

ABSTRACT SUBMISSION FORM

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Note: All abstracts **must** be submitted on an official Abstract Submission Form (this document)

All presenters are expected to register to attend the Conference.

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Presentation topic	<i>Please check the box to identify your topic area:</i>		
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Paper Details:			
Presentation title	Should engineers be doing traffic engineering?		

Overview of Presentation (200 word maximum)

Include details of topic scope, key findings, and any issues for discussion or further investigation

Road safety begins and ends with a person. In the end, we are concerned with a person being injured or killed in a crash. In the beginning, a person chooses to act in such a way that causes the crash. This is why we don't call them accidents as, somewhere along the line, a choice has been made that leads to the crash occurring. Occasionally there are accidents - a tree falling over or an unexpected slip - but these are rare events.

Traffic engineering is about making people safe, while sometimes making efficiency gains. Delineation defines where people should and shouldn't be driving. Signs direct people what to do (regulatory and warning) or what to look out for (warning) and to where to go (directional). Traffic signals, speed limits, and other traffic management measures have all been put in place to save people from themselves. That is, changing behaviours.

Changing behaviours on a large scale is called social engineering, without an engineer in sight. Traffic engineering is effectively a subset of social engineering but is swarming with engineers, is this right?

This paper looks at the field of traffic engineering and the professions that should be collaborating to get the best result.

Email this to Harding Consultants: glenda@hardingconsultants.co.nz

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Abstract submissions due by Friday 9 November 2012