# Department of Infrastructure Engineering PhD and MPhil completion seminar guidelines and template

## Instructions

It is your responsibility to arrange a time with your supervisory team. You need to make sure that a member of your supervisory team or the chair of panel is attending, and that they can chair the session.

**Step 1:** Contact Felix Kin Peng Hui ([kin.hui@unimelb.edu.au/](mailto:kin.hui@unimelb.edu.au/) 83442584 to check available times for your seminar.

**Step 2:** Once you have a time allocated to you, edit the template on the following page to add your details and remove any unnecessary information. Email the completed template back to Felix ([kin.hui@unimelb.edu.au](mailto:kin.hui@unimelb.edu.au)) who will finalise the seminar booking for you.   
*Note: If this is not done by two weeks before your seminar date, your booking will be cancelled and the time allotted to the next student wanting that date.*

**Step 3:** Your seminar will be advertised one week before, and also at the start of the week when it will be held.

* It is preferred that you choose the IE seminar time slot (on a Friday, 1:30–2:30 pm), but if for any reason this is not possible, you will need to book a lecture theatre (contact Jen Ri [h.ri@unimelb.edu.au](mailto:h.ri@unimelb.edu.au)), then fill in the document below and send to Felix Kin Peng Hui ([kin.hui@unimelb.edu.au](mailto:kin.hui@unimelb.edu.au)) to publicise your seminar.
* **Note: Felix’s role is only to coordinate the seminar bookings and announce upcoming seminars. As a Graduate Research Student you are expected to look after setting a suitable date and time with your supervisory team, book the venue and look after presentation requirements.**

## Questions?

For further information and resources please see:  
<https://gradresearch.unimelb.edu.au/being-a-candidate>

**Delete the wording that does not match your seminar and add required details in the [….] square brackets.**

# PhD/MPhil completion by [student name]

## Discipline: [Civil Engineering/Water and Environment/Geomatics]

**Date and time:** Day of week, date, start time­–end time, eg: Tuesday 6 March, 2:30–3:15 pm

**Venue:** The University of Melbourne, Parkville Campus  
[Building, Block, Level, Lecture Theatre], eg:  
Infrastructure Engineering Block C, Level 4, Lecture Theatre C1

**Speaker:** [student name]

**Supervisors:** [supervisor #1] / [supervisor #2]

**Group:** [group]

### Title

[title]

### Abstract

[abstract] (maximum 200 words)

**Example completed template**

# Completion by [student name]

## Discipline: Civil Engineering, Transport Team

**Speaker:** [student name]

**Supervisors:** [supervisor #1] / [supervisor #2]

**Discipline/Group:** Transportation

**Date and time:** Tuesday 6 March, 2:30–3:15 pm

**Venue:** The University of Melbourne, Parkville Campus  
Infrastructure Engineering Block C, Level 4, Lecture Theatre C1

### Title

How architectural design affects the dynamics of pedestrians’ evacuation: Traffic flow of merging pedestrian crowds

### Abstract

The need for developing reliable and rigorous models that can replicate and make predictions of pedestrian crowd evacuations has necessitated an understanding of the impact of architecture on individuals’ interactions with their surroundings and the behavioural rules that govern their movements. Due to the challenges of providing such behavioural data from natural evacuations and previous crowd incidents, simulation-based and laboratory-based evacuation experiments have recently been employed as innovative data provision approaches to study crowd behaviour notably under emergency conditions. We report on pioneer high-density high-speed experiments of simulated evacuations that investigate the relationship between spatial constraints and behaviour of human crowds at aggregate and individual levels. Here, we make use of two we make use of two types of empirical and analytical data obtained from a large number of well-controlled laboratory experiments with human and non-human subjects with the ultimate aim of developing such forecast tools based on concrete empirical evidence. Our findings provide a more tangible and more profound interpretation of the effect of conflicting architectures in movement areas on macro-scale and micro-scale behaviour of evacuees.