

# TMAA DETOURS

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**TMAA**  
TRAFFIC MANAGEMENT  
ASSOCIATION OF AUSTRALIA

## TMAA ADVOCATING FOR SAFETY



### THIS ISSUE

- 2023 National Conference Highlights
- SARAH Group
- Presidents Report
- CEO Update
- Chair Reports
- Austroads CEO Update
- Dan Sullivan
- NHVR

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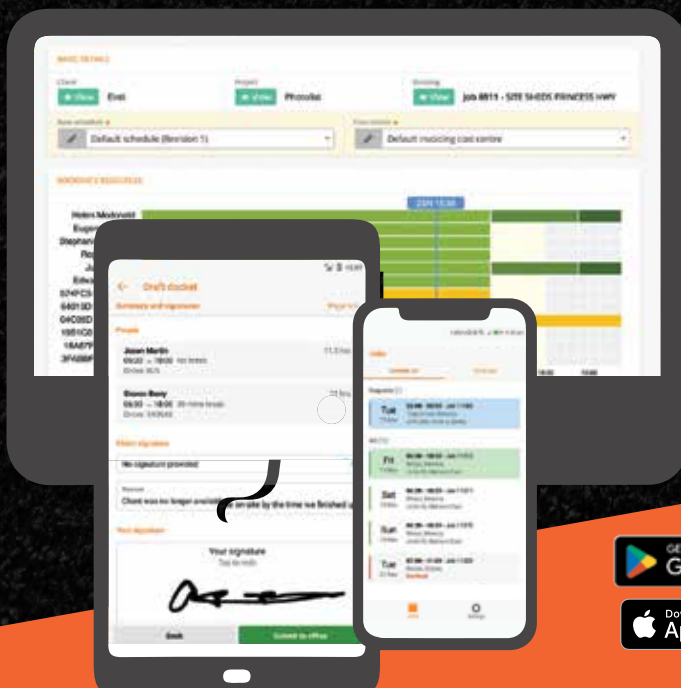
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ANDREW WHITE

Winter was supposed to be warmer and dryer according to the bureau, but recent weeks have seen the coldest temps in Darwin for a long time and it has certainly been cold and damp across most of the country. The weather hasn't slowed the workload with many businesses reporting they are busy and looking for more people. It would appear the Federal Government is taking its time to review the infrastructure projects pipeline which has some of the State road authorities a little concerned.

Our National TMAA Team; Matthew, Bailey and Juliette have been doing an amazing job. Our refreshed website is live with our new logo, membership renewals out, money coming in and several new members and sponsors getting on board.

Welcome to the newcomers, I am sure your membership will provide great value as we push on with the new improved TMAA. We have recently finalized our board representatives and state division chairs, all seats are filled which has been quite a task. I would like to welcome all the new Chairs and thank you for stepping up to improve the industry.

State division meetings have been held with Matthew and or Bailey in attendance with fantastic participation and interest key discussions around road authorities and Austroads training.

The industrial relations environment continues to evolve, and the National Team is monitoring activity around reforms in our sector and conditions for our member companies and their employees. As the landscape continues to evolve, particularly around casual employment conditions TMAA encourages member companies to keep up to date with this and your safety obligations.

The new website calendar will be more comprehensive and up to date showing meetings and events, keep a look out for items that interest you.

Planning for the next TMAA conference is in progress, our TC mates across the ditch have their TARMAC conference August 9 & 10 in Wellington. The NZ conference is more TC and practical focused, something we are looking at for the future.

The Northern Territory Government Department for Infrastructure, Planning and Logistics to tender improvement project continues to evolve, the importance of engaging traffic management early, being innovative is beginning to be realised.

DIPL is proving to be proactive with the Austroads roll out from July 1 when Austroads AGTTM was fully adopted. We are still working on the Multi Message Sign use issues however this is a positive step overall and we thank the Territory Government for their drive with this initiative.

Consistency of traffic controllers on site, portable/temporary traffic lights, VMS boards - their operation and vandalism and the need for national truck mounted attenuator guidelines are recent discussion points from the SA Governments Department for Infrastructure and Transport Safety Forum. Industry participants were keen to adopt any measures that reduce the risk to traffic controllers on the ground and improve safety generally.

Austroads are facilitating Train the Trainer sessions for industry RTO trainers across the country starting in NT. Of course, there are many questions being raised, arising from the early sessions and these will be dealt with by Austroads. Many of the questions are about the practical training and proving competency. This practical training has successfully been part of QLD training for years, as I have discussed this with RTOs since the first Austroads workgroups some six years ago. Well done to all the participants and thanks for your contribution to improving the training standards.

Verifying abilities to carry out the work safely is essential to our industry and to those working in it.

Stay Safe

**Andrew White**  
TMAA President



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**MATTHEW BERENI**

The last quarter of FY2022 seemed to fly by, and undoubtedly, many significant events took place for each of you, just as they did for us at TMAA. Well before the invention of social media and memes, a Greek philosopher who managed to be famous despite writing only one book once said “change is the only constant in life.” We could not agree more with Heraclitus’ wise words, especially as we proudly unveil the inception of TMAA 2.0.

Allow me to take a moment to highlight the key actions and achievements that have brought us to this point. First and foremost, the Chair and Vice Chair elections were a resounding success across all state divisions. Congratulations to our new extended leadership team, and a heartfelt thank you to our past Chairs and Vice Chairs for their dedicated service. Together, we form a strong and united force to drive our Association forward.

- To ensure a smooth and efficient functioning of TMAA, we have revamped our National Secretariat and Account functions with the addition of Bailey Morgan and Juliette Quagliata to our team. Their contributions have already left a positive impact, and we look forward to the progress they will foster.
- We unveiled a fresh and modern TMAA logo, symbolizing the dynamic energy of our membership and the professionalism we bring to the field of Traffic Management. It embodies the essence of TMAA and sets the stage for our continued growth.
- In line with our dedication to road safety, TMAA actively participated in the launch of National Road Safety Week in Perth in May. Our National Board engaged in constructive discussions with local decision-makers to prioritise our industry's goals and objectives. Additionally, we co-delivered an industry breakfast on 17 May, which was the National Road Safety Week day themed 'Slow Down and Give Them Space'. This event was a resounding success, fostering awareness and unity among our members.
- We bid farewell to our old website and welcomed a new, user-friendly Membership Management System. This platform enables prospective members to join our Association online, a milestone we are incredibly proud of. We will continually enrich the website with valuable content, establishing it as the central hub of industry engagement.
- As part of our commitment to inclusivity and empowerment, we proudly celebrated NAIDOC week, shining a spotlight on our



dedicated members who support the promotion and upliftment of Aboriginal and Torres Strait Islander peoples.

- Excitingly, we announced the launch of six prestigious Excellence Awards for 2023, recognising outstanding individuals and organizations within the traffic management sphere. This is a commendable opportunity to acknowledge those who excel in their contributions.
- Reinforcing our dedication to our members, both Bailey and I personally attended all state division meetings in June and July of 2023. We aim to foster a sense of connection and ensure that our investments in technology provide an exceptional hybrid meeting experience for both in-person and remote attendees.

Now, let's look ahead to FY24 with a clear and ambitious goal—to create a safer and stronger Traffic Management industry. To achieve this, we are actively exploring commercial opportunities for our members, leveraging our ever-growing membership. Additionally, we strive to enhance the member experience and encourage greater participation in state division meetings through our improved National Secretariat structure.

The upcoming year will undoubtedly be filled with accelerated changes for TMAA, and we couldn't be more thrilled. We are humbled and gratified by the continuous support and encouragement we receive from our members. Your feedback inspires us to adapt and evolve, ensuring that TMAA remains relevant and adds value to all our valued members.

On a lighter note, as I write this on 25th July, let's not forget that Christmas is just five months away! To avoid any last-minute rush, we are already booking venues for our TMAA Christmas parties in every State. Heraclitus might not have offered any wisdom on Christmas parties, but I'll share some advice—don't wait too long to secure your spots!

In conclusion, I extend my sincerest gratitude to each and every one of you for being part of the TMAA family. Together, we are driving positive change, elevating our industry, and making a significant impact. Thank you for your unwavering support, and here's to a remarkable journey in FY24!

Warmest regards,

**Matthew Bereni**  
**CHIEF EXECUTIVE OFFICER**

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DAN CROWLEY

On behalf of John Cassel and myself we would like to thank our Qld members for reappointing us to Deputy Chair and Chair respectively. We are privileged to lead an enthusiastic group of people in leading the industry.

Good to see a great roll up of over 30 attendees at our recent monthly meeting at our new venue the Colmslie Hotel.

We welcome several new members to the Chapter - Ordinary Members: Saia Faingaa from Moonyah Workforce and Lane Stockton from Bilingarra Services as well as National Supplier: James Milliken from Alcolizer. We look forward to your involvement and trust we can be of benefit to your organisations.

The Chapter and TMAA CEO, Matthew Bereni continue to work with the Queensland Department of Main Roads and Transport - DTMR - in crafting a 5 year strategy plan for the future of the industry and Government working together titled - 'What does good look like'. We thank all those with DTMR for there ongoing engagement. We hope that this will be a roadmap for other jurisdictions. Once we complete the initial draft we will put out to members for your consultation and suggestions.

Our Technical committee continue to work as part of the Traffic Management Industry Alliance Group - TMIAG, representing the interests of members covering areas such as;

- Discussing the operational viability of proposed harmonized training
- Addressing training access to Cat 1, 2 & 3 roads
- Lobbying for waiver of additional training cost impose (Austroads fees) for existing industry personnel.

It is great to see that the initial recommendation from our members to DTMR that all traffic control company vehicles must have appropriate company identification

has been embraced by DTMR with recent changes to DTMR licencing requiring all traffic vehicles to have the appropriate identification. Yet another great example of the Association, its members and government working together for the betterment of the industry.

DTMR in conjunction with Qld Police and industry are still attempting to roll out the recently released - Road Behavioural Management System - RBMS - in roadwork mobile speed cameras - but have continued to be hampered with camera issues. Ongoing development and trials are ongoing.

We continue to lobby on behalf of members around issues that directly affect members and or industry such as changes to the specifications to the Cairns Council tender and the Brisbane City Council permits approval timeframes. This is a fundamental role of the association to which we will continue to represent.

**Our thoughts go out to the serious injury to one of our fellow traffic controllers on a site at the Gold Coast recently. We trust she is recovering and up and about soon.**

We look forward to catching up with everyone at our Corporate Breakfast on Thursday 21 September. Our guest speaker is still to be locked in and announced shortly.

Keep safe.

Keep safe - Regards,

**Dan Crowley**  
**TMAA QLD Chair**



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# Traffic Controller of the Year 2022 – Sam Eveleigh

**A**s the newly crowned Traffic Controller of the Year 2022, Sam Eveleigh has hit the ground running in her double title role. Her first month with this prestigious award has been nothing short of incredible, and she has been eager to get back to her work site to continue making a difference.

Upon landing back from the Gold Coast on the Sunday after the awards ceremony, Sam's thoughts were only on getting back to work on Monday morning. The award ceremony was a momentous occasion for Sam, as the first person to receive the Inaugural Indigenous Traffic Controller of the Year and Traffic Controller of the Year 2022.

**This recognition is a significant achievement for Sam and her community, as it showcases the importance of Indigenous representation in the traffic management industry.**

Indigenous representation in the industry has historically been low, with few opportunities for Indigenous peoples to participate in the planning, design, and implementation of traffic management strategies. However, Sam's accomplishment serves as a beacon of hope for future generations, showing that with hard work and dedication, anything is possible.

Sam is a Darwin-based Aboriginal woman whose ancestry is from Galiwin'ku (Elcho Island) home to the Yolngu people. The Northern Territory has a rich and proud tradition of embracing its Aboriginal history. From the secluded beauty of Nhulunbuy, to sharing stories of the Dreaming in the shadow of Uluru, to showcasing Aboriginal art in one of many galleries located throughout the Northern Territory, the connection with native culture is unmatched.

Sam's achievement not only brings pride to her community but also puts the Northern Territory on the map for all the right reasons. The Northern Territory is a vast and

sparsely populated region with unique challenges in traffic management. By promoting greater Indigenous representation in the traffic management industry, we can help to ensure that traffic management strategies are more responsive to the needs and concerns of Indigenous communities. This can also create new opportunities for economic development and community engagement.

Sam credits her friends, family, and Trafficwerx for their support in helping her achieve this remarkable award. She acknowledges that without their guidance and encouragement, she would not have been able to reach this level. She also thanks the support on the night, surrounded by Trafficwerx staff, her best friend, Anita and Mum, who joined on FaceTime.

Sam also takes the time to recognise and give an honourable mention to the other finalists on the night, as well as the other winners who were celebrated for their efforts towards road safety.

Sam attended the TMAA Conference prior to the awards ceremony, which was a day of informative speakers discussing the future of the industry. There were also stalls showcasing innovative solutions for traffic management. Sam believes that this conference was a great opportunity for her to learn and network with like-minded professionals in the industry.

Since the award ceremony, work has resumed to normal, and the team is gearing up for a very busy dry season. Sam is excited to apply her new knowledge and expertise to help the team work more efficiently and make a greater impact on road safety.

In closing, Sam would like to extend her gratitude to the judges for recognising her hard work and dedication to road safety. She urges everyone to stay safe on the roads and reminds us all that road safety is everyone's responsibility. Sam's achievement is a testament to the power of hard work, dedication, and passion. We congratulate her on this remarkable accomplishment and wish her all the best as she continues to make a difference in the traffic management industry.

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STUART WICKENS

A big thank you to all the members who came to our first in-person meeting in a long time on 27th June, and a special shout-out to A1 Roadlines for hosting us.

I am thrilled to have taken on the role of Vice Chair for the Victorian division of TMAA. Working alongside Anthony Simmons and our fantastic members in Victoria, I'm passionate about supporting our Traffic Management people and this drives me to seek ways to improve our industry for all involved. Together, I am eager to bring about positive changes, foster new ideas, and enhance the safety of our teams.

Just two months into this position, I am delighted and energized by the opportunity to collaborate with Matthew Bereni and Bailey Morgan while Anthony Simmons takes a well-deserved break. The positive impact Matthew and Bailey have made in a short time is truly impressive, and I eagerly look forward to what we have planned for the upcoming year.

At present, the Victorian industry is facing a significant change. Inflation, limited government funding, increases in Workcover premiums, the adoption of the Austroads

National Training Framework and the implementation of the Austroads Guide to Temporary Traffic Management (AGTMM).

It's evident that we have some challenges ahead, and I fully comprehend the complexity of adopting these changes when there are many moving parts involved. There will be increases to the cost of business and it won't be easy. Together, I am optimistic these changes will make our industry stronger, safer and more professional.

Being a part of the TMAA means we have access to some excellent resources to help you navigate through these times. Encourage new members to join and participate.

We are committed to supporting you and providing assistance wherever possible. Don't hesitate to reach out to us whenever you need help or guidance.

Together, let's collaborate and strive towards building an industry that is profitable, professional and safe, benefiting everyone involved!

**Stuart Wickens**  
**TMAA VIC Vice Chair**



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# A MESSAGE FOR ONE AND TALL

*The National Heavy Vehicle Regulator is reminding industry to ensure they are legal height, in an effort to stop over height trucks from entering tunnels*

During emergency situations, routes may be Recently, the Sydney region has experienced an influx of over height trucks attempting to enter tunnels. To reduce the number of these incidents, the National Heavy Vehicle Regulator (NHVR) is collaborating with Transport for New South Wales (TfNSW) and NSW Police to educate truck drivers.

NHVR CEO Sal Petrocchio says NSW has more bridges and tunnels with low clearances of 4.6m or less than any other in Australia, making it imperative for drivers and operators to ensure they are legal height.

"When we have over height trucks entering tunnels, this can have a huge impact on the safety of other road users," Mr Petrocchio said.

"In addition to impacting safety, these incidents can often cause serious delays and congestion for other drivers who are generally already facing lengthy commutes."

In June this year, an agreement was reached between the NHVR and NSW Government to enable the regulator to refer all over height breaches to TfNSW. Under existing regulation, TfNSW can suspend a truck's registration once an incident has been referred by the NHVR.

"At the NHVR, we believe prevention is the best tactic, particularly when we're looking at tunnel height clearances," Mr Petrocchio said.

"That's why it's critical for drivers and operators to assess restrictions prior to commencing their journey, and ensure they're prepared and have suitable control measures in place.

"It's important to be aware of both the maximum legal height, as well as the height limit of the road you intend to travel on."

To help spread the word to more heavy vehicle drivers, the NHVR recently partnered with government agencies and launched a video to raise awareness about checking the height of heavy vehicles.

The video showcases how the NHVR's Safety and Compliance Officers work alongside TfNSW and NSW Police during an incident. You can view the video by visiting [www.nhvr.gov.au/overheight](http://www.nhvr.gov.au/overheight).

Mr Petrocchio said the regulator often worked collaboratively with government and other agencies to reinforce safety awareness.

"When we see repeated issues like we have with over height trucks, we often join with our partners to spread the word as far and wide as possible," he said.

"In this case, the message is simple – check your load, check the tunnels and roads, and let's all make safety, efficiency and productivity a priority."

The NHVR has a suite of resources available to help heavy vehicle drivers and operators comply with the Heavy Vehicle National Law.

To learn more about the methods to assess compliance with heavy vehicle dimension requirements, visit [www.nhvr.gov.au/files/201706-0174-ce3-dimension-assessment.pdf](http://www.nhvr.gov.au/files/201706-0174-ce3-dimension-assessment.pdf).

For a general overview of mass, dimension and loading requirements, visit [www.nhvr.gov.au/road-access/mass-dimension-and-loading](http://www.nhvr.gov.au/road-access/mass-dimension-and-loading).



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MAX LINE

It has been another busy and successful quarter for the Traffic Management Industry within Western Australia for the second quarter of the 2023.

On the 25th of July Mark Chapman (Western Australia's Vice Chair) and myself had the chance to meet and have a discussion with the Hon. David Michael MLA and his team. The Hon. David Michael has recently been appointed the Minister of Local Government, Road Safety and Ports while also been the assistant Minister to Transport. There was great conversation on how as an industry we can work with the Ministers to improve the safety and wellbeing of Traffic Controllers while they are conducting their duties on sites. Another discussion we had was in regards to weighting of tenders for businesses that are associated with the governing associations of their industry, this point was well received by the Minister and should see some change come in to affect in the near future,

Prior to that, on Tuesday the 11th of July TMAA held a meeting at the Altus Traffic office located in Kewdale Western Australia where we were fortunate to have Bailey Morgan, TMAA's newly appointed National Secretary, attend the meeting and assist with another informative meeting for the industry. Matthew Bereni, TMAA's CEO, had some interesting points to share to the group along with The Traffic Management Association of Australia going under a new rebrand and new website been launch [tmaa.asn.au](http://tmaa.asn.au). Gareth Peers from MRWA also attended with a great and informative presentation, some of the key points Gareth brought to the table are,

- Expanding the use of TMAA on our roads in 2024, with 80 km/h and traffic volume of 20,000 vpd or more in the metro.

- The current scenario on MRWA roads which can be freeways / grade separated motorways is 90 km/h and 15,000 vpd.
- From next year it must be ensured that feedback sign will be used on all the roads with 15,000 vpd or more.
- Having work conducted at the locations for 8 hours or more will result in a temporary speed reduction of 30km/h.
- Speed feedback signs will help to reduce speed, collect data regarding traffic count and show the details of data to leadership.
- Update regarding the Austroads TTM Training is provided.
- TMI and TC Training material is now complete.
- Civil Edge has been appointed as a consultant for the training.
- It is informed that there will be 18 months transition period before implementation of the training takes place. The aim is to try to adopt the training course in Victoria by the end of this year.
- Training material will be available to all the trainers in August 2023.
- Category 1 road training is mandatory for everyone by Feb 2025
- Category 2 and Category 3 road training is mandatory for everyone by Feb 2026.

**Max Line**  
**TMAA WA Chair**



# 2023 NATIONAL ROAD SAFETY WEEK BREAKFAST



This year, the Western Australian Government was the host jurisdiction for National Road Safety Week (NRSW) with the national launch held on Sunday 14 May 2023 at Government House Perth, and led by the Governor, His Excellency the Honourable Chris Dawson AC APM. Safer Australian Roads And Highways (SARAH) remains extremely grateful to His Excellency, as well as to the former Minister for Police and Minister for Road Safety, Hon Paul Papalia MLA, and of course to Commissioner Adrian Warner, WA Road Safety Commission, for their leadership in the lead-up to, and during the Week.

While there were numerous road safety activities across the nation, a highlight of the Week was the Industry Breakfast jointly organised by the Traffic Management Association of Australia (TMAA), Civil Contractors Federation (CCF) and the Australian Flexible Pavement Association (AFPA) that was held at the Crown Resorts in Perth. The speakers included Minister Paul Papalia MLA and Director-General Peter Woronzow, Western Australian Department of Transport. I was also honoured to be asked to make a presentation.

The breakfast focussed on that day's NRSW theme of 'Slow Down and Give Them Space'. As former TMAA President Steve O'Dwyer wrote:

*"This theme is highly relevant to our members in the road construction sector who are on the 'frontline' when constructing and maintaining our State's roads. Our members, continue to deliver hundreds of millions of dollars' worth of road safety upgrades and are heavily involved in all major infrastructure works in WA and across the nation. Road and worksite safety is always front of mind."*

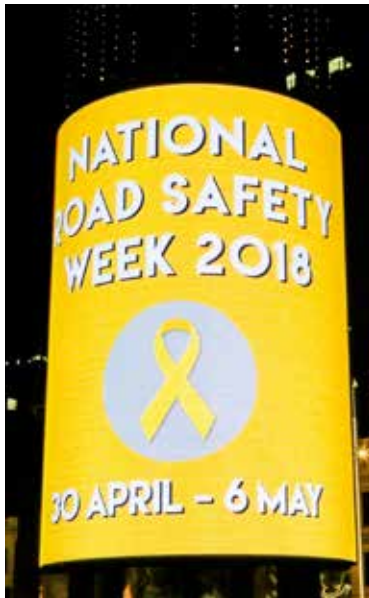


With this in mind, each of the speakers emphasised the theme, and of course, SARAH's primary message that our road workers "have a right to get home safe to their loved ones... every day... no exceptions! (As you are probably aware, SARAH's policy position is that while drivers and riders make errors, the consequences of such mistakes should never be death or serious injury... and this is especially the case for our vulnerable road workers).

The coming together of both government and industry at this breakfast to emphasise our need to protect our road workers was a tremendous success, so much so that there is now discussion that the TMAA, CCF and AFPA will hold an industry breakfast during next year's event. (NB. Next year's Week will be hosted by the Tasmanian Government).

In the spirit of coming together, two days after the Joint Industry Breakfast, and for the very first time, the Commonwealth, State and Territory Road Safety Ministers met in Perth during National Road Safety Week. In a similar fashion, and with 2024 NRSW to be launched in Hobart next year, there is already talk that the Road Safety Ministers may schedule a meeting during NRSW next May.

# Coming together to make a difference!



If this occurs, this will allow us to emphasise the need for all governments to bring greater focus to the plight of our industry workers. It will also allow us to reinforce our existing policies, including the use of automated technologies such as mobile phone detection cameras, point to point average speed systems, and so importantly, active police presence in traffic managed zones.

In coming together with our industry partners and supporters, SARAH will continue to argue that these evidenced-based interventions are proven to change driver behaviour... and if we can change driver behaviour on approach to and within workzones, we will ensure that everyone can get home safe... every day ... no exceptions!

This week-long event has also spread across the Tasman and New Zealand now holds a yellow ribbon road safety week and it coincides with ours. So while National Road Safety Week may have been created by us, it has now become a very wide collaboration between SARAH, corporations, governments and their agencies, non-profit organizations, and stakeholders within the heavy vehicle and logistics industry.

With regard to our traffic controllers and road workers, there are few things that make me prouder than seeing a yellow ribbon flying from an aerial or one being displayed on a work vehicle, trailer or TMA because that vehicle and its driver have committed to ensure everyone gets home safe! They are proudly showing the community that they are committed to actively protecting all road users, including other motorists, cyclists and pedestrians.

National Road Safety Week is extremely important because it has a special focus on those who are vulnerable on the road ahead and provides an opportunity to raise awareness about their safety while also promoting safe driving practices.

So let's use the Week to help foster a culture of road safety within and outside the industry and in doing so, let's also explain to the driving public how and why they need to actively look after each other.

And the best way to start these conversations is to publicly fly your yellow ribbon or display your yellow ribbon sticker on your trucks and trailers. By doing this, you are not only showing that you and your team are good corporate citizens but by this simple action, you are showing everyone that you are out there looking after all those on the road ahead... You are showing that you and your crew are actually road safety champions!

**Peter Frazer OAM, President, SARAH**  
[Sarahgroup.org](http://Sarahgroup.org)







**SARAH**



**NATIONAL ROAD SAFETY WEEK**  
8 - 14 MAY 2017

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# THE HISTORY BEHIND NATIONAL ROAD SAFETY WEEK



## ROAD TRAUMA IN AUSTRALIA REMAINS A HIDDEN EPIDEMIC.

That is why people are often shocked to hear that each year, approximately 1200 Australians lose their lives and more than 40,000 are seriously injured in road crashes. The trauma is unseen and often even the names of those killed is not heard in media... They become the forgotten Australians. Yet behind each serious injury or fatality, there are families, friends and loved ones in anguish and grief, often for the rest of their lives...

Yet the vast majority of these deaths and injuries are actually preventable.

Back in 2012 my family and I created a road safety event in NSW. It was called Yellow Ribbon Road Safety Week and its primary aim was to garner a commitment from all road users that every time they got into a vehicle, they would choose to "Drive So Others Survive!".

As momentum built, we decided to also ask our community to stand in solidarity with both those who have been injured, as well as those who are bereaved, and to engage with our politicians and thought leaders so we institute laws and policies that actively protect those who are vulnerable on our roads.

In 2013 our Week moved outside NSW's borders, and in doing so it became National Road Safety Week. Over the past decade we are proud that what started out as our family's idea, has now become Australia's most important road safety event. We are also proud that a major focus is those who work on our roads, because these workers often

find themselves directly in harm's way. They have a right to get home safe to their loved ones ... every day ... no exceptions and we have, and continue to, champion this across our country.

## WHY I ADVOCATE FOR THOSE WHO ARE VULNERABLE

Road safety advocacy is now my life's work but this is never what I wanted to do, and the reason that I am involved will mean my heart is forever broken.

When I got brought into this space, I was actually a Manager with NSW Roads and Maritime Services. Unbelievably, like the vast majority in RMS at that time, I knew little about road safety. However, for me and my family, that would change in the most dramatic way.

As some of you may know, on 15 February 2012, my family got brought into this space after our beautiful daughter Sarah Frazer was killed by a distracted truck driver. This was a totally preventable crash on the Hume Freeway near Mittagong NSW. You see, her car had simply broken down, something that happens thousands of times a day across our nation.

When the NSW police told my family she had been killed, you can't imagine our grief... the screaming... the tears ... then the silence. I thought it was the worst day of my life... I was wrong.

The next day was the worst day because my wife and I had to do a task that no loved one should ever have to do... we had to identify our beautiful daughter who had been left in pieces on that Freeway... When we arrived at Goulburn morgue, we were so distressed that we couldn't walk and had to be physically carried into the adjoining





# TEN YEARS ON



room and due to her terrible injuries, we had to identify her broken body through a glass panel.

On our trip back home, we were compelled to go to the site on the Freeway where she was killed. That's when our grief would also turn to anger because we realised that our beautiful daughter had been deliberately left in harm's way by those who designed, built and maintained that road. The "Emergency Lane" had been built and maintained to only 1.5 metres wide, yet it should have been 3 metres wide as per Austroad's specifications so as to allow for a heavy vehicle to break down.

Unbelievably, where Sarah's vehicle broke down, cars and trucks had been directly given priority because while the Freeway had three lanes of 110 kilometre traffic, they had built an emergency lane that couldn't even safely fit a car. To make it worse, there was a barrier beside that emergency lane that ran for 1600 metres



and on the other side of that barrier were brambles and thorns. That road had been designed without any thought for those who were vulnerable.

Indeed, anyone needing to use that "emergency lane" would end up directly in harm's way.

The second thing that we saw at that crash site was that there was at least 400 to 500 metres of clear sight on approach to where her car had broken down. So even then, it was abundantly clear that the truck driver who killed my daughter must have chosen to be distracted... Sarah had already told my wife when she broke down that she had put her car's hazard lights on and more than that, we were certain that the tow truck driver who came to assist would have also had his warning lights and headboard lights flashing. (In court 2 years later, the prosecution would show video confirming the above).

So, along with RMS having built a road that left a vulnerable road user directly in harms way, it was clear that the distracted truck driver had driven directly into

both Sarah and the towie who had come to assist. (In court, the prosecution would also show that that truck driver had chosen not to look ahead for more than 11 seconds and drove directly into them).

Two days after Sarah was killed, our family met in its grief... just to be together and support one another... That day, my son Ben would say something that would change my life. He said we had to create a group in her name and he immediately called it "Safer Australian Roads And Highways" and with that, SARAH was born.

Just four weeks after her death our little SARAH group decided that we should present a petition to the NSW Premier on 15th May 2012, exactly three months to the day since her death. That petition would call for just two simple things:

- Introduce a Slow Down Move Over law to protect those whose work on our roads places them in harm's way; and
- Build our roads to the Austroads' specifications that had already been agreed by every Australian jurisdiction.

As we started to get this petition out, we soon realised that if it were to be successful, we needed to get significant community backing for this.

On 5 May 2012, less than two weeks out from presenting our petition to the NSW Premier, we also realised that we should create an event that honoured all those who had been injured in road crashes, as well as all those who were bereaved. We figured this would help bring focus to our community's need to improve road safety.

So with just 10 days to go, we decided to create an event and use Sarah's favourite colour 'yellow' as its symbol... and with this decision, the inaugural Yellow Ribbon Road Safety Week



# Sarah Emily Frazer

20 September 1988 to  
15 February 2012



# TEN YEARS ON



commenced on Sunday 12th May 2012. And on 15th May 2012 and part of Road Safety Week, we presented our 23,000-signature petition, one of the biggest in Australia's history!

As that first Road Safety Week became a success, it prompted curiosity in doing one the following year and interest started to come in from across the nation. In early 2013, our Road Safety Week concept got a boost from Queensland Motorways, (now Transurban), for they offered to light the Gateway Bridges over the Brisbane River in yellow for our proposed May event ... So Sarah's colour would now light its first national icon. And as the idea jumped across from NSW to include Queensland, our 2013 event changed its name to National Road Safety Week (NRSW).

This year we celebrated the 10th Anniversary of National Road Safety Week and we are proud that it has become the most important road safety event in Australia. NRSW now involves the Governor-General, the Commonwealth and every State and Territory jurisdiction, as well as local government, corporates, unions, education sectors, NGOs and communities across our nation.

We are very proud that major organisations have chosen to join with us and we will always be grateful to Altus Traffic, for they were the first to support us following my keynote presentation to the joint Roads Australia-International Roads Federation Conference in Sydney on 4 May 2015. Indeed, Altus became our first Principal Partner of both NRSW and SARAH itself, followed by Ennis-Flint (now PPG Traffic Solutions),



Roads Australia, Australian Automobile Association, Mix Telematics Australasia and most recently, Rio Tinto. We are also absolutely delighted that the Traffic Management Association of Australia, 3M ANZ, SG Fleet and the National Heavy Vehicle Regulator, have joined us as our Gold Partners.

SARAH will never lose focus on protecting vulnerable road users, and especially those whose job places them in harm's way. That's why it is so important to us to work with our partners and supporters. As such, I would like to thank the TMAA as well as those traffic management and related companies around the country for their support of our work, because by showing that we are working together, we can change community's attitudes.

In summary then, National Road Safety Week has become a time when we can reflect on our shared vision, and take actions to ensure that every traffic controller... every road worker providing infrastructure services... indeed, every person whose workplace is on, or beside our roads and highways, can get home safe to their loved ones ... every day ... without exception!

**Let's work together to make every week...  
National Road Safety Week!**

**NB. Order your yellow ribbons and stickers for National Road Safety Week at [roadsafetyweek.com.au](http://roadsafetyweek.com.au)**

*Peter Frazer is President of Safer Australian Roads and Highways (SARAH) and founder of Yellow Ribbon National Road Safety Week*

**Want to find out more about this National Road Safety Week, or simply get some ribbons or stickers for your fleet, please go to [roadsafetyweek.com.au](http://roadsafetyweek.com.au)**





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STEFAN WEBB

Firstly, I would like to take the opportunity to express my gratitude in being able to represent our industry here in South Australia over the past twelve months and to thank everyone for their support along the way. At times it has been an effort to juggle the demands of our fledgling (and growing) business here in Adelaide with the ever moving, ever changing demands of the Association. Being an active member of Associations such as TMAA is crucial for our business. We are able to keep up with relevant information and trends as well as lean on colleagues and friends for advice and counsel.

I have decided again to apply for the Chair position here in South Australia and after a long, hard-fought candidate battle I emerged victorious...😊(I was the only candidate!!). On a more serious note, I am looking forward to the next twelve months and how our Association can influence our industry outcomes. Under new guidance from TMAA National we have established a bi-monthly meeting (instead of monthly) which should bring about further conversations regarding challenges and issues that our industry is facing. Working collaboratively and sharing information is critical to the success of all divisions across Australia. The more that we know, the safer our Traffic Controllers will be.

Many changes have occurred at TMAA over the last 12-18 months which has enabled additional support for states as well as providing a clear direction for Members. The appointment of the Executive, joining a very experienced Board, has been invaluable in creating and implementing a vision for the future. I look forward to what will be delivered over the next twelve months and beyond.

Personally, I believe it is important to recognise the ongoing support of our sponsors and suppliers. Without their dedicated input both financially and commercially we would find it very difficult to continue and function as an association. A big thank you goes out to all TMAA National sponsors, and a special shout out goes to our regular sponsor/supplier attendees at the SA meetings (you know who you are) for their continued input at our local meetings. If you know of a supplier that might be looking to join, forward on their details to TMAA. The more input, the better!

Over recent years TMAA SA has worked hard to establish and maintain critical relationships with peak bodies and associations to ensure that members are receiving the most recent information from in and around our industry. Melissa Eckberg from the Civil Contractors Federation does a fantastic job assisting TMAA SA by providing much needed support as well as vital information to members from the civil industry here in SA.

TMAA SA has long been building a strong relationship with our Department of Infrastructure and Transport (DIT) and it was great to see Eugenio, Kellie and Bryce at our most recent meeting in July. Information regarding the implementation of Austroads in SA was provided as well as updates about permitting and recent permit breaches. This information is invaluable for members so that they can steer their businesses and traffic controllers in the right direction that will inevitably

provide a higher quality of traffic control on the network. Thank you to all three for their attendance and continued conversation. Moving forward TMAA SA is looking to establish relationships with other authorities such as Safework SA and the Local Government Association.

One of the main reasons that we are all employed in our industry is Safety. We provide safe working environments for constructors, utilities, public transport, telecommunications, community events and many more sectors that rely on our expertise and advice with all things traffic. Safety is the critical piece of this puzzle and I firmly believe that more needs to be done to decrease the likelihood of workers being injured or killed within our worksites. Everybody deserves to go home in the same condition that they left for work in. High profile advertising campaigns, information sharing, innovation with technology and equipment and the use of existing road furniture such as LUMS and VLS units could be implemented and potentially reduce the risk of injury in and around our worksites. There are some fantastic social media campaigns out there now put together by private enterprise. TMAA SA would like to see some involvement with these campaigns by Government at all levels. Ultimately many incidents and accidents are occurring on their networks involving members of the public and road workers.

The overall outlook in South Australia remains positive. The Torrens to Darlington Project is in the pipeline with an expected start date of 2025/26. This project is the largest undertaken by SA and will be heavy on resources across the years that it will be in operation. Prior to this there are packages of work such as intersection upgrades, grade separations, utility relocations and surveying that will need to be completed prior to the start of the T2D Project. Couple this with the regular ongoing construction and maintenance work in and around SA as well as other smaller projects, the outlook appears buoyant. As with all other States, SA is experiencing low unemployment, so it is difficult to find good staff members to fill the current skills shortage. With the commencement of further projects in the state this will only become more of an issue across the board. Members will need to look at their onboarding strategies and work out ways of attracting the best talent to fill this potential void.

Lastly and most importantly, I would like to thank our Traffic Control workers from each company here in South Australia. Without your knowledge and expertise, work on the roadways would cease. You provide a valuable service to the Clients that you work for and the people that you protect. TMAA is currently scoping the development of practical training topics specifically for the use by on road traffic controllers. Again, this knowledge share and subsequent learning can only make things safer at the coal face. Keep up the great work, and THANK YOU!

Until next time, Stay Safe.

**Stefan Webb**  
**TMAA SA CHAIR**

# An update on the National Harmonisation of Temporary Traffic Management Practice

Geoff Allan,  
Austroads Chief Executive



Austroads, the collective of Australian and New Zealand government road and transport agencies, continues to work with members, local government, and industry to harmonise temporary traffic management practice.

Since the last edition of TMAA Detours, the national harmonisation of temporary traffic management practice project has progressed significantly. The [Temporary Traffic Management page](#) on the Austroads website provides up-to-date information on the harmonisation initiative, including background, key project milestones and importantly stakeholder targeted fact sheets..

## NATIONAL TRAINING FRAMEWORK FOR TTM

The National Training Framework for TTM is very well progressed, smoothly moving from implementation to operations. In addition to the formal skill sets, Austroads has developed fact sheets geared towards traffic management companies, approved training providers, and trainers and assessors seeking to deliver training and assessment.

## TRAIN THE TRAINER INITIATIVE

To date, more than 270 trainers have registered to attend a train the trainer course.

Registered Training Organisations seeking to become an Approved Training Provider must have their trainers and assessors approved. In addition to holding teaching qualifications, each trainer and assessor must demonstrate competency by holding the skill set in the Temporary Traffic Management National Training Program/s they teach. The Train the Trainer initiative is providing the opportunity for eligible trainers/assessors to gain the skill sets under the new National Training Framework for Temporary Traffic Management.

Train the Trainer courses commenced for Traffic Controller 1 and Traffic Controller 2 in July with courses being held in Northern Territory, Victoria, Tasmania, South Australia and Western Australia. Traffic Management Implementer 1, Traffic Management Implementer 2 and Traffic Management Implementer 3 courses will commence in July and continue until the end of August.

## STATE/TERRITORY ADOPTION

The response from all States and Territories has been positive. For the immediate adopters, the indicative timelines for adoption of the National Training Framework for Temporary Traffic Management are presented in the table below.

State / Territory	ATP Application Process Opens	National Training Framework Becomes Mandatory	Transition Period *
<b>Victoria</b>	Second half of 2023	December 2023	December 2023 –December 2026
<b>Northern Territory</b>	Second half of 2023	January 2024	January 2024 – December 2026
<b>South Australia</b>	Second half of 2023	February 2024	January 2024 – December 2026
<b>Western Australia</b>	Second half of 2023	<b>Category 1:</b> Feb 2025 <b>Category 2 and 3:</b> Feb 2026	<b>Category 1:</b> February 2025 – Feb 2028
<b>Tasmania</b>	For future updates and to subscribe to our traffic management newsletter please visit <a href="http://www.transport.tas.gov.au/">www.transport.tas.gov.au/</a>		

\*as current qualifications expire an individual will transition to the National Training Framework For Temporary Traffic Management

## APPROVED TRAINING PROVIDER

Individuals who conduct temporary traffic management work on roads managed by the participating state/territory must obtain skills sets through training provided by an Approved Training Provider (ATP).

An ATP is a Registered Training Organisation (RTO) that has been approved by a state or territory to deliver temporary traffic management training. An RTO cannot provide training under the National Training Framework for Temporary Traffic Management without becoming an ATP in the state or territory it wishes to deliver training in. Therefore, being approved as an ATP in one state or territory does not automatically entitle an RTO to provide training in another state or territory. An ATP will be provided with the temporary traffic management logo to be able to identify in the market as an ATP.



Temporary traffic management logo for the use by a training provider to identify in the market as an ATP.

Following the successful theoretical (in-class/face-to-face) training, learners will be required to obtain practical training and successfully complete a practical assessment prior to a Statement of Attainment being issued. This aims to ensure that individuals gain sufficient practical experience before working independently. Practical experience requirements must be completed on declared TTM Category roads within six months after successfully completing the theoretical component.

### NATIONAL TEMPORARY TRAFFIC MANAGEMENT TRAINING MATERIAL

The national temporary traffic management material is being finalised following feedback from train the trainer participants. The material comprises the Austroads training material licenced to ATPs for the delivery of training programs and jurisdictionally developed and maintained localised content licenced to ATPs for the delivery of training programs specific to the jurisdiction.

The Austroads TTM national training material comprises for each of the TTM national training programs the following:

- Training and assessment strategy
- Mapping document (content and assessment mapped)
- Presentation slides with trainer notes
- Trainer guide
- Theory assessment
- Simulated theory assessment (as applicable)
- Practical training logbook (as applicable)
- Practical training assessment (as applicable).
- Theory assessment answer guide
- Learner guide.

### NATIONAL REGISTRATION FRAMEWORK FOR TTM

States and territories vary in processes they use to authorise temporary traffic management service providers to deliver services. Some have prequalification or accreditation schemes that aim to preselect organisations as eligible for future service provision. Others have no such schemes.

The National Registration Framework for Temporary Traffic Management provides a more consistent and streamlined approach to the registration of organisations seeking to provide temporary traffic management services.

### AITDSA

The Austroads Innovative Temporary Traffic Management Device and Solution Assessment (AITDSA) panel met in June 2023, to review the new submissions to the panel and follow the progress of AITDSA's in-field assessments.

The meeting was the fourth panel meeting held since AITDSA commenced operation on 1 July 2022.

Comprising of Austroads members from each Australian state and territory, and New Zealand, the AITDSA panel is central to the operation of AITDSA and helping provide a harmonised approach to the recognition of approved temporary traffic management (TTM) devices across jurisdictions.

Since its inception a year ago, recommendations from the AITDSA panel have so far resulted in four innovative TTM devices/solutions to be recommended for use across the Australian and New Zealand jurisdictions. A summary of AITDSA recommended devices and solutions currently adopted by Austroads members is presented below:

Jurisdiction	Gibney Barrier	TriLight	eBoom	TriSign
VIC	✓	✓	✓	✓
SA	✓			✓
TAS	✓	✓	✓	✓
WA	✓	✓	✓	✓
NZ	✓	✓	✓	
NSW		✓	✓	

The panel is currently assessing four innovative TTM devices/solutions, of which two have progressed through to in-field assessment. In-field assessment for one of the two solutions was recently completed on the Oxley Highway in New South Wales, while another device is currently being assessed on the Newell Highway in New South Wales. A third in-field assessment is expected to commence in the coming weeks.

With more submissions expected to be presented to the panel at the next meeting, the panel also discussed strategies and best practice for conducting in-field assessments with help from the jurisdictions.

**The next AITDSA panel meeting will be held on 4 September 2023.**



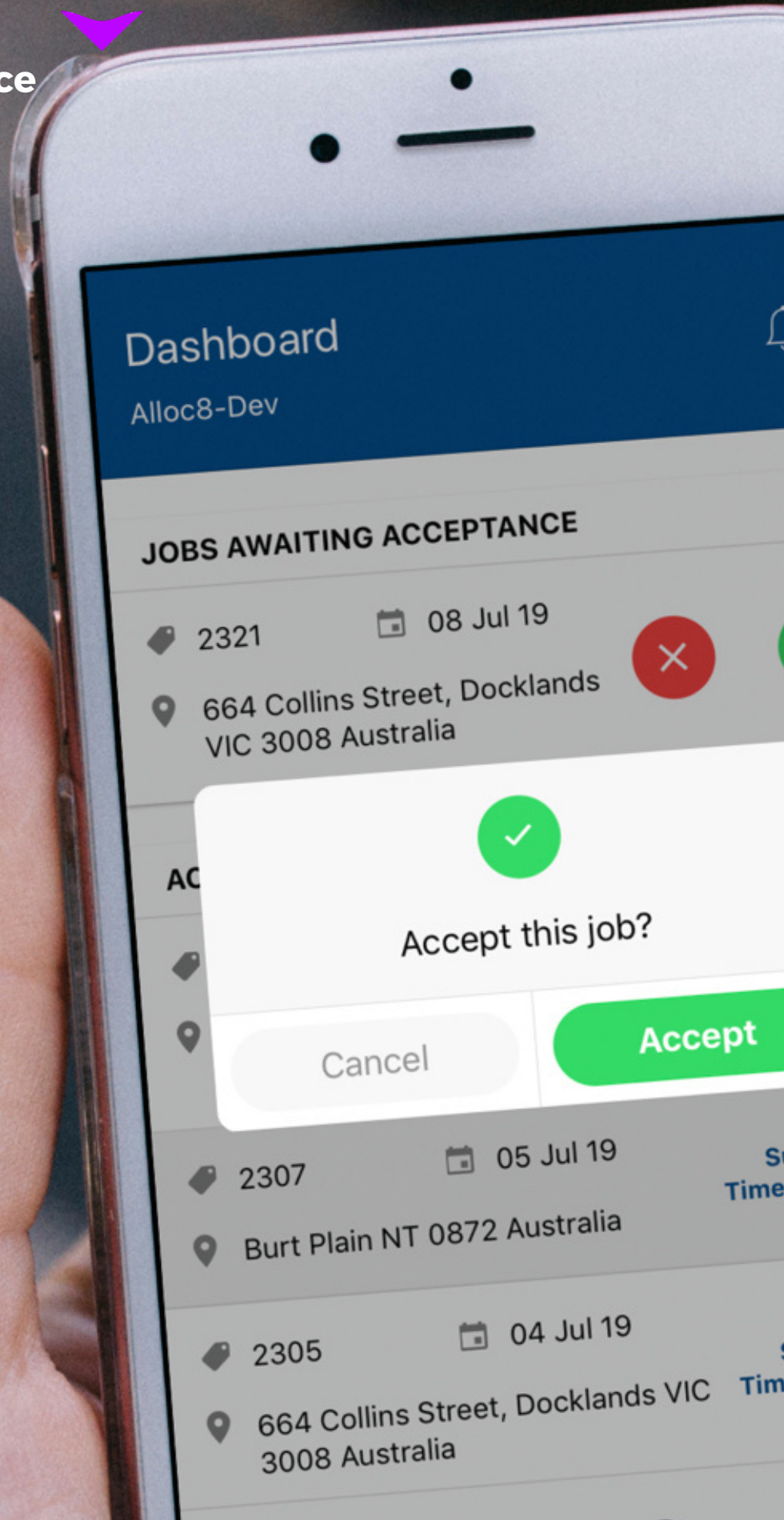
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### **YOUR ROADMAP TO GROWTH AND DEVELOPMENT**

Of course, growth and development do not happen by chance. Instead, they require a clear and well-defined pathway for the future. This is where data can help – data will formulate your roadmap and build your vision for the future.

How does this influence your investment in technology? Well, you certainly need solutions that can collect both internal and external data, but your tech infrastructure has to go beyond this. Your business depends upon solutions that can bring a wide range of sources together and utilise integration to ensure all teams and tools work with up-to-the-minute datasets. This real-time flow of knowledge will help you understand the next steps for your company.

### **PROTECTING THE BOTTOM LINE**

It is easy to get carried away when you grow your business. As you chase new prospects and increase sales, you may find yourself forgetting about existing customers and clients, stretching yourself too thinly as you target future expansion.

Investing in scheduling technology helps you manage your resources effectively, ensuring that you are able to complete all tasks to a high standard, even as volume and demand increase. As a result, not only will you be able to book more jobs and grow your client base, you'll be

able to ensure that those jobs are getting done the right way. Protecting both ends of your business is crucial to sustainable growth.

### **THE PRACTICALITIES OF PLANNING AND FORECASTING**

Technology directly supports the planning and forecasting aspects of growing your business. Effective planning and scheduling tools allow your teams to allot resources for upcoming projects and match the right personnel to the right jobs. In addition, an automated functionality will help guide you by suggesting allocation levels and personnel scheduling based on project requirements, effectively streamlining the whole process. Eliminating human data entry and manual processes makes planning more efficient and reduce the potential for errors. Plus, it saves all employees time and energy.

Integration with external systems is also significant here. For example, you may need to check your plans against compliance guidelines or provide reports and risk assessments to regulatory bodies. The technology you invest in should bridge the gap between your systems and those of external agencies and entities in your industry.

### **TAKE THE NEXT STEPS ON YOUR BUSINESS GROWTH JOURNEY WITH ALLOC8**

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## ✓ Tips for getting it right

DR DAN SULLIVAN



As an active member of the traffic management industry, I hear the stories from some TTM companies of their difficulties in working with Local Governments. I understand the pressures that many TTM companies face as they are squeezed between clients who just want to get the work done and a council who seems to take an inordinately long time to issue a permit or repeatedly refuses permits. These problems cost us all money, delay the works, and can lead to increased pressures to cut corners with the process. None of this is good for the industry.

I am in a unique position as a specialist advisory business, as I also work with a number of local governments, across Queensland in particular. My current work with these councils includes a review and recommendation of improvements to their internal systems around Temporary Traffic Management. While undertaking these reviews a range of issues that are relevant to the TTM industry in working with councils have also arisen.

### UNDERSTANDING ROLES AND RESPONSIBILITIES

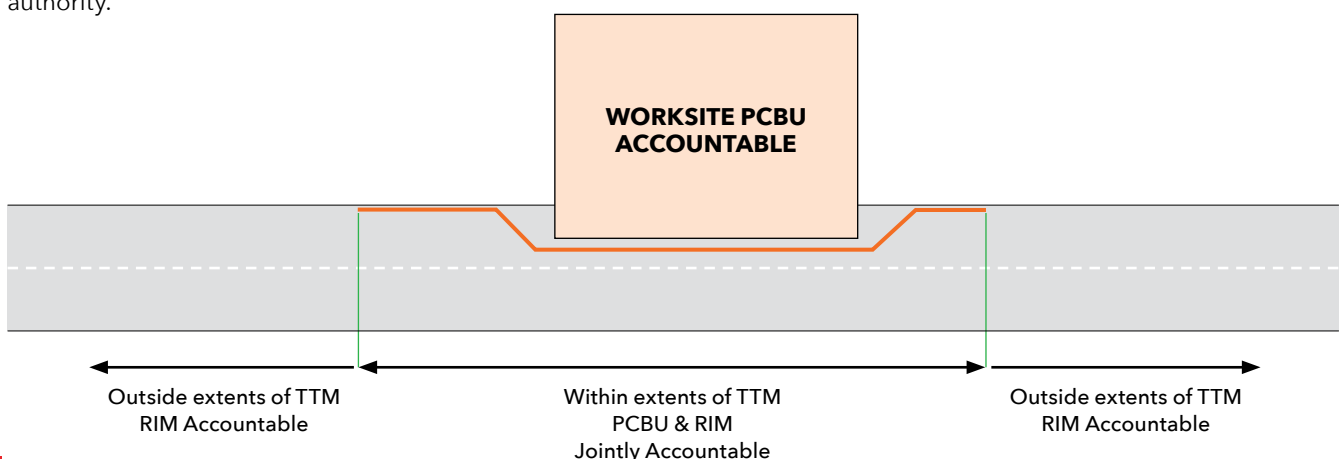
What is also clear is that councils, are becoming more aware of their responsibilities as the Road Infrastructure Manager. In this regard it is important to note how this operationalises for both councils and the TTM companies working on council roads. In considering how these responsibilities impact on a TTM company works we must review the Austroads guidance and other legal precedents. AGTTM Part 8 states that "A PCBU shall ensure, so far as reasonably practicable, that other road users are not exposed to health and safety risks arising from any TTM business or undertaking." It is further stated in the same document that "the RIM has a statutory duty to ensure so far as reasonably practicable the safe and efficient operation of the road network under their authority."

I do not have a legal background and therefore cannot advise as to how a court would view these potentially competing accountabilities and how potential liability would be distributed in the event of an incident resulting in a legal claim.

A case example which may be relevant is the coroner's findings in the Northern Territory "Inquest into the death of Peter John Bonnell" and the subsequent prosecutions by WHS NT. The applicable WHS legislation is considered similar across Australia and so this case is a likely precedent in most jurisdictions. The coroner noted with regards to the RIM that "In my view, the government, through the Department, has an obvious duty to the public to ensure safety on the roads ... the Department cannot and should not be allowed to completely absolve itself of this duty of care to the public, by delegating or contracting out completely that duty." In that case the subsequent WHS investigation assigned two-thirds of the financial penalty on the government agency and one third on the contractor (PCBU).

In consideration of these issues, I believe (not a legal opinion) that any TTM accountability:

- i) Within the contained area of a worksite with no public access and under the control of the PCBU remains the clear accountability of the PCBU.
- ii) Simultaneously, the operation of the road and path network outside the extents of all TTM treatments remains the clear accountability of the RIM.
- iii) The area of potential crossover of accountabilities is the publicly accessible areas of the road and path network within the extents (first advance sign to termination signs) of the TTM treatments. This is demonstrated diagrammatically in the following figure.



Considering this precedent, and the Austroads and WHS requirements of a RIM and a PCBU, it is therefore necessary for councils to retain a review role for all Temporary Traffic Management on its roads and play an active role in ensuring compliance. This is required to demonstrate that it meets its statutory duties.

Unfortunately, I have observed in correspondence a lack of recognition of the role of the council with suggestions that "Council has no right to challenge or suggest improvements because I am the designer". These comments do not serve to assist as council has a right to come back emphasising that it is their road and they remain accountable for the safe operation of the road, even when a TTM company is working there.

I therefore recommend that TTM companies consider Council as a partner that they need to work with, not an obstruction to be overcome.

### UNDERSTAND THE LOCAL ISSUES

A key observation from a number of submitted TMPs and TGSs was that there is too frequently a lack of understanding of the local issues at a site. These issues can result in an immediate rejection of the submitted TTM and only serve to suggest that the design does not understand their role. Examples include:

- Not catering for pedestrians, particularly around intersections.
- Not understanding the cycle network. These are not just on-road cycle lanes but routes that are most frequently used by cyclists.
- Closing local roads without understanding impacts on residents and businesses.
- Heavy vehicles being diverted onto a detour with a height restriction.

While it is time consuming, my recommendation is that the designer should visit the site, or at least understand the site well, and talk to the council in advance to understand what is important and what is likely to be accepted or rejected prior to lodging a permit application. This prework can save a lot of effort in developing complex TGS diagrams when the original concept was never going to be accepted.

### UP TO DATE TGS

On a site I visited recently, when we asked the leading TMI for a copy of the TGS applied at the site, his response unfortunately was "I will have to go and dust the cobwebs of it". This was not a promising start. When the TMI returned with his tattered bunch of generic diagrams the first noticeable item was that they were drafted in 2017, some two years prior to the publication of Austroads, and four years prior to the mandatory adoption in QLD of Austroads in December 2021. The TGS were therefore out of date and did not comply in a number of areas. This is an easy item for anyone to check and for councils to note as a non-conformance.

### ACTUALLY USING A TGS

At further sites visited, it was clear that the TTM setup was not compliant and when reviewed in detail did not follow the TGS that was listed as being used. I am aware that many TTM staff do this job day-in and day-out, but it is clear in examples like this that incorrect habits may become embedded and that in cases the field crew seems to just assume they know what needs to be done without checking the TGS. While staff may believe they are competent and know what to do it is essential they check their practice against the drawn TGS at every site. This then protects them, the TTM company and all other relevant parties from potential litigation.



### HAVING CORRECT EQUIPMENT

Having the correct equipment seems obvious, but it has been a regular occurrence that not all the appropriate equipment is available.

Firstly with regards to the TTM vehicles, refitting them to comply with the current standards and guidelines can be expensive. When I was on site with one council, it was noted that the vehicle supplied by the TTM company did not have both front and rear facing arrow boards and signs as detailed for mobile convoys in AGTTM Part 4 for use on undivided two-way roads.

With the same council, at a site on a nearby road, the Worker Symbolic signs were present but had a black symbol on a yellow background. This colour combination for this sign has not been permitted for approximately 20 years. It is unclear why this sign remained in anyone's inventory. Other councils have reported that the TTM is not set up correctly in accordance with the TGS as the crew does not carry the necessary signs and devices. Speed limit signs were commonly observed to be wrong in 70 and 90km/h zones.

The overall impact of these issues has led some Councils to reconsider their use of 3rd party TTM support if they cannot supply the necessary compliant equipment. To protect your future business it is essential that the industry provides the right advice and right TTM equipment correctly on site in accordance with a TGS.

#### Dan Sullivan

Founding Director,  
Solutions in Transport

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## Portable Traffic Signal System eSTOP & eSTOP-M

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eSTOP™ has been approved by the Department of Transport and Main Roads and is registered under the Electrical Regulatory Authorities Council.

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#### eSTOP

- # Operate from a safe distance (up to 400m with option to increase distance);
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- # Environmentally robust, light weight, three-piece assembly, adjustable height;
- # Small handheld remote controller - rated IP65;
- # Remote controller mimics traffic lantern states in real time;
- # Control up to 2 traffic light units with one controller;
- # Portable carry cases and easy to assemble;
- # Reduces overheads.

#### eSTOP-M

- # Same as eSTOP with an extra feature: It can pair more than 2 units to the HRC - one button can control more than 1 eSTOP unit allowing the lanterns to be placed more than one position. Please do note that the units paired on that same button will change colour simultaneously.

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#### eSTOP

- # 2x Traffic lights per set
- # 2x Adjustable legs
- # 2x Hand held controls
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- # Durable carry cases
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#### eSTOP-M

- # Traffic lights per set \*
- # Adjustable legs \*
- # Hand held controls \*
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CHRIS BOYER

## The Dry Season in Northern Territory Brings Challenges and Opportunities for Traffic Management

As the dry season envelops the Northern Territory in its warm embrace, backpackers from all corners of the world descend upon this rugged land, eager to fulfill their regional work requirements. However, this influx of workers seeking to complete their agricultural obligations has once again presented challenges in providing necessary training for Work Zone 2 (WZ2) and Work Zone 3 (WZ3) traffic management.

The demand for training in traffic management has reached unprecedented levels, as evidenced by our in-house courses being fully booked within just two hours. This remarkable surge in interest is anticipated to bring about significant shifts in the near future, particularly among UK residents eager to capitalize on the recently expanded age limits for working holiday visas. The age restriction has been raised to 35, enabling a larger pool of individuals to partake in casual work opportunities in the NT. However, it is important to note that these developments may also result in fluctuations, as the requirement for regional work to obtain a three-year working holiday visa is set to be abolished in 2024. Therefore, it is likely that new peaks and troughs will emerge in response to the UK free trade agreement.

Another significant development is the harmonization of Temporary Traffic Management, which enables more interstate workers to journey to Darwin in search of warmer climates during the winter season. The glorious weather that accompanies the dry season acts as a magnet for those seeking respite from the bitter chill elsewhere in the country. This harmonization will foster increased collaboration and exchange of expertise between traffic management professionals from different regions. As always, while we value the arrival of casual workers, we remain steadfast in our enduring relationships with employment services in the Northern Territory to prioritise the promotion of local jobs throughout the year.

On the 8th of May, the Civil Contractors Federation (CCF) NT organised its annual Earth Awards, a remarkable

event that showcases the best practices in the civil and construction industry. At this prestigious gathering, I had the privilege of attending alongside TMAA President Andrew White. Among the deserving recipients, Trafficwerx was honoured with the prestigious Traffic Management Project of the Year award for the third consecutive year. The work on the Tiger Brennan Drive / Berrimah Road Overpass Stage 1, which I highlighted in the previous issue of *Detours*, secured us this recognition.

As the dry season progresses, the Traffic Management Association of Australia and its dedicated members continue to tackle the challenges that arise with enthusiasm and determination. We recognise the importance of ensuring the safety and efficiency of our road networks, particularly during times of increased activity and visitor influx.

Looking ahead, we anticipate the forthcoming changes in traffic management regulations, the shifting dynamics of the backpacker workforce, and the continued collaboration among industry professionals. As we navigate through these transformations, it is imperative that we maintain our commitment to excellence and foster a supportive environment for knowledge sharing and skill development within the traffic management community.

The dry season in the Northern Territory is not only a time of breathtaking beauty and pleasant weather; it is also a period that demands our unwavering attention to ensure the smooth flow of traffic and the safety of all road users. Together, as we embrace these challenges and harness the opportunities presented, we can build a stronger, more efficient, and safer traffic management system for the Northern Territory and beyond.

**Christopher Boyer**  
TMAA Northern Territory Chair



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NICOLE WILLING

**R**ecently voted in as the Chair Elect for Tasmania, I feel both proud and excited to have been selected to represent the voices of the Tasmanian traffic management industry to the TMAA. I am grateful to be supported by Peter Dixon as the Vice-Chair Elect, with his wealth of industry knowledge and experience as the previous Chair for Tas. I hope to represent the industry as well as he has over the past couple of years.

There have been some big changes in the structure of the TMAA and I would like to give my acknowledgment and thanks to Douglas Browning for all his hard work over the years as the previous State Secretary for Tasmania. I would also like to welcome and thank Bailey Morgan, National Secretariate. Her input has already been invaluable.

July saw the first TMAA Tas division meeting, since the structural changes, held in Launceston with great attendance both in person & online. Hearing updates from State and Local government representatives, Tas Police & CCF Tas. These meetings are a great chance for the traffic management companies of Tas to get together and discuss the difficulties we face as an industry and what we might be able to do together to implement lasting changes together as an industry. Coming together not as competing companies but as an industry, all voices being heard equally.

A continually raised concern is speeding through our worksites, and the negative interactions towards our Traffic Controllers from the public. We face this struggle every day. How do we engage with the public to see us as fellow human, out there trying to do the job of keeping

workers & the public safe? We are not just a roadblock stopping you from getting where you need to go. The CCF continue to work tirelessly on evolving the "Your Speed Is Our Safety" Campaign, in an attempt to combat this issue, we face.

Tasmanian has seen large investment in long term State infrastructure projects including the Bridgewater Bridge Project and Midland Highway upgrades, a vital arterial road linking the North of the State to the South. Winter months bring with it its own set of challenges for temporary traffic management in Tasmania but also ushers in fantastic annual festivals such as DARK MOFO. A huge tourist draw card that highlights the weird and wonderful side of Tasmania, testing the planning skills of local TMD's with major arterial road shutdowns for parades, marches & special events.

The industry as a whole is taking great leaps forward in its investment and efforts towards the safety of our workers. Tasmania has proudly been at the forefront of the early adoption of the AGTTM putting in the hard to keep our workers, contractors and the public safe now and into the future.

**Nicole Willing**  
**TMAA TAS Chair Elect**





## Hi again to all our peers Down Under!

**E**xcellent to have another edition of Detours being prepared and getting ready to publish.

It is very exciting to be able to report that some relief from rain has come since the significant issues of the last few months and at least for now repairs are staying ahead of damage! Obviously, it is still winter and we all expect to see a bit of wet time. What we have seldom seen before is the pure volumes which have lead to such chaotic and detrimental outcomes. One story heard tells that a particular region that has shared in the worst of the weather events and cyclone events had experienced its average rainfall of around 4.0 metres eclipsed in 2023 with over 4.7 metres of fall in the first six months of the year.

Of course, the contracting community has pooled together across all the regions affected, and an extraordinary amount of work has been achieved during the "off-season" for roading.

We likewise have the prospect of elections of government in the next few months of this year. Along with the talking and preparation of budgets and funding, we are hearing a huge range of discussion and policy that addresses infrastructure, roading and multi-modal project funding.

It seems likely that however the outcome lands, it is set to be a vigorous few years in the sectors and industries that employ Temporary Traffic Management people and systems. This comes as the industry transitions at pace into a more risk based approach to work's and event's and promises to be an exciting time for those who relish change.

The most enticing part of the evolving nature of Temporary Traffic Management is that this time in the history of the industry encourages the forward thinking of business and practitioners. We are seeing a lot of shift that combines the integration of technology and innovative thinking around delivery of services.

Alongside the introduction of tools and ideas, we are witnessing a general lift in the understanding of our work by the general public. While this does mean we often perceive a reduction in respect for our workers, the long-term benefit is that an informed public demands the best from us. By knowing what good looks like, the general public can provide us a mirror to look into as we collectively look to methods and practice that support good outcomes for all concerned.

**It is very exciting to be able to report that some relief from rain has come since the significant issues of the last few months and at least for now repairs are staying ahead of damage!**





Photo courtesy of ABC

We might often disregard the opinions of our work and in doing so we close off valuable insights and the opportunity for learning. The attitude in our workforce that “they should just do what we tell them” is being supplanted by a consciousness of providing services at a level beyond the current and this surely has to be a great advance in what we do and how we do it.

We note that this environment affords a significant opportunity to undertake initiatives in a truly collaborative way. We have often heard the word used, though actually effecting collaboration is a much tougher task. It is important to consider that it is possible to collaborate and to compete at the same time. This is how knowledge exchange is made possible and we produce the very best of results.

Overall, we contemplate an exciting time for the industry in Aotearoa New Zealand over the next few years and into the future. There is no better evidence than seeing business and practitioners from The Lucky Country working ever more increasingly in New Zealand. The ability we have to share and improve the operation of TTM across the Pacific region is potentially the biggest opportunity we have ever had if we recognise it carefully.

**TARMAC 2023 is currently wrapping up registrations for the conference, trade show and the program is all but locked in. As this is written we look forward to the opening of the event in just ten days!**

There will continue to be outputs about the happenings, and some of the reporting that is generated will be shared directly in Detours next edition.

Of most note, the sponsored opportunity for attendance is likely to be a jewel in the crown for the event. The generous sponsors (TRU Group) of the TRU Group TTM House have made a very special initiative possible. We look forward to sharing some of the outcomes of this significant investment in frontline TTM professionals being brought together and immersed in an environment that truly enacts “engagement”.

We look forward to sharing more extensive news and content with you all in the next edition of Detours, and always, remain grateful for the support of the Traffic Management Association of Australia.

Talk again soon....



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## NRSPP's Next Heavy Vehicle Toolbox Talk is Out Now!

# FATIGUE

Driving a heavy vehicle has been described as one of the 'unhealthiest' and 'deadliest' jobs in the country. Increased work hours, shift work, fatigue, irregular shifts, being away from families, and the need for mental alertness contribute to some drivers turning to alcohol and drug use.

Transport is a male dominated industry with about 97% of truck drivers being men. Research shows that men who work in male dominated industries have a higher rate of depression and suicide than other industries

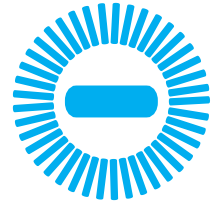


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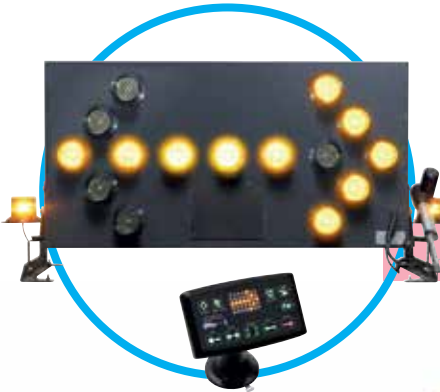
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# Build It, and She Will Come: How creating a welcoming and safe culture is addressing industry challenges

The transport industry has a perennial problem in recruiting enough drivers to fill available roles. In fact, at the start of 2023, there were more than 35,000 driver jobs advertised on Seek, half for truck drivers.

And as a male-dominated industry, it is not perceived as a realistic or welcoming career opportunity for women, essentially meaning we limit ourselves to accessing only half of the potential recruitment pool to fill those vacancies.

In 2018, Alex Fraser Group, and its parent company Hanson Group Australia, set out to tackle both challenges.

It has now successfully recruited more than 60 women drivers – retaining at last count, two thirds of them – to work as specialised tipper truck or concrete agitator drivers. And they've come from all walks of life, ranging from retail, defence and hairdressing to administration, customer service, chefs, and health and beauty.

The initiative has been so successful the women-specific truck driver training is now run multiple times a year and in five states, with plans to expand further.

While recruiting drivers has been the main focus, Alex Fraser's efforts in increasing diversity extends to all areas of the business, with women also included in other traditionally male roles, such as loader operators and key account managers.

And beyond the benefits in recruitment and retention, the bold initiative has met a favourable response externally from clients and had a positive impact on the company's internal culture.

This case study briefly outlines how the two well-known transport names went about successfully recruiting and retaining women drivers, training them to ensure their skills were up to scratch, and the reaction internally from other workers and externally from customers.

## Alex Fraser Group and Hanson Group Australia

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March 2023

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*Kate – project manager*



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Traditionally traffic controllers had to rely on traffic wands or stop slow batons to control traffic, these products work but they pose a collision risk as operators have to stand in the middle of the road to operate them.



Queensland Government

Department of Transport and Main Roads

Due to the high numbers of injuries and deaths TMR has introduced new legislation that prohibits the use of batons to control traffic on roads with a speed limit of 80KMPH and over due to the high numbers of incidents and fatalities occurring.

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