1988 with the theme *Traffic Management – Who Pulls the Strings?* This theme could easily apply today.

The success of the annual conference saw it expand into a two-day format in the early 1990s and further growth sees it today as a three-day, multi-stream event including technical workshops.

With the charter of the Queensland Branch in 1989, the National Council considered that the Conference should become a truly National Conference and requested the South Australian Branch to convene the 1991 conference as the first two-day event. The SA Branch willingly agreed and formed a conference organising committee, with Barry Hagan as convenor. The first two-day National Conference titled *The Transport Jigsaw – Making the Pieces Fit* was a great success being well received by the delegates and the National Council.

National Conference Set Up

The next milestone was the integration of the formal presentations with a trade exhibition at the first National Conference held in Melbourne in 1997. The theme of the conference was Major Events – Traffic and Transport Planning. This initiative has allowed companies to reach their potential market and has since become integral to all conferences. Ultimately, we have seen some unexpected companies have a trade display such as mapping companies and manufacturer of speed control devices.

A list of all National Conferences from 1988 to 2016 is included in **Appendix B**.

Trade Display at Sydney 2012 National Conference

7. Forums & National Conferences

7.3   Conferences Papers – Evolution of Traffic & Transport

Through its conferences, the AITPM has continued to be at the forefront of the profession in addressing the key issues and responding to the trends facing the Traffic and Transport industry. A paper presented at the 2010 conference chronicled the historical changes in traffic and transport management and operation, based on papers published since the first Sydney Forum in 1982 to the Adelaide National Conference in 2009. This paper has been updated to include papers from the 2010 to 2015 Conferences.

Since 1982, over 770 papers have been presented at 34 AITPM forums and national conferences. The early years saw a strong focus on Roads, Traffic Engineering and Road Safety but as the AITPM's membership has grown and diversified, so the scope of papers has broadened to reflect the multi-dimensional nature of the industry.

Table 3, a tabulation of papers presented at AITPM forums & conferences between 1982 and 2015, shows how the number of papers presented at conference has not only grown but how the technical emphasis has broadened across the key areas of interest.

The increased emphasis on Transport Planning through the 1990s and 2000s reflected industry trends to a greater focus on modal and transport/land-use integration. The increased versatility and utility of transport models as industry wide tools has led to the introduction of a dedicated stream in each conference in the first half of the current decade.

A review of the forum and conferences papers indicates there is a story to be drawn from this:

*   The steady growth in the size and reach of the forums/conferences; about 10 papers per forum in the early to mid – eighties to 44 papers per conference by 2015;
*   The broadening of the scope of the conference from one focused on Roads/Traffic/Road Safety to a broader coverage of all elements of the Road and Transport profession; and
*   The responsiveness of the AITPM (reflected in the conferences) to emerging trends and key areas of practice within the industry. e.g. the recognition of the growing importance of all aspects of modelling as critical tools.

Table 3: Papers Presented at AITPM Forums & Conferences 1982-2015

v Theme\Year>	1982-1990	1991-2000	2001-2009	2010-2015
1 Roads & Traffic	58.1%	20.0%	19.0%	22%
2 Road Safety	14.0%	20.0%	6.8%	6%
3 Vulnerable Road users	8.6%	7.7%	16.3%	9%
4a Transport planning	15.1%	33.8%	49.8%	33%
4b Transport modelling	n/a	n/a	n/a	23%
5 New Technologies	0.0%	8.2%	5.0%	6%
6 Other Areas	4.3%	11.3%	3.2%	2%
Number of Papers	93	195	221	265
Number of Papers per year	10	20	25	44

8. The AITPM Serving the Profession
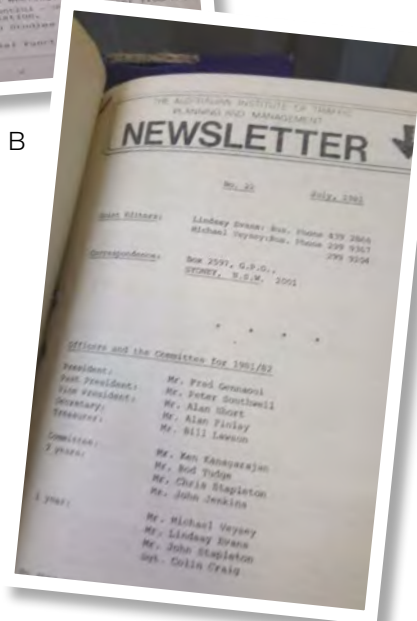
8.1   Newsletter

Harry Camkin, the first editor of the newsletter in 1966, tells us that one of the things that he was keen on when the AITT (the forerunner of the AITPM) was first established, was to produce a newsletter. The AITPM has always seen the need to communicate with members not just at formal meetings but through a well designed and informative newsletter.

A

B

The letterhead was pre-printed, with the content typed and the end product photo-copied for distribution. This method continued after the AITPM was formalised.

The reality is that producing and distributing material in a volunteer organisation is always difficult. In those early days, typing up stories without the benefit of word processing let alone digital printers, using a Roneo machine to print it and then posting it to members was not something that flowed easily. The early newsletters were just one or two A4 pages printed on both sides. They were mailed by post to all members; names and addresses were pasted on envelopes.

As technology developed and the Institute had some money in the bank, the newsletters were printed more formally.

It was still hard to get material and some of the newsletters covered some past AITPM activities but rarely anything on research and very little on up-coming events.

A *The first Newsletters of the Australian Institute of Traffic Technology were prepared by Harry Camkin.*

B *The first newsletter under the banner of the AITPM was issued in July 1981. Editors were Mike Veysey and Les Evans.*

8. The AITPM Serving the Profession

The newsletters were produced every quarter. Some members, particularly those in the country, complained about not getting any benefits from the Institute because they could not get to Sydney meetings. The Institute continued with paper edition until the early noughties. The newsletters tended to be more about the organisation than issues relating to the profession.

David Brown

In 2004, David Brown, past National President presented a proposal to produce a PDF newsletter that could be distributed by email. The original specification was for up to 6 pages to be produced for 11 months of the year (no January edition). The first edition went out in April 2005.

Very quickly, the newsletter became typically more than 30 pages and included news, views and reports as well as comments, articles and events. It also introduced sections such as "What the Media Said" and "Quirky News".

8. The AITPM Serving the Profession

8.2 Website

The website has been an integral part of the AITPM's business since the early 2000s. The original website served the Institute well until the mid-2000s in a relatively basic form. In 2009 the website was given a fairly minor upgrade but as time marched on, the operating platform dated, upgrade options were limited and stability of the site became an issue.

In 2011, as part of the early development of the strategic plan, it was realised that the website had the potential to be so much more for members and stakeholders. An investigation phase then kicked off, with a range of information being gathered from members who had rebuilt company websites to gain a background on the potential options and also the possible pitfalls. Ideas and options were also gathered from a small number of experienced webmasters.

By 2013, some options had been developed on the form and functionality of a potential new website, tailor made to suit the AITPM's current and planned activities. This led to further exploration of options and in mid 2013, the Committee for Perth, a not for profit, member based organisation, launched their new website that looked great, with functionality that had similarities to the AITPM's requirements. Making use of our contacts, we gained valuable knowledge from the Committee for Perth on the lessons learnt that led us to engage their website build manager, A Way With Words. This was a major step forward as we then had knowledge in an area that was beyond our usual skills sets.

Based on our years of learning and building criteria for a new website, we were able to partner with A Way with Words to develop a robust brief and seek tenders for the build. This in turn led to the successful appointment of Elcom to build the new website in March 2014. The new website quickly took shape, with many reviews along the way and the new website was launched at the 2014 National Conference in Adelaide. This was well received and was a key deliverable of the 2013-12017 Strategic Plan.

The new features of the website included a newsletter in HTML format instead of a large email to every member. The website was expanded to include weekly media updates, improved events promotion and improved promotion of sponsors. Uploading into the website of conference information and materials, live uploads during the conference, conference papers being loaded onto the website for easier access has resulted in a vast improvement for conferences.

The website now also includes a member directory, a job vacancy board and much more. Some functionality has been restricted to members only for most of the tangible benefits to highlight the benefits of being an AITPM member. A Way With Words has been retained since the launch to manage the day-to-day web activities and interface with Elcom to address any issues that arise.

The website is a key connection with the AITPM's members and further improvements will continue to evolve in the coming years as our services evolve and technology advances.
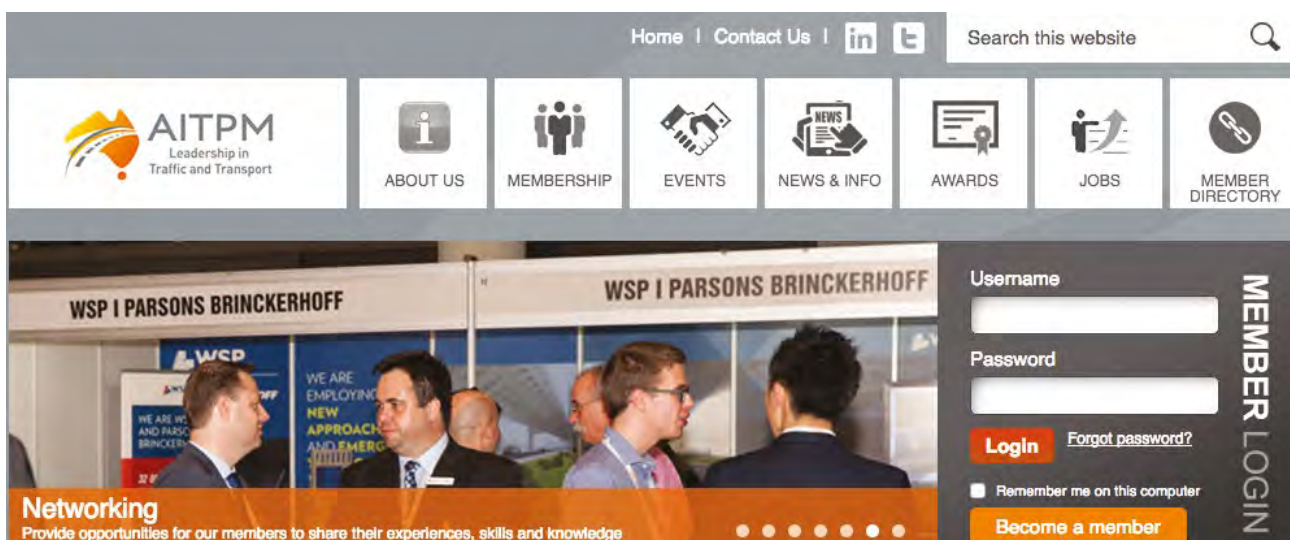
8. The AITPM Serving the Profession

8.3 Professional Networks

8.3.1 Young Professionals' Network (YPN)

The AITPM Young Professionals' Network (YPN) started as an initiative in the Victorian Branch in 2011 and was an instant success. National Council then expanded the YPN to the other states in 2012; this decision was one of the best one adopted by the AITPM.

The YPN provides a platform for young professionals (up to 35 years of age) working, or interested in the traffic and transport industry, to network, learn and develop their skills alongside like-minded individuals within the industry. These members are eager to acquire traffic and transport skills through the AITPM's existing activities such as Technical Forums or targeted activities including social/networking opportunities and professional learning.

Each state hosts up to four events on an annual basis, tailored specifically to the needs and interests of young professionals. The events range from career development sessions with industry experts providing insight into their journeys, to technical forums on topical issues, through to tours of major projects. The events provide young professionals the opportunity to learn from industry experts, keep informed of current trends and build their professional networks.

Young members are the future of our industry and the AITPM provides a valuable portal into the industry. With this in mind, the objectives of the National Council in supporting the YPN are:

- To make sure the Institute understands and meets the needs of younger people who are interested or involved in our profession;
- To provide networking opportunities establishing connections for students with the industry;
- To encourage the active engagement of young professional with our sector and recognise that young professional members ensure the industry's sustainability; and
- To offer free student membership for undergraduates, enabling access to activities that will enhance both skills and knowledge required for the traffic and transport industry.

8.3.2 Transport Modelling Network (TMN)

The Transport Modelling Network (TMN) started with a small group of passionate modellers in the Victorian Branch in 2011, who wanted to improve collaboration and communication for modellers in the industry. This group led the Transport Modelling Workshop at the 2012 National Conference in Sydney, which was attended by over 100 delegates. The workshop was very successful, with a number of work-shopped and agreed actions and outcomes, one of which drove the formation of the TMN in late 2012. Success of the TMN concept led to the National Council of the AITPM adding a Modelling Stream to the National Conference from 2013.

The TMN continues growing to this day, in a role dedicated to cultivating and catering for the interest, knowledge and expertise of transport and land use modellers across Australia and beyond. The TMN provides opportunities for individuals from all sectors including government, private sector, research, software development and data collection; to interact, share knowledge and promote good practice.

The TMN is governed by a National Committee consisting of a National Council representative, a National Co-ordinator, two representatives from each state and a representative from academia. They meet face to face once a year to review the previous years' activities, plan the year ahead, plan and manage the Modelling Stream for the National Conference and positively influence the industry. At a state level, the TMN runs two technical forums each year as part of the state based seminars; one technically based for modellers and one catering for non-modellers in order to build knowledge across the broader traffic and transport industry.

Based on the strong success of the TMN, the AITPM is considering starting up similar Networks for Traffic Engineering/Network Operations and Transport Planning during the second half of 2016.

8. The AITPM Serving the Profession

8.4 Membership Recognition Awards

8.4.1 Life Members

The National Council may, at its sole discretion, award the honour of Life Membership of the Institute to a member who has performed notable and outstanding service for the Institute in accordance to the following criteria:

- Extended High Level of Service at Branch and/or National Committee Level;
- Expended extraordinary personal efforts in a range of AITPM activities well above that expected of the roles elected to. The nominee would be recognised for their involvement at a National Level;
- Exerted extraordinary efforts over an extended period promoting and supporting the AITPM;
- Contributions have led to a recognised and sustained increase in the profile and respect of AITPM nationally; and
- Extraordinary efforts over an extended period in promoting and supporting the development of the industry, or other activities which have made a sustained improvement to the AITPM's areas of involvement.

Members awarded this honour are listed in **Appendix C**.

8.4.2 Outstanding Service Award

Initially there was an Outstanding Achievement Award for non members of the AITPM who had done great service to the profession. The late Professor Ross Blunden is the only recipient of this award. The Outstanding Service Award was for Members of the AITPM who had a considerable input in the operation and promotion of the Institute.

The Outstanding Achievement Award now forms part of the Outstanding Service Award. Persons meeting the following criteria receive this award:

- Extended High Level of Service at Branch and / or National Committee Level;
- Outstanding personal effort in other AITPM activities (above and beyond that expected) It would be expected that the nominee would be well known across the institute nationally and not just within a home state;
- Outstanding personal effort in other AITPM activities (above and beyond that expected; and
- Contributions have led to a recognised increase in the profile of AITPM at a National Level.

Members, who have received this award, are listed in **Appendix C**.

8.4.3 Service Award

The previous Achievement awards and the Certificate of Appreciation have now been renamed the Service Award. An AITPM member, who meets the following criteria, receives this award:

- Extended High level of service for members of Committee;
- High Level of Service for member of National Committee;
- Outstanding personal effort or leadership; more than just filling role as conference convenor;
- Outstanding personal effort in other AITPM activities (above and beyond that expected; and
- Contributions have led to a recognised increase in the profile of AITPM at a State Level.

Members who have received this Award are listed in **Appendix C**.

8. The AITPM Serving the Profession

8.5 Professional Awards

8.5.1 Excellence Awards

Janet Brash

The Excellence Awards started in 2007 as a Memorial Research Grant in honour of the late Janet Brash. Janet was one of the AITPM's strongest and active supporters. In her 10-year membership of the Institute, she was a committee member, Vice President and President of Victorian Branch. She was also elected as National Vice President and had considerably more to offer to the AITPM and the profession had her life not been so sadly cut short. The grant provided financial assistance of $8,000 for the recipient to undertake relevant research, with the outcomes being reported back at the following year's National Conference.

In 2011, the AITPM National Council reviewed the Award and decided to move to an Excellence format with a focus on innovation that covered two categories: Transport Planning and Traffic Engineering. In 2013, the Award was further enhanced with the addition of a third category for Transport and Land Use Modelling. The Janet Brash link has been maintained with one overall winner selected from the other three categories and awarded the Janet Brash Excellence Award.

From 2012 to 2014, the winner in each category was awarded a certificate and a $4,000 prize. From 2015, the National Council decided that further knowledge sharing and building could be obtained from changing the cash prize to complimentary registration to the conference with flights and accommodation covered for each winner.

This also enables each winner to be present at the Conference Dinner to receive the award.

The Awards have proven to be a great success for the promotion excellence outcomes developed by members who have gone beyond the business as usual approach to drive the future of our nation.

8.5.2 Young Professional Awards

A key part of the AITPM National Conference is the Young Professional Award. The Award originally started in 1998 as a Scholars Award for students in their final year of tertiary studies, as a gateway into the industry. Over time the award has matured and is now open to final year students and young professionals in their first year of employment. Five Awards are provided each year – one for each state that AITPM operates in. The Award provides each recipient with flights, accommodation and registration to the main conference and the conference dinner.

The aims of the Young Professional Awards are to:
* enable students or graduates to learn more about the traffic and transport profession by actively participating in a peak industry event;
* provide the opportunity to meet with other young professionals from other states;
* provide networking opportunities with a wide variety of professionals; and
* inspire graduates to pursue a professional career in this very rewarding industry.

Winners of the Award are provided with an opportunity to be introduced to the conference delegates at the opening cocktail event to celebrate their achievement of winning the Award. More recently, a breakfast with the AITPM National Executive has been added on day one of the conference to welcome the recipients into the AITPM family. The two days of the conference provides an outstanding opportunity to learn about the traffic and transport industry and importantly build a network that will assist in the ongoing career development of the recipients. On the final day of the conference each recipient gives a short speech at the lunch on their learnings from the conference. After the conference, the recipients serve 12 months on the AITPM Branch Committee, which provides great career development opportunities that cannot be gained in the usual workplace.

8. The AITPM Serving the Profession

Over the years, many of the Award recipients have gone on to successful careers in the traffic and transport industry. The opportunity provided by the AITPM has been a key influence in their decisions to work in the industry, which has facilitated many further opportunities through the vast AITPM network.

8.5.3   New Zealand Study Tour Award

Since the mid 1990s, the AITPM has forged a strong relationship with the Institute of Professional Engineers New Zealand Transportation Group. We both focus on traffic and transport and there are many benefits from sharing our knowledge and building common networks.

In 2006, the AITPM started offering the New Zealand Study Tour Award. This Award covers the costs of flights, accommodation and conference registration to the IPENZ Transportation Group Conference for one AITPM member.

The aim of the Award is to enhance our two-way relationship with IPENZ, and to provide an opportunity for information exchange and support members in the acquisition of knowledge.

AITPM members have the opportunity to apply for the award by addressing the selection criteria and the knowledge that they will focus on the application of the knowledge gained at the conference to their current job. Their attendance in New Zealand enhances the relationship between AITPM and IPENZ. A selection panel set up by the AITPM National Council selects the winner each year.

Following the IPENZ Conference, the recipient writes an article for the AITPM National Newsletter to share the key learnings and experiences.

8. The AITPM Serving the Profession

8.6   AITPM Traffic and Transport Education Program

In 2010, the AITPM, in partnership with Main Roads Western Australia and the Institute of Public Works Engineers Australia (WA Branch, IPWEA), undertook a Feasibility Study for the development of a Traffic and Transport Diploma. The main findings were that:

• there was no current undergraduate Traffic and Transport qualification;

• a large number of practitioners have experience but no formal recognition of skills/experience; and

• there is no gateway for school leavers to enter the Traffic and Transport profession.

The Study confirmed that such a Diploma is feasible and a number of options were developed for consideration. IPWEA has decided to add a few Traffic and Transport units to their Public Works Diploma and in 2011 the AITPM committed to developing the full Traffic and Transport Diploma.

From 2011 until March 2013, Craig Wooldridge led the development of the Diploma with input from a number of AITPM members who were experts in particular fields. With Education being outside of our usual skills set, Black Swan educational specialists were retained from the Feasibility Study to develop the package for accreditation. This was no easy task, but by early 2013 the accreditation package was submitted and in March gained accreditation without changes.

From 2011 until March 2013, Craig Wooldridge led the development of the Diploma with input from a number of AITPM members who were experts in particular fields. With Education being outside of our usual skills set, Black Swan educational specialists were retained from the Feasibility Study to develop the package for accreditation. This was no easy task, but by early 2013 the accreditation package was submitted and in March gained accreditation without changes.

Unfortunately, 2013 was also the year that the economic down turn hit our industry and many others. Implementing the Diploma required a sizable financial investment and some were questioning if the time was right, given that employment opportunities were reducing and training budgets were also being cut. During 2013 and 2014, many meetings were held with State and Local Government agencies to determine the potential level of interest for the roll out of the Diploma in some or all states. While the level of interest was strong, the level of commitment was limited.

In late 2015, AITPM decided to take a fresh look at the Diploma and Director Education was engaged to undertake a review of the Diploma work to date and interview a range of key members in each state across the private sector and State/Local Government. This review reaffirmed the strong need for an education program, but suggested a different approach to the style and delivery.

In March 2016, the outcomes of the review were presented and discussed in detail at the National Council meeting. The proposal put forward was the development of modules that contained three online training units, followed by one face-to-face cornerstone unit. Participants could enrol either in one or more units, or enrol in all the units. Importantly, this option was not an accredited model, but one that still followed the accreditation requirements.

This revised approach allows flexibility for adding modules in the future that suited the market requirements. Modules should be adaptable in the future years and sustainable. Accreditation could be pursued in the future if required.

8. The AITPM Serving the Profession

Overseas practitioners, particularly in the Asian Region would be able to access the online units . Funding has been set aside to allow the development of the first module, which is Traffic Impact Assessments. This would allow the first unit to begin in September/October 2016 with the full first module being progressively implemented by mid 2017.

The development and implementation of future modules would be dependent on the success of the first module. The overall aim is for the program to be self-sufficient after the AITPM supplies the funding of the first one to two modules.

The implementation of the AITPM Traffic and Transport Education Program will take the Institute to a new level of professionalism and recognition within and outside of the industry. This continues one of the AITPM foundations of 'building skills and knowledge' that strongly assists in growing the prosperity of Australia.

... the AITPM foundations of 'building skills and knowledge' that strongly assists in growing the prosperity of Australia.

9. The Future for AITPM

9.1   The Big Picture: Is it forgotten?

When asked the question, *what about the future of the AITPM?*
Harry Camkin said:

> " We all know that the task of managing traffic is not going to get any easier in the foreseeable future. By and large, most of the "low-hanging fruit" has been identified and much of it harvested – at least to the extent that it is politically and socially feasible to do so. We can expect some increasing assistance from technological progress in monitoring and control, but perhaps we need to think again about whether the Institute should present as being more concerned with the bigger picture, "transport" planning and management, rather than just "traffic". And in so doing, should it not have a stronger dual focus on both demand management and operational management than is currently evident? Perhaps this might help to establish that better coordination of not only public and private transport planning, but also of transport and land use management that we all know needs to be pursued, but has hitherto proved all too elusive.
>
> Possibly, I have missed something, but it seems to me that we (everyone, not just the AITPM) have been giving only very ineffective lip service to promoting the "big picture". Is it worth thinking about? Is it worth doing anything about it? "

9. The Future for AITPM

9.2   The AITPM in the New Century

Learning from our past, the Institute must recognise that its volunteer base will always be its heart and soul. However, the expectations of the Institute's members and sponsors have been growing in recent years and to meet these and to deliver on current and new strategic initiatives, further additional resources beyond our volunteer network will be required.

In recognition of this, the Institute has embarked on a review of alternative ways to deliver improved quality services to members and improve the benefits to sponsors. This review may lead ultimately to a significant change in its governance model and the deployment of an Executive Officer, whilst collaborating with our dedicated volunteers around the country.

Importantly, this will build upon the professionalism that AITPM is valued for and will drive greater recognition at high levels across all sectors. The AITPM brand has been strong for over 30 years but there have been suggestions that to receive full recognition, the Institute should consider a name change to better reflect the wider industry disciplines that it represents.

To achieve full recognition, Fred Gennaoui, Foundation President of AITPM and Life member, believes that the Institute should give serious consideration to embrace 'Transport' in its name and a simple name such as 'Australian Institute of Traffic and Transport' (AITT) may hit the mark.

This in turn will continue to build the AITPM for a sustainable and prosperous future.

CONTINUING TO BUILD THE AITPM FOR A SUSTAINABLE AND PROSPEROUS FUTURE.

Appendices

APPENDIX A

OFFICE HOLDERS OF AITPM

National Presidents

1981-1983	Fred Gennaoui
1983-1985	John Carlisle
1985-1987	David Brown
1987-1992	Fred Gennaoui
1992-1994	Richard (Dick) Fleming
1994-1996	Barry Hagan
1996-1998	Peter Croft (Deceased)
1998-2000	Tony Avent (Deceased)
2000-2002	John Reid
2002-2004	Richard Hanslip
2004-2006	Garry Masson
2006-2008	Andrew Hulse
2008-2010	Jonathon Bunker
2010-2012	Peter Doupe
2012-2014	Craig Wooldridge
2014-2016	John Stephens

National Secretary

Secretary

1981 to 1983	A Finlay
1983 to 1985	David Brown
1985 to 1987	Richard Fleming
1987 to 1991	John Jamieson
1991 to 2002	Frank Dunne (Deceased)
2002 to 2008	Bill Cirocco
2008 to 2013	Deva Naiker
2013 to	Dan Sullivan

National Treasurer

Treasurer

1981 to 1983	B Lawson
1083 to 1991	Allan Short
1991 to 2000	John Jenkins
2000 to 2010	Bob Taylor
2010 to	Jasmina Jovanovic

State Branch Presidents

South Australia

1987 to 1989	Barry Hagan
1989 to 1991	Peter Cleal
1991 to 1992	Peter Harper
1992 to 1994	Peter Bourke
1994 to 1996	Paul Simons
1996 to 1998	Richard Hanslip
1998 to 2001	Bill Cirocco
2001 to 2003	Pat Trimboli
2003 to 2005	John Wilberry
2005 to 2008	Jeremy Woolley
2008 to 2010	Paul Morris
2010 to 2013	Andrew Leedham
2013 to 2015	Pam Andritsakis
2015 to	Chris Dunn

New South Wales

1989 to 1991	Dick Fleming
1991 to 1993	Warwick Kiernan
1993 to 1994	Peter Croft
1994 to 1996	Wendy Adam
1996 to 1998	Grant Johnston
1998 to 2001	Bob Picone
2001 to 2003	Fred Gennaoui
2003 to 2005	Andrew Hulse
2005 to 2007	Fred Gennaoui
2007 to 2009	Oleg Sannikov
2009 to 2011	John Stephens
2011 to 2013	Roshan Aryal
2013-2015	Kevin John
2015	Zoran Bakovic
2015 to	Tessa Knox – Grant

Appendices

APPENDIX A continued

OFFICE HOLDERS OF AITPM

State Branch Presidents

Queensland	
1990 to 1992	Wendy Adam
1992 to 1994	Tony Avent
1994 to 1996	Bob Taylor
1996 to 1998	Sandra Finster
1998 to 2000	John Olsen
2000 to 2002	Mel Hallet
2002 to 2004	Jon Douglas
2004 to 2006	Jon Bunker
2006 to 2008	Deva Naiker
2008 to 2010	Manu Hingorani
2000 to 2013	Torrry Crellin
2012 to 2013	Haider Yousif
2013 to 2014	Miranda Blogg
2014 – 2016	Gary Wood

Western Australia	
1999-2002	Garry Mason
2002 to 2004	Dan Sullivan
2004 to 2007	Sam Taylor
2006 to 2010	Donald Veal
2010 to 2012	Heidi Lansdell
2012 to 2013	Chlodaugh Smith
2013 to 2014	Nicole West
2014 to 2015	Anne Still
2015 to	Jacob Martin

Victoria	
1995 to 1998	John Reid
1998 to 2000	Marcus Wigan
2000 to 2000	Joe Perone
2000 to 2004	Janet Brash
2004 to 2006	Ron Crawford
2006 to 2008	Peter Doupe
2008 to 2010	Anthony Fitts
2010 to 2013	Ian Butterworth
2013 to 2015	Liz McGregor
2015 to 2016	Paul Smith

Appendices

APPENDIX B

FORUMS & CONFERENCES

ANNUAL FORUMS

1982	Sydney	Local Area Traffic Planning
1983	Sydney	Roads Don't Just Carry Traffic
1984	Sydney	Local Area Traffic Management in Practice
1985	Sydney	Town Centres: People, Transport and Traffic
1986	Sydney	A Practical Approach to Road Safety
1987	Sydney	Traffic: Planning the Next Steps

NATIONAL CONFERENCES

1988	Sydney	Traffic Management – Who Pulls the Strings?
1989	Sydney	Keeping Pace with Change
1990	Sydney	Roads – To Build or Not to Build?
1991	Adelaide	The Transport Jigsaw – Making the Pieces Fit
1992	Sydney	Transport Planning – Putting It Into Practice
1993	Gold Coast	Safety on our Roads – Who's Responsible?
1994	Sydney	Transport Planning & Traffic Management – – Tools of Trade-Off
1995	Adelaide	1990s So Far – What Next?
1996	Gold Coast	Livability vs Mobility – The Quality Balance
1997	Melbourne	Major Events – Traffic and Transport Planning
1998	Sydney	Moving Smarter – Challenges in Traffic & Transport
1999	Adelaide	Counting the Costs
2000	Gold Coast	The Travel Bug
2001	Melbourne	Managing Mobility – Sustainable Transport for 2nd Century of Federation
2002	Perth	Travelator Traffic & Transport on the Move
2003	Sydney	Getting Serious Transport Land Use Integration
2004	Adelaide	A Fair Go? A Transport Reality or an Impossible Dream
2005	Brisbane	Priority Treatment: Juggling Competing Demands
2006	Melbourne	Delivering Sustainable Transport: it's got legs
2007	Canberra	National Convergence – Lets Sort out Our Differences
2008	Perth	Making Connections
2009	Adelaide	Traffic Beyond Tomorrow
2010	Brisbane	Traffic & Transport
2011	Melbourne	Traffic & Transport
2012	Sydney	Traffic & Transport
2013	Perth	Traffic & Transport
2014	Adelaide	Traffic & Transport
2015	Brisbane	Traffic & Transport
2016	Sydney	50th Anniversary of AITPM

Appendices

APPENDIX C

<div style="background-color:orange">AWARDS</div>

Life Members

Edward Huxtable (Deceased 2015)	1986
Allan Short	1992
Fred Gennaoui	1994
Barry Hagan	1999
Dick Fleming	2000
John Jenkins	2001
John Carlisle	2002
Bruce Sinclair	2004
John Reid	2006
Bob Taylor	2011
Garry Mason	2013
Richard Hanslip	2015

Outstanding Achievement Award

Emeritus Professor WD Blunden (2003)

Outstanding Service Award

Gail Brown	(1998)	Assistant National Secretary
John Jenkins	(2001)	NSW
Fred Gennaoui	(2003)	NSW
Garry Mason	(2008)	WA
Bill Cirocco	(2008)	SA
Gary Veith	(2009)	VIC
John Olsen	(2009)	QLD
Bob Taylor	(2009)	QLD
Ron Crawford	(2011)	VIC
Russell Bittner	(2011)	VIC
Manu Hingorani	(2012)	QLD

Outstanding Service Award

Andrew Hulse	(2012)	NSW
Peter Croft	(2012)	NSW
Graeme Pattison	(2012)	NSW
Colin Bates	(2012)	VIC
Russell Bittner	(2012)	VIC
Tom van Drempt	(2012)	NSW
Nick Meredith	(2014)	SA
Mark Hennessy	(2014)	SA
Tony Fitts	(2014)	VIC
Dan Sullivan	(2015)	QLD

Achievement Award

Frank Dunne	(2002)	NSW

Certificate of Appreciation Award:

Derek Scrafton	(1998)	SA
Robert Munns	(1998)	VIC
Cr Maureen Hayes	(1998)	
Trish & Jim Lever	(2002)	Assistant National Secretary

Service Award

Bob New	(2006)	VIC
Ian Mackintosh	(2006)	VIC
Bruce Aulabaugh	(2013)	WA
Michael Klyne	(2013)	WA
Tiiu Stojanovic	(2013)	WA
Franz Winkler	(2013)	WA
Tony Shaw	(2013)	WA
Donald Veal	(2013)	WA
Rodney Ding	(2013)	WA
Geoff Manuel	(2014)	SA
Euan Ramsay	(2014)	VIC
Bill Zhang	(2015)	SA