

# TMAA DETOURS

QUARTERLY MAGAZINE | EDITION 20 | NOVEMBER 2017



TRAFFIC MANAGEMENT  
ASSOCIATION OF AUSTRALIA

6<sup>th</sup>

ANNIVERSARY



THIS ISSUE: MINISTER FOR INFRASTRUCTURE & TRANSPORT REPORT • SARAH ORGANISATION • TMAA SCOPE18

NATIONAL  
SUPPLIERS



ANNUAL  
CONFERENCE  
2018

SCOPE18



TRAFFIC MANAGEMENT  
ASSOCIATION OF AUSTRALIA

# KEYNOTE SPEAKERS

Featured speakers Michael Caltabiano and Neil Scales are just two of the keynote presenters at the TMAA Conference 2018



## MICHAEL CALTABIANO

BE(HONS) MPHIL GDBA FAICD FIEAUST RPEQ IAMA

ARRB

Chief Executive Officer at Australian Road  
Research Board

Mr Michael Caltabiano was appointed as Chief Executive of ARRB, in November 2016 after a very successful three years at the helm of the Australian Asphalt Pavement Association (AAPA). Mr Caltabiano brings to the role of Chief Executive extensive experience in the flexible pavement and bituminous surfacing industry.

Michael graduated from James Cook University with an Honours degree in Civil Engineering and commenced work with the Department of Main Roads, Queensland. He subsequently completed a Master of Philosophy degree at Nottingham University in the UK, and researched the application of treatments to prevent reflective cracking from cement treated bases through asphalt pavements. He has also gained a Graduate Diploma in Business Administration and is a qualified Company Director and Mediator.

Michael brings almost 30 years of experience, and great enthusiasm for the roads and transport sector with a particular focus on creating knowledge for tomorrow's transport challenges and driving innovation to deliver an adaptable connected future.

## NEIL SCALES

OBE

Department of Transport and Main Roads

Director-General,

Chief Executive Officer and Chair



As Director-General, Neil leads the Department of Transport and Main Roads (TMR), with an Operating Budget of \$5.810 billion, Capital Budget of \$2.804 billion and managed Assets worth \$76.226 billion.

Neil joined the Queensland Public Service in March 2012 as CEO of TransLink where he was responsible for the public transport network across Queensland. He was appointed Director-General of TMR in March 2013.

In September 2014, Neil became Commissioner for the National Transport Commission (NTC) and joined the Roads Australia Board in November 2014.

Neil is Chair of Austroads, Deputy Chair for the Australian Road Research Board and board member for the Queensland Police-Citizens Youth Welfare Association. He is also a board member of the Queensland Transport and Logistics Council, Tourism and Transport Forum, Roads Australia and the Australian Centre for Rail Innovation.

In September 2014, Neil became Government Champion for the Woorabinda Indigenous community. Since 2015, Neil has been the Queensland Public Sector's CEO Champion against domestic and family violence by participating in Australia's CEO Challenge Race.

Neil became Acting Chief Executive Officer for Queensland Rail in October 2016, returning to the Director-General role at TMR in April 2017.



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BRENDAN WOODS

## Enough is enough.

With the death of another traffic controller this month in Queensland, our industry is reeling. The TMAA is now, more than ever, demanding that government and road authorities act to operationalise fundamental safety practices and principles to stop the deaths. The TMAA has the ear of senior officials in government, ARRB, Austroads, AAPA and state and territory departments.

Our message is loud and clear; enact legislation and practices such as police enforcement on roadwork sites, double demerit points for speeding through worksites, and close more roads when major roadworks are required. Companies should also be mandatorily audited and answerable to ensure the engagement of safe practices by all working on the roads. Our national pre-qualification scheme will ensure all companies are held to strict compliance and best industry practice. Companies owe it to their staff to utilise available technology, and ensure they are suitably qualified for the tasks they are performing.

The TMAA has already successfully ensured surveillance on roads is a high priority agenda item for government. We will not be silenced on the safety of our traffic controllers and all roadworkers. We are a significant player in the safety game. We must ensure government departments

are seeking performance over price when tendering for roadworks. TMAA will not rest until we have zero harm for all traffic controllers and road workers. The education process for the public begins now. It is time for government to drive the message that no death on a roadwork site will be tolerated and severe penalties will apply to those who do not obey roadwork speed limits.

We will be delivering this message at our 2018 Conference, SCOPE18. Safety. Compliance. Observation. Protection. Engagement. We have already secured Michael Caltabiano (CEO ARRB) and Neil Scales (Austroads Board Chair and Director General of the Department of Transport and Main Roads) for the conference. Be assured there will be a plethora of education around future initiatives for safety and roadwork compliance that cannot be missed. You can register now at <https://www.tmaaconference.com.au>.

I remind you all to be vigilant in your safety on site and to promote and support TMAA's push for a safe work environment for all. We will influence the future of roadworker safety. Enough is enough.

**Brendan Woods**  
**TMAA President**

**Safety. Compliance. Observation. Protection. Engagement.**

# ENOUGH'S ENOUGH.



Photo courtesy of SARAH Group.

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ANDREW CLEMENTS

Sadly, this quarter, we have again witnessed the tragic death of a traffic controller in circumstances beyond comprehension. This fatality has hit home the reality of the high risk work our traffic controllers undertake each shift.

Our industry is represented nationally by the TMAA and locally by TMAA Divisions such as ours. I am pleased to say that I can inject some positivity in light of this recent tragedy. TMAA and TMAA QLD instigate changes to safety with government and road authorities, and this tragedy has seen the government, through DTMR in Queensland, working with TMAA QLD to enable safer roadwork sites. This will be through a range of measures, which as a priority, will include discussions regarding active police presence on sites, and road closures.



It is almost impossible to completely remove traffic controllers and roadworkers from the line of fire, so it is paramount we remove motorists from the roads on which they are working where possible. Speeding fines and demerit points will go a long way in reducing the number of speeding motorists as well. TMAA QLD is successfully working with the DTMR to drive these strategies and we will continue our advocacy.

This year, we have achieved some significant milestones within the TMAA QLD for both member and non-member education and services. Some of these are listed below:

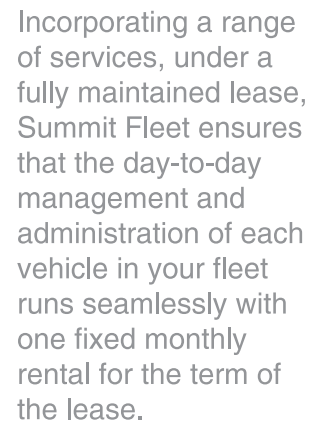
- Inaugural breakfast series x 2 in 2017 (1 presentation and 1 workshop) Similar to follow in 2018.
- Regional meeting in conjunction with CCF (a first) to be continued in 2018 along with regular regional meetings in Townsville/Cairns/Rockhampton/Bundaberg/Hervey Bay.
- Sub-Committee formation to work with DTMR and ensure membership queries are heard, and responded to, in a timely manner.
- Successful delay of introduction of PTCs and assurance that TMAA QLD feedback will be noted and reviewed prior to full implementation in 2018.
- Successful inclusion for feedback on Austroads Safety at Roadworks project.
- Relationship building and effective collaboration with senior DTMR representatives.
- Networking opportunities for suppliers and members via Breakfasts, Workshops, Regional Meetings and Christmas Lunch (golf day currently included in Conference as it is located in QLD again in 2018. However post 2018, TMAA QLD Golf Day will return to a calendar item for TMAA QLD members, suppliers and guests).
- Representation on all DTMR committees that work with road worker safety, traffic management etc.

We will continue to focus on these initiatives in 2018 with renewed vigour, to mobilise the core values of the TMAA which are the theme of the 2018 Conference, SCOPE18.

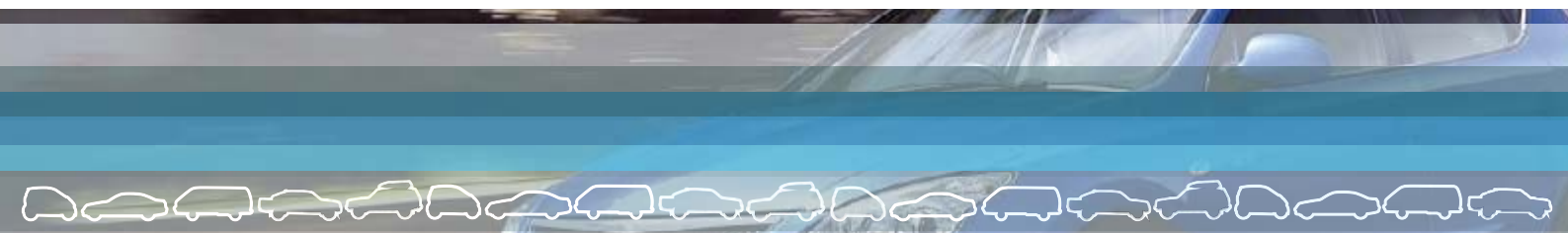
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Lest we forget.

**Andrew Clements**  
**TMAA Qld Chair**



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An initial meeting of industry participants was held in August providing an opportunity for feedback on TMAA and its way forward in WA. It was certainly a theme that whilst TMAA has achieved significant gains in visibility and has been part of industry changing initiatives, more could be done to assist members. It's clear that a renewed focus and WA specific plan and agenda, is required to assist in re-engaging with the broader WA traffic management community. The number of new faces at the meeting was a great step forward and it reinforces there is a very real need to keep advocating and leveraging the previous work of the association.

A presentation by Dr Dan Sullivan, Chair of the Ausroads Safety at Worksites Committee, to the WA traffic management community in November, again highlighted the need for our industry to be proactive in providing feedback on any changes. Dan brought the WA community up to date on the proposed changes to harmonised training and prequalification, and answered questions on how this will look as the changes are developed and implemented.

Dan also provided insight into the priorities of the committee and the milestones already achieved. It's an exciting period, and the information was well received and the framework, generally accepted by the WA audience.

As the industry voice, TMAA WA is looking forward to being part of shaping the way our industry moves into the next phase of its development and growth. The agenda for change, whilst not radical, will certainly have an impact on every traffic management business throughout the country, with many businesses needing to adopt new practices to comply with the proposed changes.

The changes to the association over the past 12 months whilst creating some turbulence, will ultimately provide a more cohesive association, better placed to meet the challenges of a more nationally harmonized industry. The WA traffic industry is looking forward to being part of the ongoing conversation on this important initiative and providing insight on how to best manage its adoption in WA.

**Stephen O'Dwyer**  
TMAA WA Board Member





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Troy Clauss, Manager Traffic Products at Kennards Hire said the addition of PORTABOOM® to its stable of traffic management products is directly in line with the company's commitment to safety and innovation. "PORTABOOM® has transformed traffic management making it significantly

safer. Our customers in traffic control, construction and event management as well as our local governments and infrastructure customers, now have access to much safer traffic management practices. It's been great to work with Traffic & Access Solutions to help deploy this industry changing technology on as many worksites as possible throughout Australia and New Zealand."

"Not to mention, hiring through the Kennards Hire network, customers

will also have complete access to PORTABOOM®'s safe operating procedure training and tools designed to help seamlessly integrate PORTABOOM® into their operations," Clauss continued.

There are many other safe and cost efficient applications for PORTABOOM® in different industries including:

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~ of the year ~  
**AWARD**

# TRAFFIC CONTROLLER OF THE YEAR **AWARDS**



TRAFFIC MANAGEMENT  
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## ARE YOU THE ONE?

### Who to nominate

Traffic Control companies can nominate as many Traffic Controllers as they like. As a minimum, the employee must meet the criteria and have been employed as a Traffic Controller for a minimum of 6 months.

### Finalist Video Submissions

- The videos are only required of the finalists from each state
- Videos will be at the nominating companies expense
- Production can be amateur or professional
- Videos must be 2-3 minutes. Footage longer than 3 minutes will not be considered or shown
- Videos will be reviewed by the judging panel before final decisions are made of the winning entry
- Videos will be shown at the Annual Conference Gala Dinner and also on the TMAA and sponsors social media channels

### Key Dates 2018

Visit [www.tmaa.asn.au](http://www.tmaa.asn.au) and click the TCOY Awards tab to access the nomination information and forms online.

- 1st October 2017 Nominations open. Information packs distributed
- 31st January 2018 Nomination written submission closing date. All nominations must be received by TMAA
- 1st March 2018 State finalists are announced by TMAA
- 26th March 2018 Video submission closing date for state finalists
- 26th and 27th April 2018 Annual Conference – winners announced by TMAA

All entries must be received by the closing date – 31st January 2018.



Kennards Hire National Traffic Product Specialist, Troy Clauss, said the company was pleased to recognise the valuable safety service that traffic controllers deliver.

"Kennards Hire has supported The Traffic Controller of the Year Awards since its inception. The Awards give us the opportunity to recognise the work that traffic controllers do, often under extreme conditions, day-in and day-out to keep motorists, pedestrians, communities and worksites safe."

"On behalf of Kennards Hire, I wish all this year's nominees the best of luck," Troy said.."

TROY CLAUSS, KENNARDS HIRE.





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PETER EURELL

TMAA NT continues to work collaboratively with DIPL. DIPL has been very active in ensuring TMAA NT members are able to provide feedback and commentary on new documentation and practices currently being developed for integration on our roads here in the Territory. It is important we support DIPL by providing practical and anecdotal information as practitioners of traffic management, to ensure new procedures are best applied and utilised in an operational environment.

Some of the key considerations we have been discussing include:

- Changes to permit to work
- Changes to roadworker safety practices
- Independent audits
- Responsibilities and accountabilities of traffic control companies and civil contractors
- Signage use and removal

As part of our collaboration, TMAA NT and DIPL are working to re-apply for funding to continue the highly successful Safety Campaign Advertisement, with a second and potential third instalment. While this round of funding was exhausted with other projects, we remain confident of re-application. Discussions are also underway with other states and TMAA as there is keen interest in continuing this storyline to drive home the roadworker safety message. We note, sadly, that during November there was a fatality in Queensland of a traffic controller. This is a reminder of the high risk activity of the work our traffic controllers undertake. We need to ensure our people are protected in a wide range of ways while working. Something that is also often forgotten, is that as summer approaches, we need to be mindful of heat stress on our traffic controllers here in the Territory. It is paramount we take an active approach to ensuring best practice OHS for our workers during these months.

I encourage all our members and those of the other Divisions to promote the TMAA goals of: Safety. Compliance. Observation. Protection. Engagement.

**Peter Eurell**  
**TMAA NT Chair**



Photo courtesy of SARAH Group.





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GEOFF HOGBIN

## Recent Meetings

At recent meetings, the NSW Division reinforced the need for compliance checks of Traffic Management companies, to raise the profile of Industry standards. A working party has been formed to seek support from regulators and major clients to assist this initiative, and improve evaluation of non-compliant companies. Concern regarding the increasing of member companies' operational costs has also been raised, in relation to proposals for amending the current Modern Award.

## Upcoming Meeting

Dr Dan Sullivan will present at the December 4, 2017 meeting (lunch), to hear questions & take suggestions to aid his Austroads Safety at Road Worksites Project. This opportunity is not one that should be missed.

## Government Funded Road Safety Grant

Advice has been received that funding towards a safety & awareness campaign has been approved. This will also help raise the Association's profile in NSW/ACT. A lot of this achievement needs to be attributed to the previous work of National Engagement Manager Shane Kelley.

## Major Industry Recognition

**SafeWork NSW celebrates new innovations in the Traffic Control Industry**



The progress in Workplace Health and Safety of Australia's Traffic Control Industry was recognised during the recent NSW SafeWork Awards 2017. The Minister for Better Regulation, Matt Kean, awarded D&D Traffic Management the Best Solution to an Identified Workplace Health and Safety Issue for big business, for its use of PORTABOOM® for Traffic Control.

With stiff competition from over 160 entrants, and 29 finalists from a wide range of industries and multinational companies, being awarded as winners by SafeWork NSW is an incredible endorsement by the State's peak safety body. This award celebrates the effectiveness of new innovations, like PORTABOOM®, and the Traffic Management Industry's ongoing commitment to improve safety.



Robert Cazzolli (Managing Director D&D Group) gave glowing praise to the Traffic Controllers who have adapted and implemented new work practices, ensuring a major risk and exposure is eliminated with the utilisation of this improved system of work.

**Geoff Hogbin**  
TMAA NSW Division Chair

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XAVIER\_HINO35588\_0917





It's been a busy time here in Tassie, with major infrastructure projects on the main arterial highway, the Midlands Highway, along with other significant infrastructure projects progressing state-wide.

Brendan Woods, National TMAA President, attended our TMAA meeting in September, and we are keen to build our membership in the state.

Our next meeting is scheduled for Friday 8 December and we look forward to a good attendance from members, potential members and our industry partners.

Excitingly, our local road authority, Department of State Growth, have signed off on the use of the Portaboom device, and the associated signage, for the Tasmanian network. Trials will be conducted on both local government roads and state government roads in coming months, and we look forward to sharing the results of these trials with industry.

The Department of State Growth are continuing their support of the Your Speed is Our Safety campaign with advertisements re-commencing on television and radio in October for the upcoming construction season. The Department is working to obtain additional funding to expand and produce the next versions of the television

advertisement. Adding to the current campaign is critical to ensure the ongoing awareness of the need to slow down in road works, and the current advertisement lends itself brilliantly to building on this compelling story.

A small working group has commenced working on the harmonisation project, and potential impacts on our state. This will ensure we can be part of the national project to raise the standard of traffic management services, and ensure the travelling public understands the importance of effective and safe traffic control.

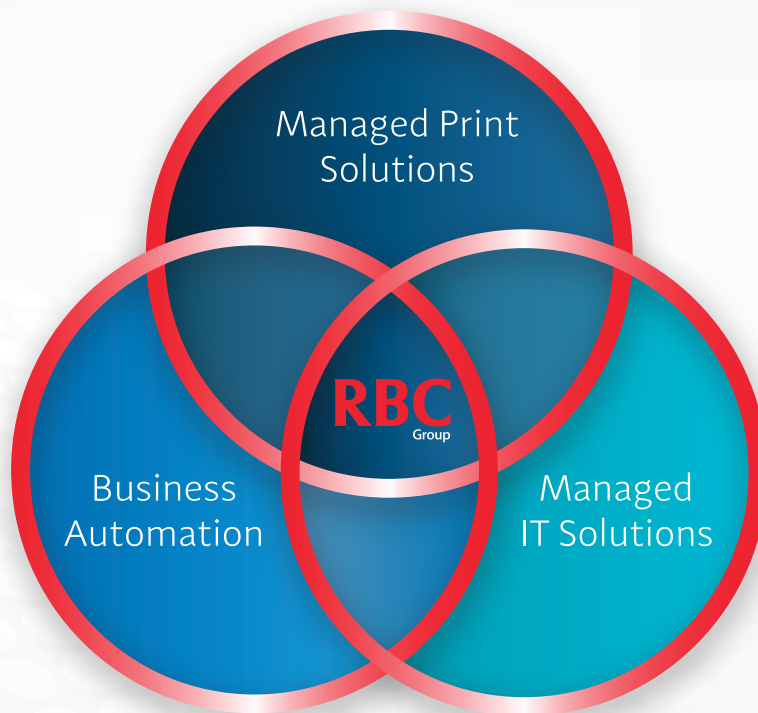
The Tasmanian industry would like to thank the Minister for Police, Fire and Emergency Management, Infrastructure and Mining – Rene Hidding MP, for his support of the road safety campaign and increased public awareness.

We would also like to thank the Tasmanian Police for their proactive approach and support to road safety and road worker safety. The partnerships formed between industry and the Police, are critical to the success of the road worker safety campaign.

***Congratulations to Camille O'Meara at Stornoway on winning the Telstra Business Woman of the Year – Private and Corporate Category!***



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ANDREW GENTILE

Over the past quarter I believe we have made some positive steps to improving the levels of communication between DPTI, TMAA SA and our Supplier Sponsors. The department are regularly attending meetings and providing updates with respect to changes in signage specs and approval of new products. It's great to see the Association being used as a platform for information distribution, ensuring our sponsors are receiving the most up to date information for their businesses, as well as member companies.

There have been two new innovations in particular which have recently received DPTI approval. The first is the 'Port-a-boom' system and the second is the 'E-Stop' portable traffic lantern. Both of these items are steps in the right direction, as they tackle both vehicle compliance with roadworks, but also remove the traffic controller from exposure to live traffic.

Civiltrain – the training arm of the Civil Contractors Federation – have been running a four (4) week traffic course, 'the right way to traffic'.

This course is targeted at people with no experience in the Traffic industry and designed to provide more 'work ready' controllers entering the industry. I would encourage members to speak to Civiltrain regarding any employment opportunities for these graduates.

On a more personal note, I would like to extend my sincere condolences to the family of Ken Altoft. This is a very sad and tragic loss, and something which has hit the industry hard, even in SA. This needs to serve as a reminder for all to stay safe and watch out for each other.

**Andrew Gentile**  
**TMAA SA Chair**





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# VEHICLE TRACKING

## HELPS DRIVE HIGHER PRODUCTIVITY ACROSS FLEET

*Attributed to Todd Ewing, Director Product Marketing, Fleetmatics*

Keeping tabs on a fleet of vehicles presents challenges for any traffic control company. Greater insight into the use of every asset you manage, as well as driver performance, can help you overcome them.

Such was the case for Traffic Diversions Group. Established in 2005, the organisation is the leading provider of traffic management services in Melbourne. Despite having extensive experience and a well-known reputation in the civil construction and traffic management industries, Traffic Diversions Group was looking to drive a higher level of productivity across its fleet of 169 vehicles.

The company turned to Fleetmatics REVEAL to gain access to near real-time vehicle tracking data to help manage driver behaviour and vehicle maintenance. This enables fleet managers to make informed decisions based on driver performance, which helps continuously improve efficiency.

### **Greater levels of insight into driver and vehicle activity**

Since the implementation of Fleetmatics REVEAL, Traffic Diversions Group can monitor its entire fleet via the live map, helping make sure they know where their drivers are in near real-time. Managers now have a deeper understanding of what's going on out on the road.

"The live map is the perfect way to track down and find the vehicles. It has helped us combat the issue of not knowing where our vehicles truly were," said Cathy Druschky, Traffic Diversions Group.

With Fleetmatics patented technology, fleet managers can automatically identify key locations that drivers visit and categorise them. Fleetmatics also provide rankings, vital statistics and stop-by-stop details. For Traffic Diversions Group this has helped ensure employees abide by company policies.

### **Visibility of driver activity helps eliminate disputes**

Traffic Diversions Group had no way of knowing if drivers were practicing poor habits, such as speeding or hard cornering. Further, if complaints were made about their employees driving styles, the company had no accurate data to prove it wasn't their driver.

For example, a driver was reported for speeding by a member of the public, but the Fleetmatics software showed the driver driving within the speed limit. With that credible data, Traffic Diversions Group wasn't required to take further action. Staff can also pull reports and replay routes of the entire fleet on Fleetmatics REVEAL to understand the driver behaviour of each vehicle.

### **Vehicle maintenance made easier**

Traffic Diversions Group benefits from the service and maintenance reminders that Fleetmatics REVEAL has to offer. This helps Traffic Diversions Group ensure there is always a well-maintained and reliable vehicle on the road by setting up alerts regarding routine maintenance. Most importantly, it helps to ensure they don't lose a day of productivity from multiple vehicles being off the road for routine servicing.

"I get a report emailed to me telling me which vehicles are due for service, or what maintenance needs to be done. I can also see how many Kilometres' the vehicles have done and schedule accordingly. Now, I can monitor it and I can prioritise which vehicles need to be serviced," explains Druschky.

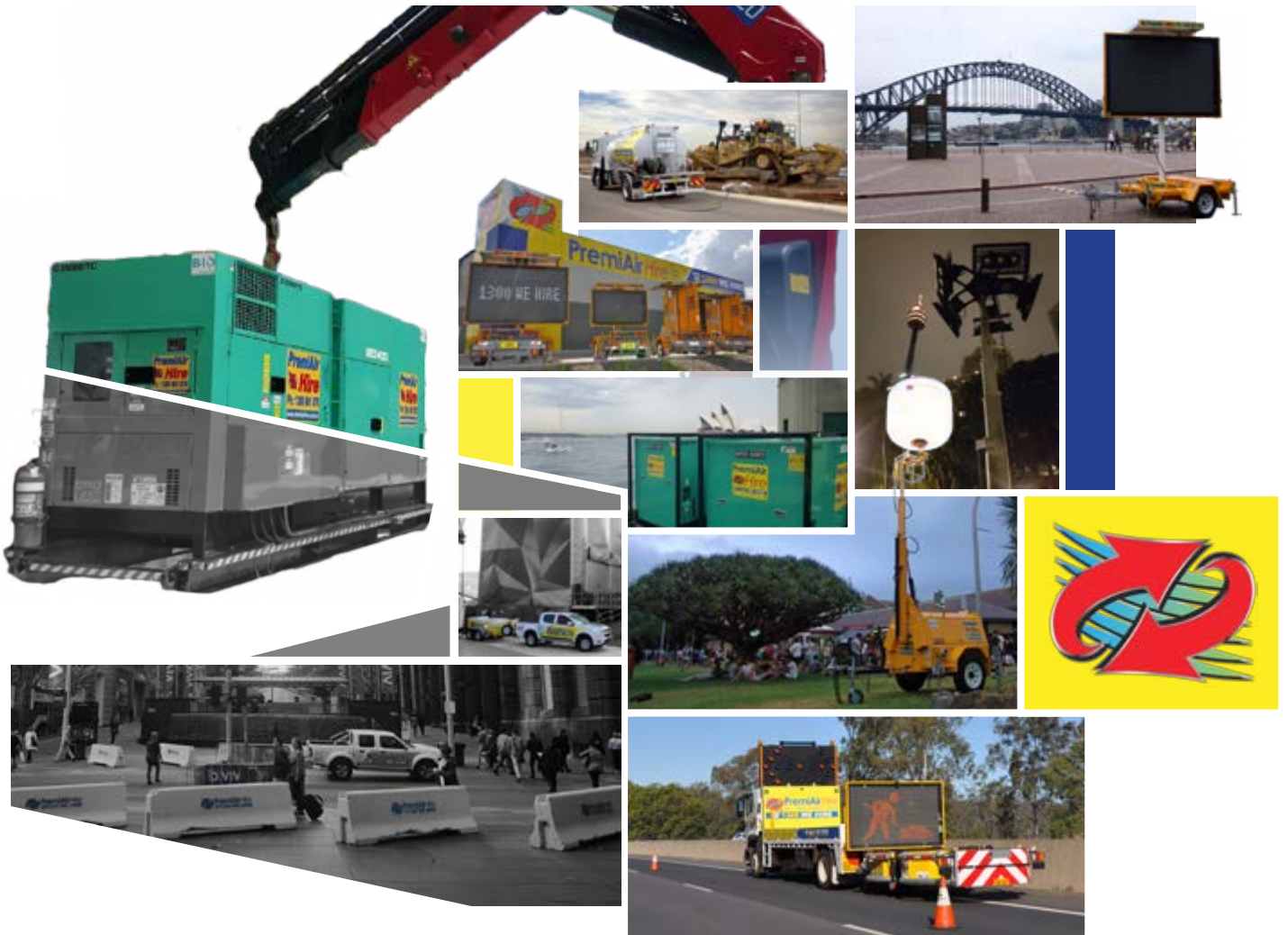
Now with the help of Fleetmatics REVEAL, Traffic Diversions Group has access to near real-time vehicle tracking data to help manage driver behaviour and maintenance.



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ANTHONY SIMMONS

As noted in all my recent reports, we continue to focus on our engagement with our key stakeholders/regulators – VicRoads, WorkSafe and Local Government – together with meeting presentations from customer and supplier stakeholders and growing our membership.

Our **VicRoads** engagement has been around the following current issues:

- **TMA's**

In view of the 15T requirement commencing on 1 January 2018, we will shortly be meeting with VicRoads Management to discuss a range of issues relating to TMA's.

- **Road Safety (Traffic Management) Regulations Remake**

We had a further briefing from VicRoads at our October meeting and the key points were:

- The second iteration draft is being prepared and a consultant had been engaged to prepare the Regulatory Impact Statement (RIS).
- Discussions with Department of Justice about testing of camera sites.
- MOA fee charging – will be included in RIS – note VicRoads can only charge for cost recovery.

- **Road Occupation**

I have met with VicRoads to discuss the outcomes of its Investment Logic Mapping workshops which examined road occupation impacts, and in particular, the need to reduce the impact of the occupation of arterial roadways and road reserves.

A potential outcome may well be the introduction of a levy for an occupancy permit. Members will receive a briefing from VicRoads at our next meeting on 6 December.

- **MOA Approval Times**

We have received feedback from members about approval times being stretched and are discussing this concern with VicRoads.

## **Austroroads Safety at Road Worksites Project**

Members received a comprehensive briefing from the Project Manager, Dr Dan Sullivan at a special meeting held on 11 September. Thanks to A1 Roadlines for hosting the event.

## **WorkSafe Victoria**

WorkSafe will be focusing on construction traffic management safety with its Safe Worker and Traffic (SWAT) focus campaign which will run from 20 November 2017 to 15 December 2017.

To coincide with the campaign WorkSafe has released *Information About - Construction Site Loading Zone*. This provides guidance to industry with information about identifying hazards and controlling risks associated with construction site loading zones.

We understand that WorkSafe will be issuing a further publication *Construction Safety Focus - Construction Site Traffic Management Safety*. We will be interested to receive feedback from WorkSafe at our next meeting 6 December.

## **Local Government**

We are in the process of joining the Municipal Works Officers Association so that an association representative can attend their meetings/events.

We have regular engagement with one leading Council. In addition, we are preparing a local government contact list with a view to inviting council officers to future meetings – and will be contacting members for their assistance.

## **Golf Day 2017**

Our 4th Classic Golf Day was held on Friday 13 October 2017, at the Settlers Run Golf & Country Club, Botanic Ridge.

The day was a great success with 70 members and guests hitting the turf, and provided a great opportunity for networking for all.

Congratulations to all our winners on the day, and make sure you check out the photos above.

I would like to record our appreciation for our sponsors, without whose support we would not have been able to host the event:

Platinum Sponsor – RPM Hire

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Hole Sponsors: Data Signs, J1- LED, Roadside Services & Solutions, RPM Hire, RSEA.

Thanks also to Brendan Woods and Ashley Woodcock for assisting with the organisation and promotion of the event.

Finally, thanks to lunch speaker, Shane O'Sullivan (GAME Traffic) who assisted us in raising a charity donation of \$1450 for the Prostate Cancer Foundation of Australia.

**Anthony Simmons**  
TMAA VIC Chair

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## **HON DARREN CHESTER MP**

### MINISTER FOR INFRASTRUCTURE AND TRANSPORT

**I am passionate about road safety, and I refuse to accept that human lives are the price to pay for a modern road network. Too many people are killed or seriously injured in road crashes, and contrary to the long term trend, the number of deaths has increased in each of the past two years. This spike concerns me greatly, and we must do better.**

Keeping road workers safe is a responsibility shared by all road users, whether it is traffic controllers, line markers, towies, police and emergency services or drivers and passengers – each person in harm's way deserves our active attention and protection. I commend the work of the Traffic Management Association of Australia (TMAA) for bringing the traffic management community together and for providing a clear path for interaction among stakeholders.

For our part, the Australian Government is continuing to invest heavily in the infrastructure the nation needs for productivity growth and to improve road safety. This means that under our \$75 billion Infrastructure Investment Program more than 1,000 transport infrastructure projects are underway around the country.

Our biggest commitment to safer roads is to our national highways. Up to \$6.7 billion is being spent to upgrade Queensland's Bruce Highway, of which \$1.5 billion is safety specific, and has been shown to reduce head-on collisions by about 60 per cent. In fact, since the Bruce Highway Upgrade started in September 2013, we have seen a 32 per cent reduction in fatalities.

The Pacific Highway too is an excellent example. Since the start of the \$5.6 billion upgrade in 1996, fatal crashes have halved, down from more than 40 each year to about 20 annually in recent years.

We are also investing in better heavy vehicle safety, through practical initiatives to improve the safety of the heavy vehicle industry such as 'Chain of Responsibility' education and Automated Number Plate Recognition roadside cameras.

The May 2017 meeting of the Transport and Infrastructure Council's agreed on the allocation of heavy vehicle safety activities for 2017–18 - overall, \$328 million is being provided through the Heavy Vehicle Safety and Productivity Program from 2013–14 to 2020–21 to increase the productivity and safety outcomes of heavy vehicle operations.

Another important initiative is providing more than \$800,000 over two years in response to the challenge of fatigue-related heavy vehicle accidents. Run by the National Transport Commission and the Alertness, Safety and Productivity Cooperative Research Centre, this project will investigate driver alertness, sleep patterns and safety risks associated with reduced concentration.



*Hon Darren Chester MP*

Our \$450,000 commitment over three years to the Australian Trauma Registry means we are developing a clear national picture on a hidden toll, and can track progress on the numbers of Australians who are severely injured in road crashes. This will assist with the development of road safety measures, and lead to improved medical practice and better outcomes for patients.

The Government supports the Australasian New Car Assessment Program with its star ratings to encourage manufacturers to bring safer vehicles to the market. These ratings provide consumers with the latest information on the safety benefits of innovative and emerging safety technologies, complementing the Commonwealth's role as a vehicle safety regulator.

We are also continuing to deliver safety improvements such as safety barriers and street lighting to sections of dangerous roads that have a crash history through the Black Spot Program. Our commitment to the construction, repair and upgrade of local roads through the Roads to Recovery Program has been extended with a further \$50 million per annum from 2019-20 onwards.

Looking to the future, the combination of connected automated vehicles and connected intelligent transport systems has great potential to reduce risk for road maintenance workers as well as improve the road user experience around road works. For example, beacons set up at roadwork sites and networked with traffic control systems could communicate with automated vehicles to provide real time warnings about roadworks.

There really is no single simple solution to improving safety on our roads. However, by continuing to work together across a range of initiatives – at the community level, with our police, across federal, state and local governments, and with the TMAA – we are seeing progress.

We each have a role to play, and together we are making a difference.

# TIME FOR OUR INDUSTRY TO LISTEN



It's time to admit that we have a problem.

Despite all of the prolonged efforts and new innovations which our industry in Australia has invested in over the years, road workers still face significant risk of injury or death every day on the job.

Whilst there are no accurate industry-wide statistics currently available on just how many accidents and near misses Australian roadworkers experience each year (which in itself is a major issue that needs to be addressed), it is certainly in the hundreds and more likely in the thousands. When you consider that each and every one of these incidents represents the life of an Australian, it underlines the seriousness of the problem.

The real issue we face is that every day our team members work on sites with third parties driving through them just metres away, all too often distracted by mobile phones or affected by drugs or alcohol. So no matter how well we train our employees, how robust our procedures are or how

much we invest in safety equipment, we are still basically reliant on members of the public obeying the law and slowing down.

Sadly, as proven by the hundreds of millions of dollars handed out in speeding fines each year in Australia, the public simply don't always do the right thing. It is clear therefore that if we are ever to reduce the risks to our roadworkers in Australia significantly, we need to find ways to influence driver attitudes to speeding through roadwork sites.

It was this need to influence public attitudes that recently prompted Fulton Hogan to launch the '*See the cones. Obey the zones.*' roadworker safety campaign. Our message shared through Facebook and Twitter of slowing down around roadwork sites has thus far reached over 5 million people throughout Australia and we have been delighted with the support the campaign has received from both inside and outside the industry.



# TO PUBLIC OPINION



PETER CURL

One of the advantages of running this campaign via social media as opposed to TV, radio or print advertising has been the ability it gives us as an industry to interact with drivers and get a true read on exactly why so many members of the public believe it is acceptable to speed through roadwork sites. Some of the insights gained are predictable but some are far more surprising. Below are listed the five most common excuses offered by drivers online for why they don't always obey the law and slow down around roadworks.

1. **Roadworkers are always forgetting to take down or cover the reduced speed limit signs when they go home at night.**

*This excuse is by far the most regularly offered up by the public and there is a palpable sense of frustration around what drivers see as unnecessary delays to their commute. Clearly we need to do more to inform the public that the speed reductions are for driver safety just as much as for worker safety. It also raises the question as to whether we as an industry can do more to ensure we provide transparency around the reasons why each particular site remains under a reduced speed limit after workers go home.*

2. **I slow down for roadworks but when I drive through the site there are no roadworkers and there is nothing wrong with the road.**

*As with number one above, it raises the question about how we can provide drivers with more specific information as to why they need to slow down for an empty roadwork site. We should also however question whether we as an industry are being stringent enough in removing roadwork signage that is really no longer necessary. Driver safety should never be put at risk, but if there is no legitimate reason for keeping speed reductions in place then we need to ensure they are removed.*

3. **I always try to obey the reduced limits but I am the only one who does and get tailgated by everyone else.**

*We know that on many worksites the majority of traffic is not slowing down, which means those that do are in the minority so it is perhaps not surprising that all too many members of the public experience tailgating.*

*Should we as an industry be liaising with the police around promoting the dangers of this behaviour and educating drivers on how they can safely manage a tailgater when they experience one?*

4. **I slow down but then find the works are actually well off the road and the workers aren't really in any danger.**

*Clearly there is an education piece that needs to happen around the dangers of flying stones to workers, but perhaps we as an industry should also make sure that not only the relevant regulations are applied in our traffic management set-up, but a good dose of common sense as well. We do not want to discourage our workers from being proactive around safety, but if we allow this to result in overkill it will actually have a negative impact on driver habits overall.*

5. **Why should I slow down for roadworkers when I regularly see them speeding through worksites themselves?**

*As an industry we are trying to cultivate a careful image of a commitment to safety but when we ourselves ignore the rules which we ask others to follow it undermines all our efforts. As an industry we need to teach our workers that speeding through workzones at any time is counterproductive, particularly when in our high-vis gear and vehicles with company branding.*

It is all too easy for us to write off public speeding through worksites as pure selfishness on the drivers' part. If however we are to make a real impact in changing public attitudes then it is time for us to start listening and take the time to understand what is creating the behaviours we want to change.

## Traffic Management Association of Australia Industry Innovation Award 2018

### INVITATION TO NOMINATE



**“Innovation  
distinguishes between a  
leader and a follower.”**

Steve Jobs

### innovation

#### 1. the action or process of innovating.

“innovation is crucial to the continuing success of any organization”; change, alteration, revolution, upheaval, transformation, metamorphosis, reorganization, restructuring, rearrangement, recasting, remodelling, renovation, restyling, variation; a break with tradition, a shift of emphasis, a departure, a change of direction;

The Traffic Management Association of Australia in partnership with Fulton Hogan is calling for nominations for the Traffic Management Industry Award (TMII). This annual Award will recognise, award and share innovation in the Traffic Management Industry from TMAA members across Australia.

### KEY DATES

- 1st October 2017 Nominations open. Information packs distributed
- 31st January 2018 Nomination written submission closing date. All nominations must be received by TMAA
- 1st March 2018 State finalists are announced by TMAA
- 26th March 2018 Video submission closing date for state finalists
- 26th and 27th April 2018 Annual Conference – winners announced by TMAA

### PURPOSE OF THE AWARDS

This Award was created to better support and endorse the innovative work that occurs within our membership and our industry.

The Awards will provide a forum to share innovative approaches across the industry. The main goal of the TMII Award is to encourage the adoption of innovative practices and processes in the Traffic Management Industry.

### WHY NOMINATE?

Has your firm adopted some innovative practices? Are you doing things differently? The TMII awards will provide a platform for celebration and promotion of your work. The TMII Awards will share and promote these ideas across the industry.

### AWARD CRITERIA

The TMII Award has four criteria:

#### 1 INNOVATIVE TECHNOLOGY

Have you or your business created a new technological advancement for use in traffic management? Does this product provide additional safety for roadwork or traffic management sites on a local or national level? How has this technological innovation improved compliance, standards and safety on sites? Does this technology provide a solution to an existing problem on sites?

#### 2 INNOVATIVE SOLUTIONS TO CULTURAL PRACTICES

Have you or your business created a process and spirit of innovation empowerment for your traffic controllers? What new practices have you engaged in with your teams to produce and support new trials, products and ideas? How have your teams embraced change and innovation in your firm?

#### 3 INNOVATIVE TRANSFORMATION

Have you or your company empowered staff and clients by providing a fluid service process powered by technology and innovative new products or systems? How has this innovative system been implemented into your business and delivered to your clients, colleagues? How did your company engage everyone to transform old practices into new system innovation?

#### 4 INNOVATIVE STANDARD

Have you or your company provided a new standard of technology or a system that meets the Australian Standards and provides a safer, more efficient and effective process for traffic management works in Australia. Provide information regarding your innovation and how it meets Australian Standards.

### AWARD WINNERS

The Award winner will receive a trophy, innovation fund monetary prize, recognition and highlighted feature articles in TMAA Detours Magazine throughout 2018.

### ELIGIBILITY

Any TMAA traffic control member may nominate for the TMII Awards. The innovation may be local or national in scale.

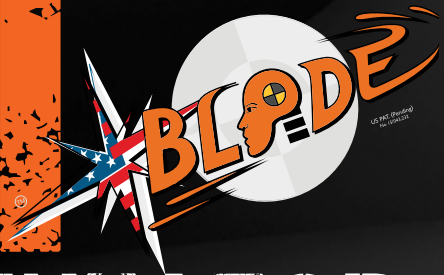
### FURTHER INFORMATION

Contact TMAA/TMII Award  
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Email [tmaa@tmaa.asn.au](mailto:tmaa@tmaa.asn.au)





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# Safety Training Snaps

Using the Tap into Safety interactive digital platform for development, the modules focus on safety and hazard identification within the workplace and on live worksites using 360° site photos and measure knowledge retention.

**The course is targeted at: EVERYONE**

## About the Safety Training Modules

- » Simulation real-site examples
- » Designed to increase on site safety awareness by capturing knowledge retention through results
- » End results offer companies, trends and analytics capturing safety knowledge skills gaps
- » Module completion drives reporting trends and analytics on the safety awareness levels amongst your staff
- » Modules can also be used to complement site and/or company inductions
- » Understanding Hierarchy of Control measures is increased

## Cost Structure:

Option 1	Option 2	Option 3
<ul style="list-style-type: none"><li>» \$55 (ex GST) a snap/module</li><li>» 1 snap/module, 1 person for a 1 month period</li><li>» Nominate one snap/module and individual employee for use</li><li>» *good for inductions or completing a module defined within a contract</li></ul>	<ul style="list-style-type: none"><li>» \$80 (ex GST) per person</li><li>» Unlimited uses for 12month period</li><li>» Access to whole snap library</li><li>» *good for inductions and re-training/refreshing</li><li>» *good for building statistics and trends within teams, across depots and providing knowledge retentions comparisons across the organisation</li></ul>	<ul style="list-style-type: none"><li>» Bulk / package purchase of 200 or more on a sliding cost scale, depending on numbers</li><li>» Recognising a reduced admin cost to AAPA, passed onto the organisation buying a package</li><li>» *good for inductions and re-training/refreshing</li><li>» *good for building statistics and trends within teams, across depots and providing knowledge retentions comparisons across the organisation</li><li>» Contact AAPA Roadworker Training centre for prices</li></ul>

**VISIBLE HAZARDS**

**HIDDEN HAZARDS**

✓ **DONE**



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[www.aspa.asn.au/training](http://www.aspa.asn.au/training)





# WORKPLACE TRAFFIC MANAGEMENT GUIDANCE MATERIAL

*Courtesy of Safe Work Australia*

The General guide for workplace traffic management provides information for persons conducting a business or undertaking, to manage traffic risks at a workplace.

This Guide is supported by specific traffic management guides for:

- Shopping centres
- Construction workplaces
- Warehouses, and
- Events.

The four specific guides were previously published in July 2013. The guides have been updated. An amendments table advising the changes that were made along with the previous document versions is available. A Traffic Hazards Checklist and Traffic Control Measures Checklist are also provided to assist duty holders manage traffic risks.

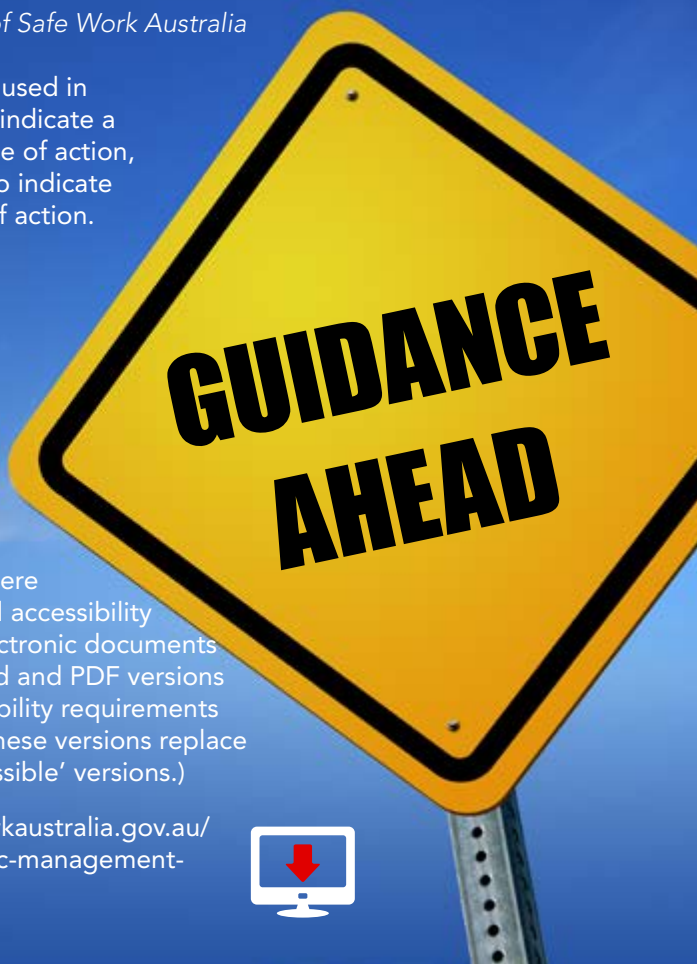
The Information Sheet: Workplace traffic management provides advice for small businesses and workers on managing traffic risks in the workplace.

The word 'should' is used in these documents to indicate a recommended course of action, while 'may' is used to indicate an optional course of action.

The words 'must', 'requires' or 'mandatory' indicate that a legal requirement exists in the Work Health and Safety laws and must be complied with.

(These documents were published without all accessibility requirements for electronic documents met. Accessible word and PDF versions that meet all accessibility requirements are now available. These versions replace the previous 'inaccessible' versions.)

<https://www.safeworkaustralia.gov.au/doc/workplace-traffic-management-guidance-material>



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# TMAA CALENDAR OF DIVISION



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**NEW SOUTH WALES**  
DIVISION



**TRAFFIC MANAGEMENT**  
ASSOCIATION OF AUSTRALIA  
**WESTERN AUSTRALIA**  
DIVISION



**TRAFFIC MANAGEMENT**  
ASSOCIATION OF AUSTRALIA  
**VICTORIA**  
DIVISION



**TRAFFIC MANAGEMENT**  
ASSOCIATION OF AUSTRALIA  
**SOUTH AUSTRALIA**  
DIVISION

2018	January	February	March	April	May	June
<b>TMAA WA</b>	No meeting	Thursday 1st February	No meeting	No meeting TMAA Conference April 26 & 27, QLD	Thursday 3rd May	No meeting Chair election
<b>TMAA SA</b>	No meeting	Thursday 1 February	Thursday 1 March	Thursday 5 April TMAA Conference April 26 & 27, QLD	No meeting	Thursday 7 June Chair election
<b>TMAA VIC</b>	No meeting	Tuesday 13 February	No meeting	Tuesday 17 April TMAA Conference April 26 & 27, QLD	No meeting	Wednesday 6 June Chair election
<b>TMAA NSW</b>	No meeting	Wednesday 7 February	No meeting	No meeting TMAA Conference April 26 & 27, QLD	No meeting	Wednesday 13 June Chair election
<b>TMAA NT</b>	No meeting	Wednesday 14 February	Wednesday 14 March	No meeting TMAA Conference April 26 & 27, QLD	Wednesday 9 May	Wednesday 13 June Chair election
<b>TMAA QLD</b>	No meeting	Thursday 8 February	Thursday 1 March Hosted by DTMR	Thursday 5 April TMAA Conference April 26 & 27, QLD	Thursday 3 May Breakfast/Training Thursday 10 May TBC Regional Breakfast/Training Thursday 17 May TBC Regional Breakfast/ Training	Thursday 7 June Chair election
<b>TMAA TAS</b>	No meeting	Meeting to be advised	No meeting	No meeting TMAA Conference April 26 & 27, QLD	No meeting	Meeting to be advised Chair Election
<b>TMAA BOARD</b>	Strategic Planning Day 30 January, Sydney	Tuesday 6 February	Tuesday 6 March	Conference Thursday 26 & 27 April, QLD Friday 27 April AGM	Tuesday 1 May	Tuesday 5 June



# MEETINGS/EVENTS 2018



**TRAFFIC MANAGEMENT**  
ASSOCIATION OF AUSTRALIA  
**QUEENSLAND**  
DIVISION



**TRAFFIC MANAGEMENT**  
ASSOCIATION OF AUSTRALIA  
**NORTHERN TERRITORY**  
DIVISION



**TRAFFIC MANAGEMENT**  
ASSOCIATION OF AUSTRALIA  
**TASMANIA**  
DIVISION



**TRAFFIC MANAGEMENT**  
ASSOCIATION OF AUSTRALIA

July	August	September	October	November	December	2018
No meeting	Thursday 2nd August	No meeting	No meeting	Thursday 1st November	No meeting	TMAA WA
Thursday 5 July	Thursday 2 August	Thursday 6 September	Thursday 4 October	Thursday 1 November	Thursday 6 December Meetings and Christmas Lunch	TMAA SA
No meeting	Wednesday 1 August	No meeting	Wednesday 3 October Friday 12 October Golf Day	No meeting	Tuesday 4 December Meetings and Christmas Lunch	TMAA VIC
No meeting	Wednesday 8 August	No meeting	Wednesday 10 October	No meeting	Wednesday 5 December Meetings and Christmas Lunch	TMAA NSW
Wednesday 11 July	Wednesday 8 August	Wednesday 12 September	Wednesday 10 October	Wednesday 14 November	Wednesday 12 December Meetings and Christmas Lunch	TMAA NT
Thursday 5 July (Hosted by DTMR)	Thursday 9 August	Thursday 6 September	Thursday 4 October Breakfast/Training Thursday 18 October TBC Regional Breakfast/Training Thursday 25 October TBC Regional Breakfast/Training	Thursday 8 November (Hosted by DTMR)	Thursday 6 December Meeting Thursday 13 Christmas Lunch	TMAA QLD
No meeting	Meeting to be advised	No meeting	Meeting to be advised	No meeting	Christmas Lunch to be advised	TMAA TAS
Tuesday 3 July	Tuesday 7 August	Tuesday 4 September	Thursday 10 October TMAA Board & General Members Meeting (Sydney or Melbourne)	Tuesday 6 November	Tuesday 4 December	TMAA BOARD

\*Dates correct at time of printing, but subject to change. Contact Division Chairs for venues and times.



# 29 APRIL - 4 MAY 2018

## BRISBANE CONVENTION CENTRE, AUSTRALIA

28<sup>th</sup> Australian Road Research Board International Conference of 2018,  
bringing 'Next Generation Connectivity'.

Over three days, attendees will be treated to talks from world renowned experts on **Smart Roads, Next-Gen Asset Management, Disruptive Technologies, Enabled Mobility and Human Factors** – not to mention a dazzling array of social and networking functions.

Following on from the 28<sup>th</sup> ARRB Conference, we are also hosting the **PIARC 8<sup>th</sup> Symposium on Pavement Surface Characteristics: SURF 2018**. *ARRB brings this event to Australia on behalf of PIARC, with a focused consideration of 'Vehicle to Road Connectivity'.*

Be sure to **book early** and not miss out!

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**Shaping our transport future.**





# ARRB'S FIRST SPIN-OFF BUSINESS DEVELOPED OVER 57 YEARS IS FINALLY HERE!

Written by : Australian Road Research Board



On the 28th of September 2017 the sale of the equipment assembly and software development business officially took place at the Australian Road Research Board (ARRB) headquarters in Vermont South.

ARRB delivers solutions to future challenges as well as the everyday problems, by utilising next generation smart devices to assess road pavement performance. ARRB has been extremely successful in the development of world-leading road information collection services that will now go global as the VNA Group takes on the ARRB equipment assembly and software development arm into a new company to be a truly global entity.

After a public expression of interest process and a detailed negotiation phase, the successful purchase was made by one of South Africa's leading built environment solutions companies, VNA Group. The sale also includes the ARRB United States operation (AGI) and the operational plant and equipment in the US.

Michael Caltabiano, Chief Executive of ARRB, and Vikash Narsai, Chief Executive of VNA Group, finalised

the sale in front of onlooking staff, in what is one of the most momentous days in ARRB's history.

"For ARRB this means we will continue to own and operate our road condition data collection services for Members in Australia and New Zealand, while the new company will provide support to ARRB by way of vehicle maintenance and software upgrades" Mr Caltabiano said.

'ARRB will continue to be the source of excellence in service to road agencies across Australia and New Zealand and the travelling public, creating the knowledge for tomorrow's transport challenges and solutions for today's problems' Mr Caltabiano went on to say. VNA Group has been a longstanding client of ARRB and has exclusively used ARRB equipment in their business operations and is also an exclusive distributor and supplier of ARRB equipment in South Africa. The close relationship was a natural fit for the new business to have an optimal start, enabling them to grow into a truly global supplier of road performance testing devices. The new business is named "Automated Road Rehabilitation Business Systems Pty Ltd" (operating in Australia and New Zealand), to which VNA Group is the parent company. ARRB will be the exclusive distributor of the new company's products and services in Australia and New Zealand and the strong links between the two entities will continue to grow. Mr Caltabiano said 'ARRB will continue providing Member agencies with next-generation research and information services. Our vision is to provide an adaptable connected future, which is grounded in the understanding and knowledge generated in our rich history'.

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# NRSP Grey Fleet Guide: Managing the Use of Personal Vehicles for Work Purposes

With vehicle crashes representing the most common form of work related fatalities in Australia, driving for work poses a considerable risk for employees.

A high-risk yet often neglected work activity involves driving Grey Fleet. Grey Fleet refers to employee owned vehicles used for work purposes, in contrast to the vehicle being provided by the employer.

Australian legislation clearly outlines responsibilities and obligations to ensure safe work driving practices are undertaken, however safety management of Grey Fleet presents a range of challenges for organisations.

One example is the lack of inclusion of Grey Fleet vehicles within traditional organisational fleet management processes and activities, such as maintenance and safety management.

The National Road Safety Partnership Program (NRSP) in collaboration with multiple industry partners and stakeholders, identified a need for a Grey Fleet Safety Management Guide (GFSMG) to assist organisations to manage safety risks and reduce the frequency of 'on the job' crashes.

The GFSMG is structured with six sections: identifying Grey Fleet, managing risk, core safety elements, monitoring progress, developing and implementing policy and review, continuous improvement.

This framework will help identify an organisation's Grey Fleet, highlight legal responsibilities and contrasts similarities and differences between Grey Fleet and traditional fleet management operations.

*'When we began investigating the complexity of risk associated with Grey Fleet, many organisations were unaware of the size and scope of their Grey Fleet' said Jerome Carslake, Manager of the NRSP.*

*'In fact, some organisations were unaware they had Grey Fleet, only to later realise they actually had quite a sizeable proportion of Grey Fleet vehicles that had slipped under the radar' Mr Carslake went onto say.*

The GFSMG adopts a risk management approach and provides insight into identifying and addressing safety risks typically applicable to Grey Fleet.

*'We wanted the guide to be practical and able to be utilised by large organisations but also small business operators' said Dr Darren Wishart of the Australian Road Research Board (ARRB).*

*'For ease of application, the framework incorporates numerous case studies to demonstrate real world situations, implications and risk management processes' he also said.*

An additional benefit is the inclusion of extensive resources including adaptable, user-friendly templates, links to supplementary information and a fundamental legal component developed in conjunction with Associate Professor Tania Leiman of Flinders University.

Mr Carslake said that the legal implications are a multifaceted component of Grey Fleet, so it is especially important that organisations consider and apply this section to their operations.

The GFSMG is scheduled to be released on 13 October and will be available on the NRSP website <https://www.nrspp.org.au/>

For further information contact:  
[jerome.carslake@arrb.com.au](mailto:jerome.carslake@arrb.com.au)



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# INDUSTRIAL RELATIONS UPDATE

**DAVID LYONS** | WORKPLACE SOLUTIONS



I often receive requests for advice on what is Personal Protective Equipment, and what are the employer's obligations to supply to employees?

The two reference sources outside of Building and Construction General On Site Award 2010 obligations, are the Fair Work Act 2009 (Cth) and the WHS Acts and Regulations in each State or Territory.

In short PPE, being the very last measure in the Hierarchy in Control Measures in the Workplace Health and Safety legislation in all States and Territories, is anything required for an employee to carry out their work, which is minimizing the risk to health and safety of that employee and other people on site. ALL employers are legally obligated to supply all PPE at no charge to employees. In fact, the WHS Acts and Regs make it the employer's responsibility to maintain and ensure effective use of PPE. Further, if it is mandatory to go on site with steel cap safety boots and helmets etc, then it is mandatory for the employer to supply at no charge to the employee.

Worksafe Queensland have started a blitz in Queensland in the last month on traffic control employers not supplying adequate PPE or charging for the supply of PPE. So far, five improvement notices, and one fine have been issued, to my knowledge.

I hear people claiming that some PPE items are a 'tool of trade' and therefore the employee's responsibility to supply, or they think PPE is just clothing and helmets.

Thus, why the word "Equipment", is used in the legislation. If you think that conducting Traffic Control safely doesn't require a two way radio, night stick or stop/slow bat, then think again. If you know it is required and if anything unfortunately does happen causing injury to someone on site, and it is found, as the employer you didn't supply, free of charge, the radios, etc, then, I suggest you seek legal assistance.

Some employers think they can charge a bond or deposit, or actually charge employees for PPE. My best advice is you cannot.

In other news, the 2016 Building Code is causing havoc in the industry and it is now taking in excess of three months to get new Agreements approved by the Fair Work Commission, and at least four to six weeks to have variations approved. Worse, they are revisiting the Better Off Overall Test again, and EBA's that passed once, say in 2015, are now being knocked back even though you may be only adding some words to get Code Compliance and not changing any of the original conditions. FWC are finding new issues.

TMAA continues the good work of having inferior Traffic Control Enterprise Agreements approval applications withdrawn, or not approved by the Fair Work Commission, with another two in the last two months.

*TMAA members can contact David Lyons via the TMAA website at Member Services, Industrial Relations Services. This service is available to TMAA members only.*

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- Traffic Control
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# SARAH GROUP DRIVE SO OTHERS SURVIVE!

First, I want to say thank you to the TMAA and its members for your support of SARAH's initiatives to improve safety on our roads and highways.

We know that every day you and/or your staff are out there working so that the public is safe, and yet every day Traffic Controllers lives are placed in harm's way. TCs, like every vulnerable road user, have a right to come home safely to their loved ones each day.

It is ironic that as I was writing this article, the worst thing possible happened. A Traffic Controller with Traffex, Mr Ken Altoft, was killed while working on the Bruce Hwy at Tanawha in Queensland. This death was totally avoidable and should never have happened. This incident is a terrible reminder that our community has become ever more complacent with the lives of those who are out on our roads, and their distracted driving and speeding, is creating an ever greater risk.

I have a picture of Ken Altoft as my screensaver as my constant reminder that his loved ones are now experiencing a grief that will be with them for the rest of their lives. I know you will keep him and his family in your thoughts, but let's do more than that. Let's honour Mr Altoft's tragic death by committing to raise awareness of the risks vulnerable people face, by choosing to be a role model for road safety, and by asking your family, friends and colleagues to become road safety advocates.

## **Yellow Ribbon National Road Safety – An overview**

In 2012 we established "Yellow Ribbon Road Safety Initiative," and by the following year it had become National Road Safety Week. By 2014, we had established "Yellow Ribbon" as the national road safety symbol and now Yellow Ribbon National Road Safety Week has become a fundamental event on Australia's calendar.

As one of our "Drive So Others Survive" initiatives, it is not just about speeding, drink driving or distraction, but goes further than that. It has become a time when we can share personal stories, and in doing so, ask

our community to remember all those who are in harm's way but are seldom noticed. It has become a time when they can at last be acknowledged and in bringing focus to them, show that their lives should be actively protected.



I am pleased that this year the profile of National Road Safety Week dramatically increased, and indeed 2017 saw it not just as an event of United Nations Global Road Safety Week (UN GRSW), but on Sunday 7 May, we co-launched with the UN GRSW Western Pacific launch at the Sydney Opera House. I was indeed privileged to speak at launch alongside the Governor General, His Excellency General the Honourable Sir Peter Cosgrove AK MC and the Minister for Infrastructure and Transport, Hon Darren Chester MP and others.

I am also pleased to say SARAH was instrumental in getting the Sydney Harbour Bridge lit in yellow for the Week. As such, we not only had national icons lit across Australia, but for the first time, we had an international icon turn yellow for National Road Safety Week.

This year's message was simple "Slow Down and Drive So Others Survive," and we were fortunate to have it seen across the country on posters, plaques, road banners, bus backs and variable message signs. Yellow lapel ribbons were worn by parliamentarians, main roads customer service staff from Queensland to Western Australia, motoring club staff, and partners and supporters. Likewise, not only were yellow ribbons and yellow ribbon stickers displayed on corporate and motoring



club fleets, police and emergency vehicles, community transport, traffic management and private vehicles, but I'm pleased to say that one of our great advocates, the Governor General of Australia, flew a Yellow Ribbon on his own vehicle!

With the colour yellow as a national road safety symbol, seeing floodlit buildings and structures across the nation was a very proud moment. Here are just some of the things that were lit during the Week:



*Sydney Harbour Bridge, the Brisbane Town Hall and the Brisbane Gateway Bridges, the Newcastle Clock Tower, the Big Merino in Goulbourn, in the Australian Capital Territory, Old Parliament House, the Carillon, National Portrait Gallery, Royal Australian Mint, Questacon, National Archives, Majura Overpass, Kings Avenue Overpass, Telstra Tower, and the Ian Potter Building, the Bolte Bridge in Melbourne, and in Tasmania Hobart Town Hall, Hobart Elizabeth Street Mall, Hobart Roundabout Fountain, Kennedy's Lane in Hobart's Salamanca Place, Kingborough Civic Centre, Launceston Town Hall, Launceston Ritchies Mill, Devonport Maritime Centre, Ulverstone Leven Bridge, with light projected words on Devonport Goliath Silos, Burnie Makers centre and the Stillwater Silos, Adelaide Oval in South Australia, and in Western Australia, Parliament House Perth, Perth Council House, Swan River Bell Tower, Perth Concert Hall, Elizabeth Quay, Trafalgar Bridge, East Perth, at Old Mill Tree, South Perth as well as lighting of RAC WA Building Signage with a massive yellow ribbon.*

As you can see the support from coast to coast was truly amazing! But there's more work to do!

We are already planning 2018 National Road Safety Week and it will run from the 30th April to the 6th May 2018. Its theme will simply be "Drive So Others Survive!". Given recent events, it seems more than appropriate.

With every traffic controller's life placed in harm's way every time they do their job, we will be asking three things of each traffic management company:

Show your advocacy by flying yellow ribbons on your fleet in support of the Week;

Encourage staff to fly yellow ribbons from their private vehicles; and here's the tough one

Ask your own family and friends to do the same!

Lastly, even though Yellow Ribbon National Road Safety Week is still almost six months away, why not decide to fly a yellow ribbon on your truck or fleet starting today. You will not only be demonstrating that you care what happens to vulnerable people, but showing people that there is a very simple way of showing road safety advocacy!

**And given that a colleague was killed this November while just doing his job, make sure everyone knows your flying that ribbon for Ken Altoft and his loved ones!**

Peter Frazer

President, Safer Australian Roads and Highways (SARAH)

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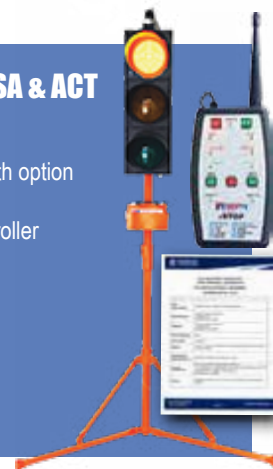


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# CHALLENGES FOR MANAGING RISK ASSOCIATED WITH WORK DRIVING SAFETY

By Dr Darren Wishart & Mr Jerome Carslake



Managing risk within the workplace is extremely important to ensure the safety of employees and others from harm. There are many challenges that are required to be overcome to successfully manage safety within the workplace and organisations around the world have a range of safety strategies and interventions designed to address and mitigate identified risks. One of the major risks to the safety of employees is driving for work.

Vehicles used for work purposes have been shown to have a higher frequency of crash involvement in comparison to private use vehicles and more likely to result in death or permanent disablement than other workplace incidents. Consequently, driving for work has been identified as potentially one of the riskiest activities that a person may undertake during their working day.

Across various jurisdictions around the world legislation clearly outlines the responsibilities associated with managing workplace risk and ensuring safety of workers. Regarding safety within the workplace, organisations globally have demonstrated company values associated with safety in the workplace with slogans advocating zero harm and the importance of putting safety first. Considering the risk associated with vehicle-use within a work setting a question posed to every organisation operating vehicles that are used for work purposes is;

***Currently in your organisation today is the work driving risk managed with the same level of diligence, consideration and risk management approach as all other workplace health and safety risks?***

If the answer to this question is **NO** then changes need to be made. However, like all safety hazards and risks within the workplace, improving safety within the work driving setting has its challenges. There are challenges that relate to;

- Drivers
- Vehicles
- Organisational processes and structure
- Operational environment
- Policies and legislation

## Driver Challenges

There are a range of factors that are related to influencing driver behaviour and many of these can provide challenges to manage to mitigate crash risk. For example, crash statistics have demonstrated that younger road users under 25 years of age are more likely to be involved in crashes in comparison to any other age group. Other influencing lifestyle factors such as consumption of alcohol, drugs or medication, and mobile phone use also have adverse effects on safe driving. There are also challenges in managing risk of unsafe driving behaviour associated with a range of psychosocial factors such as aggression, motivation, psychological state of mind such as mood.

Driver behaviour is often managed through the use of In Vehicle Monitoring Systems (IVMS) and although providing some insight also comes with other challenges in regards to data and analysis and managerial processes.

Organisations need to embark upon a proactive process identifying the driver related risk factors that exist within their work driving population to ensure both a broad and targeted approach can be undertaken to mitigate crash risk.

## Vehicle Challenges

Vehicle selection and vehicle fit-for-purpose are important considerations in vehicle procurement procedures. Ideally →

organisations conducting any vehicle fleet operations would provide the safest possible vehicles available fitted with the latest technological safety innovations designed to prevent crashes in the conditions they operate within and in the event of a crash offer the maximum protection to occupants and other road users.

Vehicles also need to be well serviced and maintained in accordance with manufacturers specifications to prevent incidents occurring due to mechanical defect or failure.

Therefore, vehicles also need to be suitable to not only be able to undertake the tasks but also contain maximum safety features available. Organisations should consider a consultation process involving employees, road safety experts, and vehicle manufacturers to assist in overcoming identified risks with vehicles which relate to the conditions where they operate.

### Organisational Processes and Structure

An organisation's work processes safety culture and internal structure can have an influence on the work driving safety of their vehicle fleet operations. For example:

- Do your organisation's processes and structure fully support work driving safety?
- Within your organisation is driving for work considered a key component of employee job descriptions and KPI's?
- Do management walk the talk and lead by exemplary safe driving?
- Mobile phone use has been demonstrated as significantly increasing crash risk, yet are employees expected by the organisation to use a mobile phone while driving?

The organisational reporting, recording and management processes relating to crash and incident reporting can present challenges to safety, particularly if data is missing, incidents are not reported or recorded, or outcomes associated with crashes and incidents are not well managed.

A further organisational process that can provide a significant challenge to managing work driving risk is whether employees perceive a time pressure issue from workload, job allocation or meeting schedules. Time pressure issues perceived or real can influence drivers to drive in an unsafe manner compromising safety to make up time or get the job done. Finally, many organisations lack having a dedicated road safety expert to provide guidance and expertise to improve and develop work driving safety strategies.

To overcome challenges associated with organisational processes that impact on safe driving, an organisational review should be undertaken to ensure that organisational processes have minimal impact on work driving and that safe work driving is considered as a high priority safety issue.

### Operational Environment

Many organisational vehicle fleets operate under a variety of road and geographical environments intermixed with other types of road users. Often the condition of the environment is out of the direct control of the organisation creating some unique challenges to the safety of workers driving for work. In addition, the operational environment often does not remain static but constantly changes presenting challenges to drivers and vehicle operations.

Organisations to address risks for work driving safety in such a dynamically changing environment, should consider how well-versed employees are with risk management strategies and approaches as policies and procedures will not be able to cover off all situations in all circumstances all the time. Employees will need the skills and abilities to implement risk identification and mitigation approaches for varied circumstances and situations. They also need to be empowered to know the organisation will support their decisions they take should they recognise and seek to mitigate the risk.

### Policies and Legislation

Legislation exists which clearly outlines safe driving requirements and responsibilities. However, within the organisation if there is a breach of legislation relating to vehicles used for work purposes is it viewed as exactly that and treated as a serious safety issue? Within the organisation is there a dedicated work driving safety policy and supporting resources in contrast to a driving policy focussing on management of the vehicle as an asset? Consider whether the organisations work driving safety policies are still applicable, relevant and current and schedule timely reviews.

### Conclusion

There are numerous challenges facing fleet administrators, work health and safety personnel and management in mitigating risk associated with employees driving for work. A key consideration and strategy for overcoming many of these challenges requires ongoing commitment to improve safety in conjunction with a multipronged approach. Such an approach requires acknowledging that work driving safety operates within a complex system involving not only the driver of the vehicle but other layers within the system such as the vehicles, organisational processes and procedures, operational environment and policies and legislation.

**Dr Darren Wishart** is a Principal Scientist at the Australian Road Research Board

**Mr Jerome Carslake** is the Manager of the National Road Safety Partnership Program





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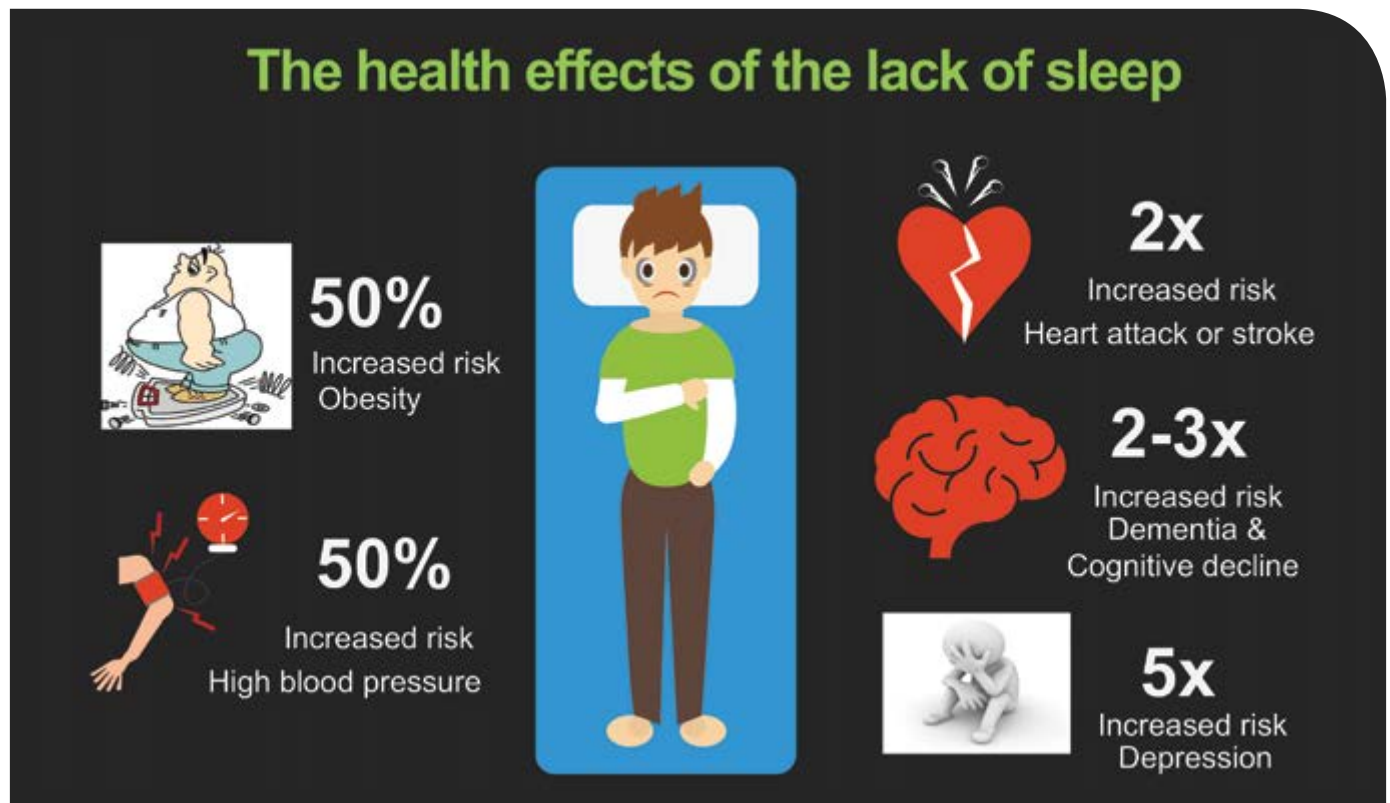
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# THE UTILITY OF **FATIGUE** AFFECTS US ALL



Learning from similar organisations about how they manage fatigue and other workplace road safety risks, and going beyond the usual approach and examining a key underlying cause of fatigue.

They were two key themes to emerge from the third NRSPP Utilities Forum. Each annual forum builds on the previous year's event and focuses on expanding partners' understanding of managing their workplace road safety risk.

The forums encourage open sharing of approaches from attending partners from similar industries, aiming to share knowledge and encourage organisations to consider if other industry approaches could work for them.

The 2017 Utilities Forum, which included representatives from 17 organisations across Australia ranging from power, gas, telecommunications and water utilities to those that insure them, focused primarily on fatigue, which the group had identified as a key risk in the previous two forums.

## **Asleep at the wheel**

Sleep expert Dr Carmel Harrington presented the 'science of sleep', explaining why sleep is important to brain, physical and mental health and our ability to perform.

While Carmel acknowledged there were many elements to managing fatigue, increasing understanding of sleep and how it affects fatigue helped manage fatigue risks, she said.

Policies on fatigue are often aimed at compliance rather than engaging staff in understanding the role quality sleep plays in managing fatigue. The prevailing attitude in the industry is often 'I'm tough' or 'I'll sleep when I'm dead' with not sleeping considered demonstrating commitment to the job.

"Incrementally, without realising it, we've cut back on sleep time - 50 years ago our average sleep was 8.5 hours, now we sleep on average 6.7 hours each weekday, that's a 20% decrease," Carmel said.

"So it's like the food story and exercise story. We didn't know how important exercise was until our incidental exercise was taken away due to easy access to cars and transport. We didn't realise how important food was until, with the easy availability of supermarkets and fast food, we started eating too much junk food.

"As a result, in both cases, public education campaigns were undertaken to educate us on the importance of good quality exercise and food.

"Now we've cut back on sleep due to technology, 24/7, increasing business demands and globalisation of the world and we've given up something that we didn't know was basic to health. There is now a need to educate people on the fundamental importance of sleep to our health and wellbeing, and that food, exercise and sleep are our three pillars of health."

## **The network of shared ideas**

For Andrew Murph from Energy Queensland, which includes Ergon Network and Energex, the Utilities Forum provided an opportunity to network with organisations working in similar areas and to compare his own organisation's progress.

Andrew described the discussion about how sleep influenced fatigue as an 'eye opener'. He believes Energy Queensland manages fatigue well, particular for its field workforce, but transferring that to the executive pool and building understanding about sleep's role in fatigue were challenges. →

## ← THE UTILITY OF **FATIGUE** AFFECTS US ALL



Energy Queensland has a fatigue calculator that gives its 3000+ field workforce an indication of their level of fatigue and Andrew is interested in exploring how fatigue influences driving behaviour and the role technology plays in managing fatigue.

"The most valuable thing I get out of the forum is talking to other people who are having the same issues we are and working together on what they've done and what we're going to do to improve that issue," Andrew said.

"Certainly the fatigue information was a bit of an eye-opener. I think we manage fatigue very well for blue collar operators and in particular in a major event like a cyclone or flood, we excel in that for field staff, but I think we need to educate more about sleep.

"It's ok to manage your work environment and manage how long you're on the job but actually managing sleep outside that time and educating individuals about their own fatigue."

Brad Towns, from SA Water, had similar views, suggesting networking and sharing knowledge among similar organisations was the key forum outcome. In particular, he found information about how other utilities were utilising In Vehicle Monitoring Systems (IVMS) helpful.

He believes SA Water also manages fatigue well, particularly in emergency situations. Building on fatigue training already delivered, by incorporating an understanding of how sleep affects fatigue, and introducing an app to help field staff manage fatigue were next on the agenda. Managing differing fleet categories was another workplace road safety issue for SA Water.

"We're in the planning/implementation stage with IVMS, what we want to work out is how and what we want to collect and report on and I got some great information from other organisations on what they've done," Brad said.

"I'm also still unpacking the discussion around the link between fatigue and distraction and how that impacts businesses. I had a discussion with another partner in a networking situation and the penny dropped for me, looking at fatigue and distraction.

"If we look at how the brain reacts to fatigue, our brain is a box to process everything. When we get fatigued, that box gets smaller, requiring the brain to shed information input.

"When you're driving, it becomes harder to focus on what you're doing, peripheral vision and focus narrows as fatigue sets in. Then throw in the phone ringing and our brain finds it hard to process all the information inputs and needs to give something up to process the phone call. That's the key link between fatigue and distraction. They're issues I'd like to explore further."

### Turning knowledge into action

Peter Divjakinja, Motor Risk Manager at IAG, presented at the 2017 Utilities Forum and discussed how insurers have a role in educating customers about road safety.

"For me it's understanding what the industry priorities are and working with my team to create and deliver solutions that promote the importance of safety."

The next Utilities Forum is planned for August 2018 and will be kindly hosted by APA Group. For more information, visit [www.nrspp.org.au](http://www.nrspp.org.au), proudly delivered by the Australian Road Research Board.

### **Jerome Carslake**

Manager: National Road Safety Partnership Program  
Safe Systems Engineering





# J1-LED

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### SLIDING TMA

The state of the art J1-LED Sliding TMA boasts several mechanical and safety advantages over the traditional cantilever TMA systems. The revolutionary design enables deployment in areas constrained by low ceiling heights (eg tunnels), and the risk of the vertical TMA cushion colliding with overhead hazards is eliminated. This is due to the fact the attenuator cushion is horizontal in both the deployed and stowed positions, meaning that it is always lower than the cabin height.

When the truck is travelling with the TMA stowed, the TMA cushion rests on the truck bed as opposed to the conventional design where the TMA cushion is vertical. This gives a better load distribution on the truck bed, a smoother drive, and less wear & tear compared to conventionally mounted TMA units. It is envisaged that with this ground-breaking design, damage to the TMA cushion due to projections on the road, driver fatigue while reversing or parking are greatly reduced as the TMA cushion firmly rests on the truck bed.

The J1-LED Sliding TMA design features a lower coefficient of drag resistance due to a >50% reduction of the surface area, resulting in lower wind loading and therefore improved fuel efficiency.\* Driver visibility is also enhanced, thereby improving road safety for all road users.

### SEASON'S GREETINGS

J1-LED would like to take this opportunity to extend our warmest greetings for the festive season and best wishes for prosperity in the new year.

We would also like to advise our valued customers of our summer business hours.

Service enquiries to **1300 884 473**.  
Workshop closed from 25<sup>th</sup> December, reopening on Monday 8<sup>th</sup> January.

\*J1-LED Sliding TMA vs traditional TMA system of comparable dimensions compared when the truck is moving with the TMA not deployed. Fuel savings have not been quantified at this stage.



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Since March 2017, the Austroads Safety at Road Worksites project team has been busy progressing a number of parts of the new Guide to Temporary Traffic Management Practice. In this edition of the TMAA Detours magazine, we provide a summary of the work undertaken to date on this guide, and the expected content of each of the parts that we are working on.



Three separate contracts have been issued to date to consultants to assist with the development of the Guide. In March 2017, Aurecon was awarded a contract to prepare parts 4, 5 and 6 of the Guide, detailing all the

guidance material for the development of the Traffic Guidance Scheme for Static Worksites, Mobile Works and Short Term Low Impact Works.

In September 2017, Aurecon was awarded a second contract to prepare Part 2 on Traffic Management Planning and Part 8 on Traffic Controller Instructions.

In October 2017, Wave International was awarded a contract to prepare Part 7, a Guide for Field Staff and Part 9 on Processes and Procedures.

In parallel with these works, there has been ongoing work on the review of the Australian Standard AS1742.3, Manual of Uniform Traffic Control Devices – Part 3: Works on Roads, and the development of a proposed training regime for all personnel working in Traffic Management at Roadworks.

The details of the Guide parts currently being developed are as follows:




Part	Title	Description
2	Traffic Management Planning	<p>A key element in the development of traffic management at any site is the need to plan the traffic management in advance to identify the impacts on road users, pedestrians and all modes of transport. This then allows for nearly all risks to be identified, planned for and mitigated. For simple maintenance jobs this planning may involve knowing only what sort of traffic uses the roads and when the busy periods area. For complex jobs there will be the need to manage traffic, pedestrians, cyclists, public transport and many other issues.</p> <p>The preparation of a Traffic Management Plan has always been a requirement of the Australian Standard AS1742.3. Austroads is now preparing more comprehensive guidance on how to prepare one across all types of works on roads.</p>
4	Design of Static Worksites	<p>The Australian Standard AS1742.3 has previously presented relatively comprehensive guidance on how to prepare a Traffic Guidance Scheme for a Static Worksite. This information as well as updated information from all road authorities is now being prepared to more readily step designers through the process to develop the TGS. Importantly, there is an increased focus on the need to firstly consider the safer options for worksite by closing the road to traffic.</p>
5	Design of Mobile Worksites	<p>It is recognised by many in industry that the current guidance for mobile worksites has not kept up with practices commonly used today. Therefore this guidance is being substantially redeveloped to capture current practices and accommodate the latest practices with regards to truck mounted attenuators, variable messages signs and other devices.</p>
6	Short Term Low Impact Works	<p>At many short term work sites, the risks associated with setting up a static worksite are greater than the risk being protected. In these cases, there are a number of practices for Short Term Low Impact Works which can be applied. This guide is being developed in the form of work method statements that can be readily applied by anyone that these practice may apply to.</p>
7	Guide for Field Staff	<p>While a lot has been documented previously for the design of traffic management for worksites, there had not been a similar level of guidance for field staff. As these staff are undertaking an activity which is recognised as being very hazardous, the need to provide more comprehensive guidance has been identified.</p> <p>This guide will work through developing the appropriate safe processes for a risk assessment at every site, the implementation of a TGS, and all tasks associated with the monitoring, management and record keeping at a site.</p>

# AUSTROADS SAFETY AT ROAD WORKSITES PROJECT UPDATE

Part	Title	Description
8	Traffic Controller Instructions	This task is recognized as the most dangerous activity at a road works site. This guide will therefore adopt the comprehensive guidance that has been developed by a number of State Road Authorities with the aim of raising the level of protection for these workers and ensuring that they have the skills to safely protect others and themselves.
9	Processes and Procedures	There are numerous processes and procedures associated with the development and implementation of safe traffic management at road worksites. This guide is targeted at documenting these practices, detailing the training needs for everyone in the industry and the road categorization system to be rolled out.

## We need your input – How can you get involved?

Austroads has recently set up a registration form on the Austroads website. Please register on this form to receive project updates and alerts when tenders are released and documents released to public comment.

	<b>Working Group Members</b> <ul style="list-style-type: none"> <li>• TMAA – on working group</li> <li>• Will be involved in all stages of each part of the project</li> </ul>	Talk to your TMAA, State Government or Local Government representative
	<b>You can write to us at any time</b> <ul style="list-style-type: none"> <li>• New practices to be considered</li> <li>• Suggested amendments to existing practices</li> <li>• Issues / concerns with existing practice</li> </ul>	austroads@solutionsintransport.com.au
	<b>Updates and Industry Consultation</b> <ul style="list-style-type: none"> <li>• Receive updates on the project</li> <li>• Formal consultation for every part of the project</li> <li>• Review and comment on the draft documents</li> </ul>	Register at <a href="http://www.austroads.com.au/road-operations/network-operations/safety-at-road-worksites">www.austroads.com.au/road-operations/network-operations/safety-at-road-worksites</a>

## For further information

Please contact

**Dr Dan Sullivan**

Solutions in Transport / Project Manager Safety at Road Worksites Project

[austroads@solutionsintransport.com.au](mailto:austroads@solutionsintransport.com.au)

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VICTORIA - SOUTH AUSTRALIA - NORTHERN TERRITORY - NEW SOUTH WALES

# SOUTH AUSTRALIA DPTI UPDATE

The Road Traffic (Roadworks) Amendment Bill 2017 was passed by Parliament in April this year. Whilst yet to come into operation, the Roadworks Bill establishes a framework for permits to be issued for the temporary use of speed signage or any lane closure in relation to any works undertaken on roads that are under the care, control and management of the Commissioner of Highways or on major roads within the Adelaide City area that will be prescribed by Regulation.

Once it comes into operation, the Roadworks Bill will assist in avoiding unnecessary delays caused by long term works and the inappropriate use of some speed limit signs throughout the road network. The new permits will recognise that roadworks can impact on large numbers in the community and the State Government wants to minimise this impact while maintaining a safe work space for road workers. This will improve the use of signage at road works and the provision of information to the general community about roadworks and delays. It is also about encouraging all parties who undertake roadworks, to do so, with consideration of the impacts of their work on the

community while still ensuring foremost the safety of both road workers and all road users within and near a roadworks site.

Permit applications for roadworks will be available through the DPTI portal at [www.roadworks.sa.gov.au](http://www.roadworks.sa.gov.au) or by calling the Traffic Management Centre on 1800 018 313.

It is anticipated that the Roadworks Bill will come into operation early in the new year. A formal announcement will be made at a later stage closer to the commencement. A copy of the Bill as passed by Parliament is available from the legislation SA website at: [www.legislation.sa.gov.au](http://www.legislation.sa.gov.au) under "Bills".

## Tom Dougherty

Senior Media Officer Media, Engagement & Communications  
Department of Planning, Transport and Infrastructure

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## addinsight

TRAFFIC INTELLIGENCE SYSTEM

### NETWORK WIDE COVERAGE

Addinsight is a cost-effective probe data analytics system that can provide network-wide performance indicators in real time. It is centred on a network of low-cost Bluetooth devices that can not only capture probe data, but can also broadcast information back to road users. Addinsight can use probe data from any source that has a unique identifier - Bluetooth, WiFi, RFID, automatic number plate recognition (ANPR).

Be accountable for the system you manage and provide motivation for staff to continually improve.

### INCIDENT DETECTION

Addinsight is self-learning. Using complex data mining processes the system automatically establishes base line travel time profiles for each road segment. Live travel times are compared against these baselines to identify abnormal conditions for that time of day. Recurrent delays are ignored, allowing traffic management centre staff to focus on incident management.

### THE VIRTUAL VMS SYSTEM

The virtual VMS system automatically activates Bluetooth Beacons on the approach to a potential incident and transmits real-time delay information.

Motorists with the Addinsight App installed and running on their Android or Apple device will receive an audio alert detailing the location and type of incident plus the expected additional delays.

Once the congestion clears, Addinsight will automatically deactivate the beacons. The beacons can also be used to transmit custom messages to manage road works, warn motorists approaching active school zones and pretty much any other message you can think of.

### TRAVEL TIMES ON VARIABLE MESSAGE SIGNS

The use of VMS to display travel time information on freeways is not new. However, Addinsight takes this to the next level by allowing similar information to be displayed for signalised road corridors.

Using a combination of live and historical travel time information, the system can supply travel time predictions for any route with Bluetooth coverage. The smart algorithm takes into consideration expected changes in travel times along a route throughout the day. Best of all, it doesn't need a single vehicle to travel the route to generate the predictions.

### REST API AND WEB FEED

Addinsight has an open API that can be used to integrate it into existing systems and applications.

The web feed allows you to make live system information available to the public via your own website or you can make it available as open data feeds.

To see an example of the outputs, go to [www.addinsight.com.au/map](http://www.addinsight.com.au/map)

### TRANSPORT PLANNING

Road authorities have never had access to such a rich data source. Addinsight records everything and allows you to interrogate the data any way you like. There is no need to get the system to record anything specific; just make sure you have the hardware in the right locations.

It will automatically capture travel times between any two points on the network, route choice, origin-destination trips and so much more. Undertake before and after comparisons, assess traffic signal coordination along corridors, measure the network cost of an incident...it is an invaluable business intelligence tool.

## addinsight

SMARTPHONE APP

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Steer clear of unexpected traffic delays

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Get real-time audio alerts while driving

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---

Avoid delays or incidents on the road

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Easy to use and free to download

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### Introducing the Addinsight app

Most of us won't use a navigation device for a familiar journey as we already know the best route, but what if that route is affected by traffic delays? The Addinsight app can let you know well before you find yourself in bumper to bumper traffic.

### Coverage

Addinsight monitors vehicle travel times on more than 1350km of arterial road across metropolitan Adelaide using a network of 900 Bluetooth receivers.

### Using the app

The Addinsight app can help motorists in three ways:

#### Check the map before you leave

- If your route is clear, traffic should be running normally
- If road sections are highlighted, expected delay times will be shown
- Traffic incidents will appear on the map when the cause is known

### Spoken alerts

As you drive, the app detects traffic alerts from the Bluetooth receivers. These alerts tell you the location of a delay, the cause, where known and the delay to expect. The app speaks through your smart phone loud speaker, paired car stereo or hands-free kit.

### Navigation mode

If your phone is securely mounted inside your vehicle, you can activate navigation mode before you start your car. This keeps the screen awake and follows your position so you can see delays as you approach roads ahead.

### More information and feedback

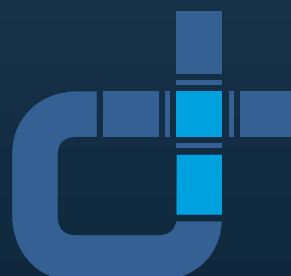
Find out more about the Addinsight app at [www.addinsight.com.au/app](http://www.addinsight.com.au/app)

If Addinsight doesn't seem to be working on your device or if you have any feedback, please email [appbugs@addinsight.com.au](mailto:appbugs@addinsight.com.au)

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