

# TMAA DETOURS

QUARTERLY MAGAZINE | EDITION 33 | FEBRUARY 2021



TRAFFIC MANAGEMENT  
ASSOCIATION OF AUSTRALIA



“  
**Our focus is  
on delivery**”

*DPM Michael McCormack and Assistant Minister for Road Safety Scott Buchholz stepping up delivery*

## THIS ISSUE

- Deputy PM Update  
Michael McCormack
- Assistant Minister  
Scott Buchholz
- Presidents Report
- EO Update
- SARAH Update
- National Road Safety  
Week
- TMAA Conference  
2021
- Austroads Update
- Vulnerable Road Users
- Chair Reports

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STEPHEN O'DWYER

**W**elcome to our latest edition of TMAA Detours. It continues to be a challenging environment for us all, with the ever-changing rules of engagement on a State by State, sometimes, region by region basis. Whilst the challenges have been there, it certainly appears as though the traffic management industry has fared pretty well over the past 12 months.

National Road Safety Week is nearly upon us again with this year's week scheduled for May 16-23. I hope that all members get involved through the many different events and promotional activities available. There is plenty of information available on the National Road Safety Week website around how you can get involved and what your business can be doing to support the initiative. NRSW has grown each year and is now a premier safety event on our national calendar.

I met with the Road Safety Commissioner in WA recently, and they are excited to work with our WA Committee with respect to raising the profile of traffic control and workers on foot as part of the State's road safety initiatives.

TMAA has continued to engage with Austroads on both the training and prequalification frameworks. Austroads released more information on both of these initiatives in early January. Austroads has a list of questions and answers on the schemes available at [www.austroads.com.au](http://www.austroads.com.au).

Work has continued with the Roads Australia Road Worker Safety Working Group. The Working Group now has a solid agenda including working with key stakeholders on current procurement of traffic management and our industry image and profile. With both Government and key buyers of traffic management as part of this group, the opportunity for boots on the ground conversation opens the door to real change. This working group meets again in March.

With State and Federal Governments continuing to announce significant infrastructure spends let's hope that 2021 and beyond is buoyant for our industry. Keep an eye on changing State Codes especially with the introduction and application of PTCD's on our worksites.

Thank you for your continued support of the Association. I look forward to catching up with you at a Division function, or at our Conference in June.

**Stephen O'Dwyer**  
**TMAA President**



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# Equip delivers Top 10 investment results for 2020

Last year was tough on many fronts.

But we're pleased to announce Equip delivered Top 10 investment returns for members.

Our Balanced Growth option was up by 5.1% for the year. That's not only a top performance, it's also well above the SuperRatings SR50 market average of 3.3%.\*

Our Overseas Shares option returned members 15.4% for the year, significantly outperforming the competition.

Download the full investment report [here](#).

## 1 year investment performance Equip comparison returns for 2020 calendar year\*

	EQUIP	MARKET AVERAGE
<b>Balanced Growth</b> SR50 Balanced (60-76) Index	<b>5.10%</b>	<b>3.30%</b>
<b>Growth Plus</b> SR25 High Growth (91-100) Index	<b>6.78%</b>	<b>4.05%</b>
<b>Overseas Shares</b> SR50 International Shares Index	<b>15.40%</b>	<b>6.26%</b>

\*SuperRatings Fund Crediting Rate Survey  
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Those numbers have been described as a "stunning turnaround" for the super industry. As the coronavirus pandemic began to shut down the global economy back in February and March, the average super balance saw a 10-12% loss.

While most funds have rallied, and recovered those losses, Equip has been recognised by Chant West for our Top 10 end of year ranking.

## THE REASON FOR THE GAINS

Investment markets have been in recovery mode since mid-2020, and the December quarter solidified that trend with roaring gains.

## Quarterly investment performance Equip quarterly returns to 31 December 2020\*

INVESTMENT OPTION	EQUIP RETURNS
<b>Balanced Growth</b>	<b>5.99%</b>
<b>Growth Plus</b>	<b>9.36%</b>
<b>Overseas Shares</b>	<b>10.58%</b>

\*SuperRatings Fund Crediting Rate Survey  
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Those gains were driven by a number of factors, including:

- Better than expected developments on the COVID-19 vaccine,



- Increased political certainty in the U.S. following the November elections,
- Economic stimulus in the U.S.

While the above provided markets with renewed optimism and certainty, the results were underpinned by surging tech stocks. Indeed, one of the biggest investment stories of 2020 has been the unprecedented rise in tech stocks.

Tesla began the year at \$84.90 USD and ended 2020 above \$700, a gain of over 740%. Apple, Amazon and Google haven't been able to match those numbers, but they've all done very well for investors, returning 80%, 76%, and 30% for the previous calendar year.

The good news for members is that surging tech stocks also boost super balances, especially those invested in growth-driven options. This is another reason that our Growth Plus option is up 9.36% for the previous quarter, and Overseas Shares have returned 10.58% during that same time.

## WHERE TO FROM HERE?

The new U.S. administration is looking at a \$1.9 trillion USD stimulus package to help jumpstart the American economy. It's hoped that this government spending, alongside the rollout of a COVID-19 vaccine, will help deliver an economic recovery in 2021.

But if 2020 has taught us anything, it is to expect the unexpected. Which takes us full circle, and back to the early days of 2020 when no-one anticipated a global pandemic, or a record surge in global tech stock.

The simple fact is no-one can predict the future, and past performance is no guarantee of future results. But most of us are probably looking forward to a calmer, more stable 2021.

Meanwhile, a financial planner can help you better understand your options and recommend the best way to structure your finances. Equip members can speak to one of our financial planners at no additional charge for the initial appointment.

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## LARGE FLEET DISCOUNTS\* ON THE D-MAX & MU-X RANGE

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\*Offer is only applicable on new Isuzu 21MY D-MAX & 19MY MU-X purchases, excludes demonstrator vehicles & is not available in conjunction with any other offers. Offer only applicable to current TMAA Members. Proof of membership must be provided to your Isuzu UTE Dealer prior to the vehicle purchase. Isuzu UTE Australia reserves the right to verify all claims. Offer valid until the 31/12/2020. <sup>†</sup>6 years/150,000km (whichever occurs first), for Isuzu UTE Vehicles with a Warranty Start Date on or after 1/1/19. Excludes trays & accessories. <The Roadside Assistance Program ("RSA Program") provides Coverage to RSA Eligible Vehicles with a Warranty Start Date on or after 1/9/20 for a maximum of 7 years (unlimited kilometres). Initial 13 months Coverage provided from the Warranty Start Date. The Coverage will be reset for another 13 months from each date that a Participating Isuzu UTE Dealer conducts a Scheduled Service on the vehicle. For full terms & conditions visit [isuzuute.com.au/roadside-assistance-disclaimer](http://isuzuute.com.au/roadside-assistance-disclaimer). >The Capped Price Servicing Program ("CPS Program") applies to CPS Eligible Vehicles at Participating Isuzu UTE Dealers only. For 19MY & later vehicle models, the Capped Price Servicing covers the first 7 Scheduled Services for up to 7 years/105,000km (whichever occurs first). CPS Program is subject to change. For full terms & conditions, current pricing & model eligibility visit [isuzuute.com.au/service-plus-disclaimer](http://isuzuute.com.au/service-plus-disclaimer).



LOUISE VAN RISTELL

## A year of change

2021 brings with it a plethora of change to the traffic management world. Not only is there a profusion of works already in play and predicted, there are a range of industry projects being operationalised this year, thanks to Austroads and state/territory jurisdictions. I have outlined the projects below:

### AGTTM

The Austroads Guide to Temporary Traffic Management (AGTTM) roll out brings together a new set of criteria for the industry in every state and territory. At present, all state territories have already, or will be, adopting this set of practices in 2021, with the exception of New South Wales, who are targeting the implementation of only some segments of the document. TMAA will be leading the AGTTM education program with webinars and COVID safe events to assist members and the wider range of stakeholders on the pros and cons of operating under the AGTTM. Check our events page from March for the webinars and events. [tmaa.asn.au/upcoming-events/](https://tmaa.asn.au/upcoming-events/)

### NATIONAL PRE-QUALIFICATION

On the homefront in each state/territory, government and industry are providing valuable finishing touches on the first implementation paper for a National Pre-Qualification Scheme. This is a coup for traffic management, aligning compliance and safety with business practices, ensuring optimum performance by traffic management and associated businesses across the nation. Calendered for introduction at the end of 2021, this document will form an overarching structure for the way industry does business. Key parameters will focus on demonstration of safety, performance and compliance ability across roads and infrastructure projects. TMAA is proud to have been part of this project since its inception in 2015. Again, we

will provide education and clarification for members and key groups as the National Pre-qualification Scheme is introduced around the country. For more information register via the following link: <https://austroads.com.au/network-operations/temporary-traffic-management>

### TRAINING

The national training models are nearing finalisation across 2021 with initial uptake 'suggested' by some jurisdictions for mid 2022. TMAA continues to provide feedback and expertise to ensure the system is robust and provides for excellence in traffic management training, and preparation for operational site work. The training will align with the National Pre-Qualification Scheme requirements.

### PORTABLE TRAFFIC CONTROL DEVICES

Portable traffic control lights, boom gates and devices are currently in use (and legislated) in some jurisdictions across the country. With the implementation of the AGTTM, National Pre-Qualification Scheme and new training, it is anticipated these devices will be mandated on a wide range of site operations and provision for traffic controller training will need to be included.

### YOUR SPEED IS OUR SAFETY

Sadly, we have mourned the death of another traffic controller in Western Australia this year. Our mantra is safety and the Your Speed is Our Safety story, continues to spread the 'slow down' and 'obey signage' messages across the country. Share with your teams and colleagues as a constant reminder of the dangers of our high-risk industry both on roads and infrastructure sites. I continue to meet and discuss this initiative and all our projects with jurisdictional Ministers, advisers and senior stakeholders in government, and in comrade Associations. I assure you our voice is being heard and we are all getting on with the job of safety. (Cover photo - DPM Michael McCormack and Assistant Minister Scott Buchholz getting on with the business of safe roads.) Working with these groups, let's make this year of change one where safety prevails.

**Louise Van Ristell**  
TMAA Executive Officer

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# Stepping up delivery in 2021

## Minister Michael McCormack

*Michael McCormack is Deputy Prime Minister, Nationals' Leader and Minister for Infrastructure, Transport and Regional Development. He is also the Nationals' Member for Riverina in regional NSW*



**A**round this time, as the world reflects on a full year of the global pandemic, Australians have every reason to be confident.

We managed to contain the spread of the virus during 2020 through community-wide co-operation informed by world-class health advice.

At the same time, the Australian Government has also stabilised the economy and embraced policies which can underpin Australia's economic comeback.

At the centre of these plans is record funding for infrastructure spending.

And in 2021, our focus is on delivery.

Across the country, in every State and Territory, there are new projects being built now, providing jobs now, improving safety and connectivity now. Now is when we need this activity to cement our economic recovery.

In Tasmania, work has begun on the first stage of the Northern Roads Package, a \$55 million project to provide a more efficient route for freight vehicles travelling across the State's north.

Construction company Hazell Bros has begun work on upgrading the Batman Highway between East Tamar Highway and the Batman Bridge.

Work on the biggest South-West road infrastructure project in Western Australia - the Bunbury Outer Ring Road - also kicked off in January, unlocking thousands of local jobs and economic benefits for the Greater Bunbury region. The South West Gateway Alliance will build the 27-kilometre, four-lane, high-standard road from Forrest Highway near Australind to the Bussell Highway, south of Bunbury.

Work has also kicked off to seal and widen an 18-kilometre section of Silvertown Road in the Far West of New South Wales. This investment will improve journeys between the historic mining village of Silvertown and Broken Hill.

These examples show the scope and variety of road projects the Australian Government is supporting as part of our record \$110 billion investment in transport infrastructure projects.

This figure is at the core of our Economic Recovery Plan for Australia. A plan which was set out in the 2020-21 Budget in October last year.

A feature of that Plan was the introduction of a "use it or lose it" provision built into the Government's \$2 billion Road Safety Program.

The aim of this is to encourage State and Territory decision makers to develop a slate of qualifying works which will save lives on our roads, could be jointly funded and can be delivered soon - delivering jobs into the field now when working Australians need them most. A few months on, projects are already underway in a number of jurisdictions.

To encourage projects to be quick out of the blocks, we've split this funding into three tranches, with funding in the first tranche to support projects which will be completed by the middle of this year.

In Western Australia, we are providing funding for road safety upgrades such as shoulder widening and the installation of audible edge lines rolled out across thousands of kilometres of regional roads.

The Northern Territory is also moving forward with 43 projects. In the Territory's case these projects will not only include some widening and audible edging but also examples of intersection safety improvements and new rest area and truck-stop facilities.

In Queensland, this first tranche of funding will see another 88 projects started and completed before June 30, supporting around 950 jobs in Queensland. And a variety of works will be delivered in Tasmania, including installing line marking, median treatments, pedestrian refuges and shared paths.

When big and small projects are viewed together - such as the commencement of the Bunbury Outer Ring Road and safety improvements to regional roads in Western Australia by mid-year - it is apparent the Australian Government is delivering.

Another priority for the Australian Government this year is road safety. Not only for drivers and passengers, but for those who work on the roads every day.

The recent tragic death of a road worker in Ravensthorpe in Western Australia is a stark reminder of the danger they face and I agree wholeheartedly with TMAA President Stephen O'Dwyer's plea for all drivers to take care around roadworks.

To this end, we are proud to support the TMAA's television and social media campaign, 'Your Speed is our Safety' which highlights the important message that the safety of road workers and traffic managers depends on road users doing the right thing and adhering to speed limits at work sites.

The Australian Government's Office of Road Safety supports this program and 19 other road safety initiatives through the \$4 million Road Safety Awareness and Enablers Fund.

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# Making Traffic Control Safer with Kennards Hire

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Kennards Hire has an extensive range of compliant, high-quality traffic guidance and control equipment to maximise safety at roadwork sites, construction sites and civil projects.

From attenuators to lighting towers and barriers, Kennards Hire has the equipment you need, when you need it.

## ATTENUATORS

Attenuators like the 15t tabletop attenuator with VMS and cameras provide a vehicle collision cushioning system to help protect road workers.

Craig Evans, branch manager at the Traffic Division in Brisbane, said traffic attenuators are key to lowering the risk of injury to workers or damage to property in the event an errant vehicle enters the work zone.

## TOWABLE TRAFFIC LIGHTS

Traffic controllers often face considerable risk at work.

Kennards Hire's portable, towable traffic lights make the job safer for traffic controllers and other road workers by enabling them to keep clear of vehicles.

The traffic lights can be set to work automatically according to a timer, which is particularly useful for unsupervised roadwork sites in regional or remote locations.

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This equipment allows work to continue after dark or in poorly-lit conditions, maximising efficiency.

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The Softlite tower - this provides a softer lighting solution with minimum glare and shadowing.

LED light towers - these solar-powered, battery-charged lighting towers give off a very clear and efficient light, with minimal emissions and silent operation. They are ideal for use in residential areas where noise can be an issue.

## MESSAGE BOARDS

Electronic message boards help to clearly communicate important messages to road users.

The trailer-mounted, solar-powered, LED-coloured variable message board features colour fonts and images, remote programming, and multi-page display with continuous looping. Other options include directional arrow boards, speed advisory boards, and video boards.

## BARRIERS AND OTHER EQUIPMENT AVAILABLE

Other types of hire equipment for road projects include:

- Barricades and barriers - including traffic-rated steel barriers, water-filled barriers and portable boom gates.
- Signs, bollards, road cones and flashing lights.
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**2021**



**TRAFFIC MANAGEMENT**  
 ASSOCIATION OF AUSTRALIA

# Redefining Traffic Management

TRAFFIC CONTROLLER OF THE YEAR **AWARD**



TRAFFIC CONTROLLER  
 ~ of the year ~  
**AWARD**

## MEET OUR 2020 FINALISTS



**TRAFFIC MANAGEMENT**  
 ASSOCIATION OF AUSTRALIA



**Rachel Budrys**  
 Traffic Diversions Group  
 VIC



**Victoria Altintas-Sheldon**  
 Workzone Traffic Control  
 SA



**Ben Killey**  
 Prime Traffic Solutions  
 WA

**"Congratulations to all the finalists, I am looking forward to presenting the winner of the TCOY award at the Conference Gala Dinner in 2021 and I wish the best of luck to all the nominees."**

**– DANIEL WIEGOLD | KENNARDS HIRE.**



**Rebecca Nazzari**  
 Altus Traffic  
 QLD



**Ciara Griffin**  
 TRAFFICWERX NT



**Kara Geeves**  
 Stornoway Maintenance P/L  
 TAS



Targeted Program Management

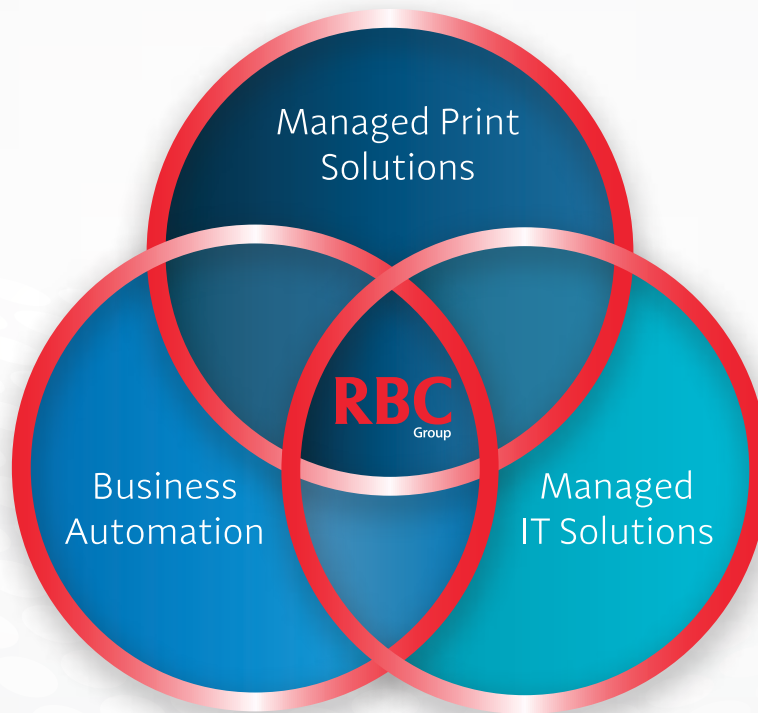
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# ROSI UPDATE

It has been a busy few months since I last communicated with you in 'TMAA's detours'. As the Assistant Minister for Road Safety and Freight Transport I have been out and about inspecting some of the significant road and infrastructure projects we have underway across the country, making our roads safer.

As a Government we are committed to driving down road trauma. That's why, over the past few months we have begun to roll out our \$2bn 'use it or lose it' Road Safety Program across all states and territories.

This program of works is about investing with the State and Territory Governments in targeted road safety projects such as shoulder sealing, rumble strips to alert drivers they are moving out of their lane, median treatments to prevent head-on collisions and barriers to prevent run-off-road crashes and protect against roadside hazards.

I don't need to emphasise to you how important improving safety on our roads is - one death or serious injury on our roads is one too many, and last year 1,106 Australians lost their life to road crashes.

Knowing that shocking statistic, we all need to remember that road safety is everyone's responsibility, from the pedestrian, cyclist and motorist through to State and Federal Governments. The Federal Government is playing our part by investing heavily in road safety upgrades across the country. This is all about getting Australians home sooner and safer whilst we also create more jobs during this difficult economic time.

As TMAA members, I know you play an important role in keeping our roads safe and I thank you for the work you are doing and will continue to do as we rollout our \$110bn Transport and Infrastructure Plan.

**The Hon. Scott Buchholz MP**  
**Federal Member for Wright**  
**Assistant Minister for Road Safety**  
**and Freight Transport**



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**YOUR SPEED  
IS OUR SAFETY  
DURING COVID 19  
AND BEYOND**

The Your Speed is Our Safety Campaign funded by the Office of Road Safety, will be airing in 2021. Please share our social media links and the videos with your colleagues and stakeholders to promote the safety, and slow down message.

Too often our sites are overcome with speeding motorists and the vision for this set of advertisements is to be a recognisable story in the minds of motorists to 'slow down'.

Please share them as a story set in order.

**Spread the safety message**



**Your Speed is Our Safety – Videos**



**PART 1** [youtu.be/QLwXOtrMsCg](https://youtu.be/QLwXOtrMsCg)



**PART 2** [youtu.be/OWGSBA4L0W4](https://youtu.be/OWGSBA4L0W4)



**PART 3** [youtu.be/4yzkIYJ1p4M](https://youtu.be/4yzkIYJ1p4M)




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PAUL KELLY

## AGENDA FOR 2021

I take this opportunity to thank TMAA QLD members and Associates for their active involvement in 2021s agendas from the first event held in February. In a matter of hours we had formed sub-committees, engaged with TMR, proposed solutions to a range of operational matters and invited TMRs Chief Engineer to discuss these and other solutions to improve traffic management in Queensland.

## OUR 2021 AGENDA INCLUDES:

- active engagement with councils via a tender template inclusion document for traffic management to assist councils to understand mandatory inclusions and considerations when procuring traffic management
- sub-committee formation to create a tender template
- sub-committee recommencement for quarterly stakeholder meetings including TMR, Police, other associations and key government stakeholders

- early education for learner drivers - additional inclusions in educational materials regarding traffic management signage and legislation
- AGTTM implementation training workshops in Brisbane, Townsville (and a national webinar)

TMAA QLD is certainly on the front foot, seeking solutions through collaboration with all stakeholders. As well, we do take time to invite our stakeholders, members and associates to come together and enjoy our events. Planned breakfast forums, lunches and the return of our golf day are just a few events to be held in 2021.

Together, our group has the ear of the Minister and is working with TMR to ensure a seamless transition to the AGTTM and a more compliant and safe road and infrastructure system in Queensland. I am proud to be associated with this organisation and the team from TMAA QLD.

**Paul Kelly**  
**TMAA Qld Chair**



# Road safety funding flows to Queensland



Mark Bailey | Qld Minister for Transport & Main Roads

**N**ew road safety upgrades and jobs will be delivered right across Queensland with the Australian and Queensland Governments unlocking close to \$300 million in additional funding.

The Australian Government announced today it has approved \$225 million for Queensland under tranche one of the \$2 billion Road Safety Program, joining a further \$64.6 million to be provided by the Queensland Government.

Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development Michael McCormack said the additional works are required to begin and finish by 30 June 2021, improving safety and supporting around 950 jobs in Queensland.

"This funding will deliver key lifesaving improvements such as shoulder sealing, rumble strips to alert drivers they are moving out of their lane, median treatments to prevent head-on collisions and barriers to prevent run-off-road crashes and protect against roadside hazards," the Deputy Prime Minister said.

"Of this \$289.6 million, \$ 267.4 million has been earmarked for regional Queensland demonstrating the substantial focus we are placing on our regional communities.

"Road safety is everyone's responsibility and the Australian Government is playing our part by investing heavily in road safety upgrades across Queensland.

"This is all about getting Queenslanders home sooner and safer whilst we also create more jobs during this difficult economic time.

"Communities such as Rockhampton will benefit through projects such as upgrading intersections and roadside widening on the Bruce Highway at Nielsen Avenue and projects to improve safety for vulnerable road users on various sections of the Bruce Highway.

"These build on major existing investments such as the \$158 million Rockhampton Northern Access Upgrade, which will increase safety and reduce travel times by increasing the capacity on the Bruce Highway to four lanes."

Transport and Main Roads Minister Mark Ryan said the joint funding announcement would see another 87 projects across Queensland started and completed within the next six months, creating close to 1,000 jobs and safer roads for families, businesses and industry.

"These types of projects play an important part in supporting our industries right across Queensland, in particular those industries that rely on our regional roads to transport goods."

"It means just over a year, the Queensland and Australian governments have delivered more than \$5 billion in stimulus to build roads and create jobs as part the state's economic recovery plan," Mr Ryan said.

"Last year was one of the worst when it comes to number lives lost on our roads - so to be able make our roads safer sooner while also supporting employment in our regional communities is a great outcome as we enter the new year.

"These projects will add to the record \$26.9 billion in roads and transport projects being delivered by the Queensland Government over the next four years, and our real jointly-funded \$12.6 billion Bruce Highway plan."

Assistant Minister for Road Safety and Freight Transport Scott Buchholz said road safety was a key priority for the Australian Government and this investment in road upgrades would provide a boost to the economy while ensuring Australians can get home sooner and safer.

"Making our roads safer is a critical component of our work to reduce deaths and serious injuries on our roads and move towards achieving Vision Zero - or no deaths or serious injuries on our roads," Mr Buchholz said.

**"These types of projects play an important part in supporting our industries right across Queensland, in particular those industries that rely on our regional roads to transport goods."**



"Projects are already underway through the \$500 million Targeted Road Safety COVID-19 stimulus package and this additional funding complements that work, resulting in an even greater roll-out of improved infrastructure and roads right across the nation.

"Queensland unfortunately saw a 26 per cent increase in road deaths in 2020, despite the falls in traffic due to the pandemic.

"We know we must do better – and this funding is part of our Government's unwavering commitment to doing our bit to get all Queenslanders home sooner and safer."

Queensland Assistant Regional Roads Minister Bruce Saunders said the list of projects would see intersections with a high crash history made safer, roads widened and more dirt roads sealed.

"These types of projects play an important part in supporting our industries right across Queensland, in particular those industries that rely on our regional roads to transport goods," Mr Saunders said.

"They build on major projects already being delivered like the \$480 million Bruce Highway upgrade south of Cairns, the \$1 billion Gympie Bypass and \$514.3 million Bruce upgrade south of Townsville.

"The works will give new opportunities for businesses as we continue to recover from COVID-19 and spark more jobs in industries like construction, traffic management and engineering."

Federal Member for Capricornia Michelle Landry said she was pleased to see a number of vital projects in Central Queensland – both small and large – would benefit from the Federal Government's funding for road safety projects.

"All of the works undertaken will mean better and safer roads, including improving lighting and widening busy roads to ease traffic congestion and hazards," Ms Landry said.

"Rockhampton is the gateway to northern Australia, and we are committed to investing much-needed funds in ensuring the safety of our roads."

Queensland Member for Rockhampton Barry O'Rourke welcomed the joint funding, with a number of projects to be delivered in Central Queensland, including upgrades to the Capricorn Highway and Bruce Highway.

"Our community has already been reaping the benefits of major upgrades like the \$75 million Capricorn Highway duplication and Rockhampton Northern Access upgrade, plus a pipeline of future projects like the \$1 billion Rocky Ring Road," Mr O'Rourke said.

"With billions of dollars being injected into Queensland's economy thanks to local businesses and industry, making our supply chains continue to see sustained and additional investment is a welcome outcome for jobs and for the thousands of families who live here."

The Australian Government's funding for the Road Safety Program will deliver lifesaving measures on regional roads and to protect vulnerable road users across the Queensland while also supporting local jobs and providing a welcome boost to local economies.

The funding is subject to "use it or lose it" provisions which require States and Territories to use their notionally allocated funds within a timeframe, or those funds can be reallocated to projects in other jurisdictions. The program will be delivered in three, six-month tranches.

In total, the Australian Government has approved up to \$225 million and the Queensland Government a further \$64.6 million to fund the state-wide upgrades.

**For more information on the Australian Government's road safety initiatives, visit [www.officeofroadsafety.gov.au](http://www.officeofroadsafety.gov.au).**

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**Assistant Minister Saunders** – 07 4114 1100

Mr Barry O'Rourke – 07 4994 2100

# Looking out for Vulnerable Road Users



Dr Dan Sullivan

Vulnerable road users (VRU) can be at increased risk at temporary traffic management (TTM) sites. However, observations at many sites demonstrate that this issue is often not addressed as well as it could to minimise the hazards to these road users. While these road users rarely represent a risk to traffic management workers or the other workers the TTM is protecting, there is a clear Work Health and Safety obligation to ensure that these road users are considered and designed for in any temporary traffic management activity.

A vulnerable road user is broadly defined as any pedestrian, cyclist or motorcyclist. More specifically this can be expanded to include all the following:

**PEDESTRIANS** as well as those on foot, walking or running, pedestrians includes anyone using mobility aids such as wheelchairs and motorised mobility scooters, those who are blind or deaf or who have cognitive limitations, those pushing children in prams / strollers, those using scooters on paths and includes everyone from young children to the elderly.

**CYCLISTS** includes all types of cyclists such as avid regular sports cyclists, regular commuter or social cyclists, tourists and occasional cyclists and young children and families.

**MOTORCYCLISTS** clearly covers road users (on the road) using all types of motorcycles but there may be enormous variations in experience and skills between the long term regular motorcyclist to the newly licenced.

Temporary Traffic Management can introduce risks to all these VRUs that are not immediately obvious when designing and implementing traffic management on site.

During my role in developing the Austroads Guide to Temporary Traffic Management, Road authorities across Australia and New Zealand, including all levels of local government expressed a strong desire to sharply increase the focus on planning and designing sites for vulnerable road users. This arose due to the recognition that there are regularly incidents occurring at temporary traffic management worksites which are leading to injury and death for these vulnerable road users.

This focus continues with road authorities increasingly looking at the design for VRUs and auditing sites to ensure compliance and safety for VRUs. In a recent discussion with one professional in the temporary traffic management industry, he proudly spoke of his new bicycle purchase so that he could conduct ride through inspections on the work sites where cyclists were being diverted. This is a massive step forward for the industry in addressing this key issue.

In undertaking TTM activities, the planner of the TMP, the designer of the TGS, and those implementing the TGS on site should all consider the hazards to VRUs. These can be considered to arise due to one of following:

1. Hazards from the works activities such as movement of construction plant, movement of construction materials or hazards thrown / dislodged from the works activity (eg a stone thrown from a lawnmower). Where VRU are required to pass close to the works activities, those activities and their movements along their route should be closely monitored to ensure that hazards are eliminated to the maximum degree practicable.
2. Hazards from having to follow a temporary route or alignment. This includes changes to the path / route surface which may create slip, trip and fall hazards for pedestrians and cyclists or cause motorcyclists to lose traction. Changes in the grade or side slope of a path may create situations where there is an increased risk of a fall. On one site in New Zealand, path users were directed onto the rough verge next to the path. A pedestrian in a mobility scooter overturned on the rough surface and was fatally injured after hitting their head on the nearby road surface.
3. Hazards arising from increased exposure to traffic on the road. This can be through a reduced separation compared with the normal path location, through being diverted onto the road surface without the protection that even a kerb can provide, or through having to cross the road one or more times to return to their original route.

## PEDESTRIAN CONSIDERATIONS

Pedestrians in particular follow what is known as desire lines. Hence, they will not always travel along a nominated or signed path. This can be readily seen at many locations where pedestrians will cut the corner along an unsealed section of ground to avoid following the path all of the way to the corner. At temporary works sites with closed footpaths, and where pedestrians directed to use the other footpath, this behaviour can be observed where a large portion of pedestrians will simply bypass the closed path by walking on the road.

This behaviour of pedestrians needs to be recognised when including a detour for pedestrians within a TMP. A detour which takes pedestrians a considerable distance around the block to avoid a short path closure is unlikely to be complied with. If such a detour is in place it will potentially be considered unreasonable if an incident were to occur unless you can demonstrate that it was the only practicable way to undertake the works.

The best practice guidance is to design works wherever possible to not impact on pedestrian facilities. Where some level of impact is unavoidable, the best alternative is the one that is the shortest possible deviation as close to the original route as can be achieved. This may include providing a temporary path surface if pedestrians are diverted onto an unsealed portion of the verge (eg grass).

Diverting pedestrians across a road which they do not normally need to cross introduces additional conflicts and hazards interacting with traffic. These crossings should be considered to the highest possible standard either at a signalised / signed pedestrian crossing or under the control of Traffic Controllers.

## CYCLIST CONSIDERATIONS

Cyclists are a very diverse group. They can have very different skills and confidence levels. The diversity in these road users needs to be recognised in planning and design works and cyclists should not be lumped into a single or just two groups. These various cyclist groups can include;

1. The highly confident road cyclist, who may be a sporting cyclist, a regular commuter or simply a regular cyclist. These cyclists will rarely want to leave the road lane at temporary traffic management sites and will typically want / try to stay either in the bicycle lane or within the traffic lane. Typically these cyclists will remain on any road on which they are permitted to cycle and will not follow a signed temporary off-road alternative.
2. The regular road cyclist, who again may be a regular commuter cyclist. These cyclists may be regular road cyclists on most roads but will usually avoid using the busiest urban roads. Typically these cyclists will remain on the road for most sites but may be encouraged to use a temporary off-road alternative.
3. The less confident road cyclists who ride on the road but will move to the path where provided and where it is safe to use. These cyclists may be encouraged to follow an off-road route through or past the worksite where it is a reasonable quality and directness.
4. Confident path cyclist, who will typically not want to dismount to pass a temporary traffic management site so long as sufficient width is provided to continue to use the path

5. Less confident path cyclist, who may dismount if there appear to be hazards which could cause them to lose control
6. Children, who frankly can fall into any of the above categories and who cannot be typically lumped into a single group.

And this is just a set of broad groupings where in reality you could probably break these down further still.

The best practice guidance is to design works wherever possible to not impact on cyclist facilities or routes but again to implement the shortest possible deviation as close to the original route as can be achieved.

Bicycle groups still regularly send me photographs and links to videos where temporary traffic management has been set up in a bicycle lane, or a shoulder used by cyclists, or across a path. This can create a considerable hazard to cyclists who as described above can have varying skills and experience and can travel at high speeds in some circumstances.

## MOTORCYCLIST CONSIDERATIONS

While motorcyclists are typically considered as road traffic, they are also considered a vulnerable road user because of the hazards that can be particular for that group and the additional risk of injury that arises. Some of the particular hazards to motorcyclists that should be considered include:

1. Roadside features such as traffic control devices, fencing and signs that are located close to the edge of the road and which may destabilise a rider or be a hazard when a motorcyclist leans into the inside of a corner.
2. Advance warning requirements may need to be increased for motorcyclists on roads with poor road surface or in wet conditions when they may be unable to stop as quickly as a motor vehicle.
3. Sight distance at intersections where temporary signs and devices can readily hide a motorcyclist from the view of other road users.
4. Road surface as motorcyclists can be particularly vulnerable where the traction on the road surface changes (eg with loose surface or gravel) or to changes in the side crossfall of the road where motorcyclists are negotiating a curve.

Therefore, when undertaking and temporary traffic management works, ensure that an adequate understanding of the presence of VRUs is obtained including the specific types within each group and the routes that they follow. This will ensure that you better meet your obligations in looking out for the health and safety of these road users.

**Dan Sullivan**  
Founding Director  
Solutions in Transport



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Brisbane



Brisbane





ANTHONY SIMMONS

2020 was a challenging year for our State, our members and the TMAA Vic Division. Following a bumpy start to February, we are planning to alternate our bimonthly meetings between face-to-face and Zoom. Our next meeting will be hosted by Holmesglen Institute (Chadstone Campus) and will include a tour of the Victorian Tunnelling Centre.

As usual, we were pleased to welcome participation from key stakeholders at our February meeting - Department of Transport (Katia Demosthenous, David Lane, Claire Potter and James Ritchie), Major Road Project Victoria (Justin Allen) and City of Yarra (Jzanelle Cook) - and our Supplier Members. We look forward to re-engagement with WorkSafe during 2021.

Department of Transport (DoT) updates reported on and discussed at our February meeting were as follows:

#### ROAD OCCUPATION CHARGES

We have sought advice from DoT about the situation where charges are applied to VicRoads works.

Major Road Projects Victoria confirmed that it would not be applying charges for lane occupancy.

We will also be seeking advice about the situation where both road occupation charges, and local government parking charges are/could be applied.

#### MOA CHARGING

There is no confirmed date for the implementation of MOA charging.

#### MOA FORM UPDATE

This is still in progress and requests from external and internal stakeholders are being collated/reviewed prior to being referred to the Legal Department.

#### ONE VIEW PORTAL

DoT is finalising the road map of the basic functions of the portal vs features that will improve customer experience e.g., map view and autonomy, MOA status, payment streamlining.

TMAA indicated that members would be available to assist with testing etc.

#### SAFER SPEEDS SAFER SITES

2,400 inspections had been carried out since the project commenced in November 2019. Compliance was initially 35%, rose to high 80s% and was now back to low 70s%.

There had been little activity outside the Metropolitan Area, but field staff would now be spending two to three days a month in regional Victoria.

TMAA inquired if deidentified data/examples could be shared with TMAA. David Lane advised potentially yes when resources permit.

#### MEMBERSHIP

We are pleased to welcome new supplier member Liberty Equipment.

**Anthony Simmons**  
TMAA VIC Chair

#### GOLF DAY 2021 DIARY DATE

Friday 15  
October 2021,  
Gardeners Run,  
Lilydale.



# Infrastructure priorities and the new normal: accelerating investment in transport networks



It is a time of significant change for the transport sector and the traffic management industry.

The impacts of the pandemic are still evolving, but it's clear COVID-19 has accelerated our need for resilient and connected transport networks. More than ever, we need infrastructure that supports economic development in regional communities, and opens gateways that respond to new freight trends.

The latest edition of the Infrastructure Priority List, launched 26 February 2021, provides a comprehensive investment roadmap to support Australia's recovery from the COVID-19 pandemic. It provides a **\$59 billion pipeline of investments** ready for delivery and identifies nationally significant priorities for Australia's governments to progress in the near, medium and longer term.

There are **44 new infrastructure proposals** for our cities, regions and remote areas featured on the list this year. Of these, **21 are road-focused**; specifically dedicated to enhancing regional connectivity, our international competitiveness and supporting the changing needs of Australians.

The Priority List is a key reference point guiding government investment. Since August 2020, eight transport projects have graduated off the Priority List and entered construction. These projects have supported economic activity and employment during the pandemic and are testament to Australia's agility - our ability to reconfigure quickly and deliver differently.

February's Priority List includes new proposals to address new freight trends, enhance our international competitiveness and support economic growth.

## COVID-19 IMPACT ON OUR ROAD NETWORKS

Social distancing and working from home has profoundly changed the way we travel. Our Infrastructure Beyond COVID report, written in collaboration with L.E.K Consulting and published in December 2020, found that at the start of the pandemic, public transport use in most cities fell 10-30% of normal levels. As people began to return to workplaces and travel more flexibly through the day, it settled to a new norm of around 60-70%.

As travel on public transport decreased, private car ownership increased, and sales of second-hand cars swelled. Many people indicated they intend to use private vehicles more than before the COVID-19 pandemic, particularly in metro centres.



Overall road traffic levels have been quick to rebound - so much so, traffic data indicates that road transport is nearly back to pre-COVID levels, with slightly less CBD-focused congestion. However, the decrease in public transport patronage, and surge in private car usage could increase congestion on our roads.

## ECONOMIC RECOVERY THROUGH OPEN FREIGHT GATEWAYS

While the pandemic reduced overall travel, it signalled a shift to roads and freight deliveries surged across the nation.

**Online shopping grew five to six times** the level of annual growth in 2019, increasing the last mile freight task. Decentralisation away from CBDs, and more online shopping and food orders boosted demand. While air freight was limited by a lack of capacity, container freight remained steady and increased.

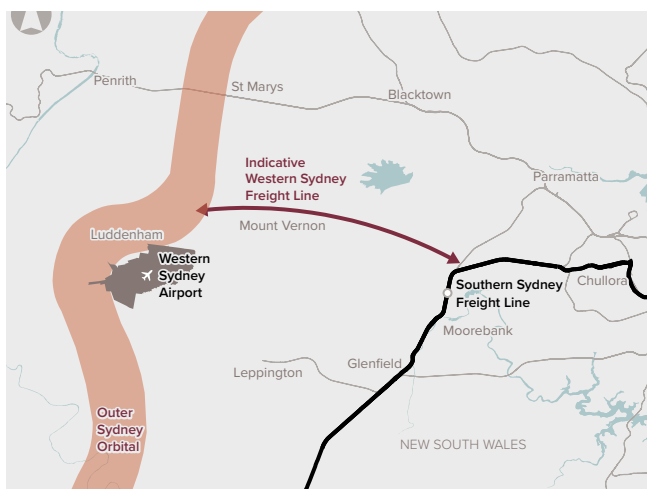
The 2021 Priority List responds to these trends and capitalizes on opportunities to support domestic freight and open international gateways.

A new High Priority Initiative for the **Western Sydney Freight Line and Intermodal Terminal**, for example, aims to address a significant increase in freight volume linked to the area's rapid population growth. The total volume of freight that is coming to or from Western Sydney is expected to increase from 18.5 million tonnes in 2014 to 41 million tonnes by 2041.

The freight line and intermodal terminal could reduce growth in truck movements on the Sydney road network

and reduce delays to freight trains on the main Western Line, where passenger trains have priority. It could also address the lack of freight rail serving the Western Sydney Employment Area, which is located close to the new Western Sydney International Airport (due to opening 2026). Continued reliance on road transport will likely result in higher transport costs, further congestion and restricted access to international markets.

Additionally, a new Priority Initiative for **Mount Ousley Interchange capacity**, supports a key connection for a range of domestic and export markets, including coal, steel, agricultural producers and consumer goods.



The M1 Princes Motorway is the primary transport link between southern Sydney and the Illawarra, serving Port Kembla, Wollongong and the NSW South Coast. The Mount Ousley section experiences significant congestion in peak periods and the interchange also has a comparatively high crash rate, impacting on general traffic and freight efficiency. This initiative highlights a number of options to address these issues: adding or relocating on-ramps and off ramps, new interchange configurations; new service roads; or adding heavy vehicle safety ramps.



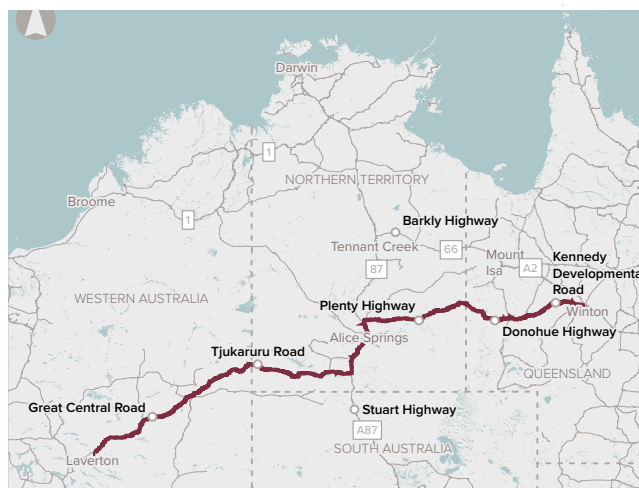
## DRIVING REGIONAL CONNECTIVITY

During 2020, there was a **200% increase in net migration to regional and rural areas** across the country. Our roads and transport infrastructure needs to adapt to accommodate this growth and drive economic development in regional communities.

A new High Priority Initiative for improving **Outback Way Road Access** (pictured), including its condition and resilience, shows the real impact freight routes can have on remote and regional communities.

There are 13 remote and regional communities that directly rely on Outback Way for the supply of essential goods and services. However, some operators have reported that they avoid travelling on the Outback Way due to its poor condition, instead taking alternative but much longer routes, such as the Barkly Highway. This is adversely affecting economic growth in many of these remote communities, further entrenching social disadvantage.

This proposal would not only help connect these communities and support their economic development, it could also support industries such as tourism, cattle, freight and mining.



## MARKET CAPACITY RESEARCH/OUR ABILITY TO DELIVER THE PIPELINE OF PROJECTS/PROJECTS THAT HAVE GRADUATED FROM THE LIST

To support our recovery from the COVID-19 pandemic, it is vital that we understand the challenges and opportunities faced in planning, funding and delivering infrastructure.

The Infrastructure Priority List plays a part in this, providing a pipeline of evidence-based infrastructure investments. Later in the year, Infrastructure Australia will launch the Australian Infrastructure Plan, which outlines the reforms (non-build) needed to meet the challenges and opportunities facing the sector. Additionally, our ongoing research into market capacity will assess the ability of the infrastructure sector to support national economic recovery and our research into regional gaps will assess priority areas of focus for our regional areas.

This body of work aims to support consensus on the priority issues facing the sector. We hope this strong evidence base fuels the collaboration we need to secure our economic recovery and quality of life outcomes for Australian communities.

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WENDY DOUGLAS

It saddens me more than words can say that one of our Traffic Controllers lost his life in January while performing his duties. Victor Guy Birt who had been working in our industry for 15 years lost his life while putting out signage on a high speed regional road. Our thoughts are with Victor's family, friends, and colleagues.

There has been significant increase in incidents across our industry nationally that has resulted in serious injuries and sadly, fatalities. In Western Australia, we have had two fatalities in a seven month period and three in two years. They say that trend is our friend however in this instance trend is not our friend and is sending us clear warning signs that as an industry, we need to look within at what needs to change and do everything we can to ensure our people get home safe.

TMAA WA put out the call to arms to our entire industry group members and non-members and we held a meeting on 18 February. Thank you to the Traffic Management Companies that attended, however, considering the number of Traffic Management companies we have in WA the number that attended was disappointing.

The meeting was extremely productive with constructive discussion around the way forward on what we as an industry need to do to start lobbying for change. With the Western Australian Government undertaking planning for its current pipeline of infrastructure projects to cut red tape and to get funding flowing and approvals in place as quickly as possible, we will see a lot more traffic management on our roads.

We need the Government, Road Authorities, Contractors, and all stakeholders to understand our industry risk profile and ensure that it is reflected in ALL procurement and planning processes.

A members' meeting will be held in March where we will be finalising the action plan which will be presented on behalf of Industry. I can't stress enough that the more members we have, the more influence we have in ensuring our people are operating in a safe work environment.

MRWA released the revision of the Main Roads Code of Practice in February 2021. This will include the adoption of the Austroads Guide to Temporary Traffic Management (AGTTM) and Australian Standard 1742.3-2019. AGTTM is freely available on the Austroads website go to [www.austroads.com.au](http://www.austroads.com.au) > Network and Freight > Temporary Traffic Management.

Main Roads has also produced a [mapping document](#) to help us locate content from the previous AS1742.3 (2009), or Main Road WA documents, to the new location in either AS1742.3 (2019) or AGTTM. The document also outlines the departures and additions to AGTTM that will apply in Western Australia.

The Traffic Management for Events Code of Practice has also been updated along with the Traffic Management templates/forms.

Stay safe.

**Wendy Douglas**  
TMAA WA Chair





We are proud to support all members of TMAA

LDC equipment is proud to be a member of HRIA. We are fully 100%Australian owned and operated and we believe in supporting other locally owned Australian businesses within our supply chain.

Our director founded our company with the vision of helping traffic management and civil construction companies create safer worksite environments for their staff and general public.



Every year in Australia dozens of traffic controllers get injured and, in some cases, people lose their lives while directing traffic as some motorists get distracted and collisions occur.

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.

LDC Equipment fully supports this legislation as this falls in line with our philosophy of using the latest technology to create products that reduce hazards and increase operator safety.



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# ▶ TMAA SA CHAIR'S REPORT



STUART NOBLE

It's 2021 and we have hit the ground running in South Australia. In all my time in the civil Industry, I have never seen it this busy. I have come to the conclusion that South Australia just needs more Traffic Controllers. CCF SA are paving the way with a 4 week Program called the Right Way to Traffic. The Right Way to Traffic program provides accredited and non-accredited training for entry level workforce in the Traffic Management industry. If you want to get involved or require more staff contact Brodie [btelfordwebb@ccfsa.com.au](mailto:btelfordwebb@ccfsa.com.au)

Craig Woods from Roadside Service and Solutions hosted our February meeting at his new premises at Lonsdale. I would like to thank Craig and his staff for their hospitality and the eye opening tour on how our Traffic Management signs are manufactured.

The passion his staff have to supply quality products to the Civil industry is truly amazing.

It was great to see Jeff Hills, in person, from Traffio who also gave a great presentation on his Traffic Management operating Software.

Thanks again Jeff for putting in the effort to come to our meetings, and we look forward to seeing you and all our suppliers at the TMAA Conference in June 2021.

Bookings are selling fast for our 8 April breakfast. Book now via the [TMAA events page](#). Thanks to CCFSa for partnering for this event.

Be safe everyone.

**Stuart Noble**  
**TMAA SA Chair**



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## A+ POSITIVE



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# South Australia set to host National Road Safety Week

South Australian bridges, buildings and icons will light up yellow to honour the memory of the 1,200 lives lost on Australian roads each year over the past decade.

The commemorative display will coincide with National Road Safety Week - an annual initiative that highlights the impact of lives lost, road trauma and ways to reduce tragic road incidents.

South Australia will lead the crucial fight to reduce the number of lives lost on our roads this year by hosting the week-long event in partnership with the Safer Australian Roads and Highways (SARAH) Group.

Road Safety Minister Vincent Tarzia said the Marshall Liberal Government is dedicated to preventing further lives lost and is pleased to be collaborating with SARAH from 16 - 23 May.

"We tragically lost 1,106 lives on our roads across Australia last year, including 93 South Australians who didn't arrive home," Minister Tarzia said.

"The far-reaching grief and trauma caused by serious injuries and lives lost on our roads is devastating.

"National Road Safety Week highlights the importance of safe driving at all levels in our community. Every year, hundreds of initiatives are implemented across the country to encourage Australians to survive the drive.

"We are proud to host this year's campaign and I ask every South Australian - and Australian - to take this opportunity to Think! Road Safety. Commit to looking after yourself and others on the road."

SARAH President and founder Peter Frazer created Yellow Ribbon Road Safety Week in 2012 just months after his 23-year-old daughter, Sarah, died in a crash that shocked the nation.

Sarah lost her life on 15 February in a horrific and preventable crash caused by a distracted truck driver.

A year later, Mr Frazer's initiative, spurred on by the memory of Sarah, spread across state borders and the event transformed into National Road Safety Week.

Each day of this year's campaign focusses on a different "at risk" road user group with an overarching theme of "Drive So Others Survive!"

"Everyone has a right to get home safe to their loved ones, every day, no exceptions," Mr Frazer said.

"Each year on average, approximately 1,200 Australians are killed on our roads and another 40,000 are seriously injured.

"Like the crash that killed my own beautiful daughter, the vast majority of these are completely avoidable.

"Each time you get into a vehicle, it's not just about looking after yourself. It's about actively protecting all those who are vulnerable on the road ahead.

"So as we come up to the week, we are asking everyone to, firstly, make your commitment to "Drive So Others Survive", then tie a yellow ribbon to your vehicle and publicly show that you are a road safety champion."

This year's National Road Safety Week will coincide with, and form part of, the United Nations Global Road Safety Week, which will be held between 17 - 23 May.

For more information about Yellow Ribbon Road Safety Week, and to access resources, please visit [www.RoadSafetyWeek.com.au](http://www.RoadSafetyWeek.com.au)





## More than fence...

1300 TempFence is an established national leader in temporary fencing and associated products. Over our 20 year existence, we have continued to grow and develop our hire offering.

This month sees 1300TempFence join TMAA for the first time, ready to launch a new Traffic Management hire fleet in Perth, Western Australia. **VMS Boards, Arrow Boards, Portable Traffic Lights and Portabooms** are now ready for Hire in Perth. These products will compliment our existing range of Water Filled Barriers and Steel Road Plates.

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CHRIS BOYER

It is my pleasure to report that the TMAA NT Division held its first meeting for 2021 on 10 February. It was sensational, with 5 of our 6 member companies in attendance, plus we welcomed 2 new members Aldebaran Contracting and Territory Traffic Management aboard!

For the first half of the meeting, there was not a spare chair in the room with representation from Department of Infrastructure, City of Darwin, Civil Contractor's Federation, CAL contractor's accreditation, ETAS Earthworks Training, Downer and suppliers' Roadside Services and A1 Road Line Markers who all delivered reports and presentations of a bright and busy 2021.

On a sad note, Matt Connolly from Downer spoke of the recent loss of a friend and fellow traffic controller Victor Birt, whose life was tragically taken while setting up a site in WA. Our deepest condolences go to his loved ones, family, friends and his employer. RIP Victor Birt. This has opened the discussion of the one thing most important to us, and that is assuring that everyone gets home safely.

After the room was cleared for the second half of the members only meeting, all members agreed that our next meeting to be held in March should be a planning session for 2021.

Some ideas were thrown on the table with everyone agreeing to front up with a discussion topic and allow 3-4 hours for some in depth discussions to put some achievable goals in place for the remainder of 2021.

We are also extremely excited to announce we will be holding a TMAA NT & CCF NT Training Day with Dr Dan Sullivan in May.

The day will comprise of two sessions addressing:

- Generic TMP development and use
- Risk assessments AGTTM integration, design, and operational use

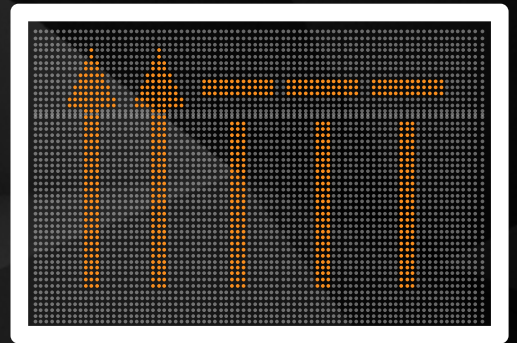
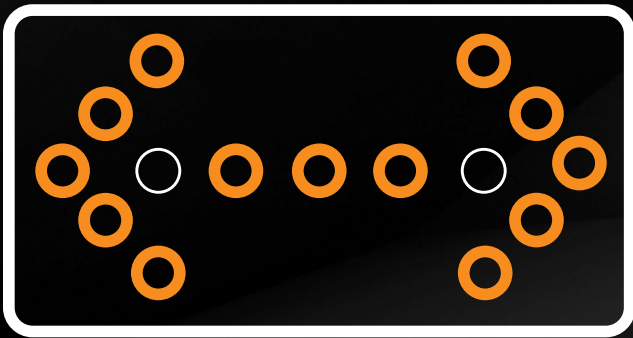
This is all being made possible by our amazing EO Louise Van Ristell and proud sponsors.

Thank you to FULTON HOGAN, CCF NT and ALL ABOUT TRAFFIC as well.

Stay safe everyone.

**Chris Boyer**  
**TMAA NT Chair**





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JAKE VLASVELD

TMAA TAS Division would like to start by saying Happy New Year to all. We as a group hope everyone enjoyed some time off with family and friends during the festive season.

This year the industry has hit the ground running with many projects picking up where they left off. In 2020, a recent announcement from our Minister for Infrastructure Hon. Michael Ferguson, saw the release of yet more road projects.

The Industry here has never looked so strong with the heavy involvement of the Department of state Growth (DSG). DSG has committed to adopting the new Austroads Guide, with implementation across the board as of

January 1. This has been welcomed by all members and stakeholders. This has generated many opportunities for our members to be on working groups in all aspects of the implementation process, starting from the training stages. Much discussion has been around the road categorisation and what we see in our day-to-day operations here in the Apple Isle. A lot of input and value has been added by all stakeholders to generate a realistic outlook on the road network.

We hope all states and territories have a happy and healthy year ahead, with the COVID-19 situation still lingering over our heads.

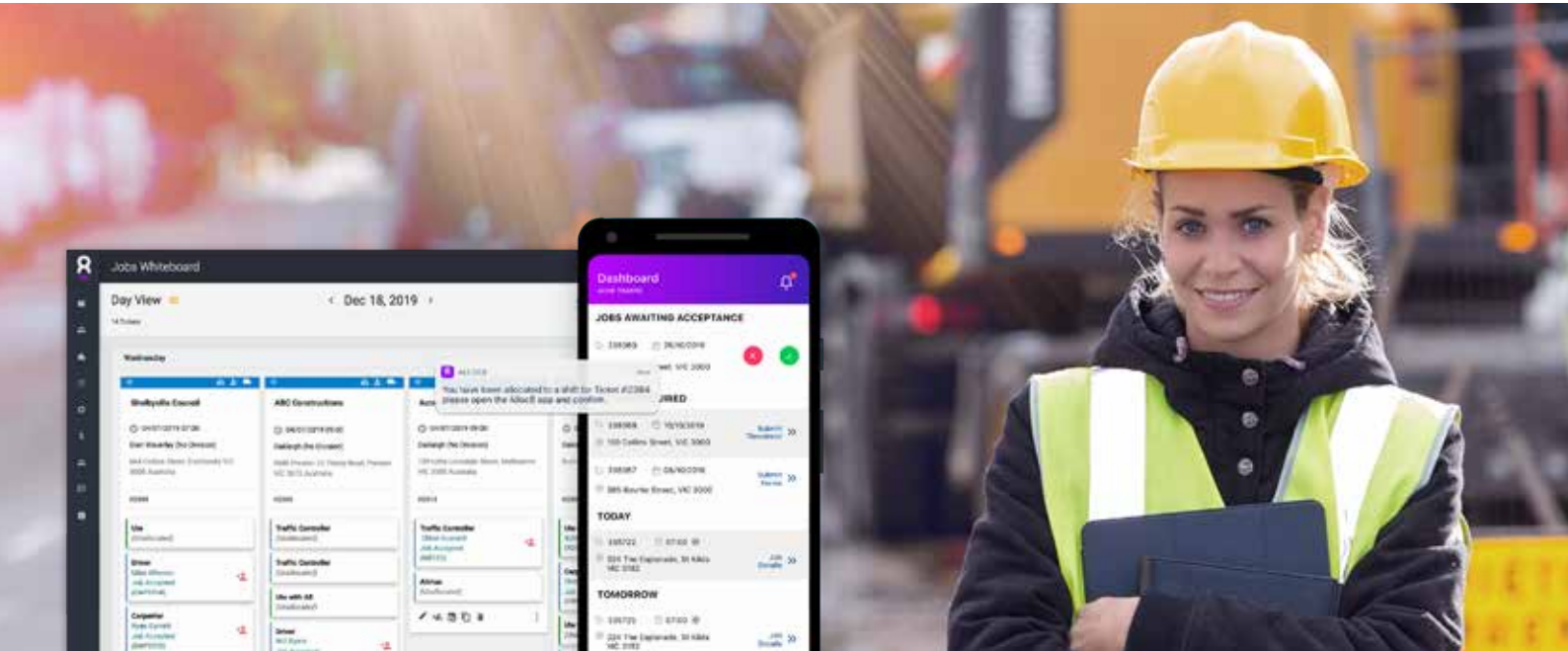
As a closing note, I would like to, on the behalf of the whole of TMAA TAS, thank Camille for her tireless efforts in the early days of the Division down here. Her support, contacts and attitude to safety will be very much missed throughout not only Tasmania but the broader industry. We wish Camille all the best in the future!

**Jake Vlasveld**  
TMAA TAS Chair





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## Now is the time to grow your business!

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# Michael Ferguson

Tasmanian Minister for  
Infrastructure and Transport



**T**asmania has embarked on a massive infrastructure blitz as we build our way to recovery.

The Tasmanian Government's infrastructure program is seeing a record level of spending underpin major projects right across the State, providing economic stimulus and building confidence in our construction industry.

We know that it's critically important to maintain a steady and strong pipeline of construction work, and our roads and bridges program is central to this.

By ensuring our civil construction and engineering sectors can see a significant program of work, the Government plays an important role in providing industry with the confidence and certainty to maintain – and increase – employment and investment in their own businesses.

With more \$2.4 billion in roads and bridges work coming up over the next four years, I am confident that they will need to grow their businesses as the program rolls out.

Our roads and bridges program is just one part of our \$5 billion infrastructure program, which is expected to support 25,000 jobs.

Open for tender now is the design and construct of the On-Road Traveller Information System and Tasman Bridge Lane Use Management System. This project will modernise the driver experience, with the installation of variable message signs at key locations around greater Hobart.

A raft of tenders have recently closed, and are expected to be awarded soon.

These include the contracts for major projects on the Bass Highway – the upgrade from Cooee to Wynyard, the Oakleigh rail underpass, and strengthening of the Meander River bridge and Forth River bridge.

#### Others include:

- Binalong Bay Road shoulder widening;
- Campbell Town pedestrian underpass;
- Davey Street pavement renewal;
- Midland Highway South Esk River bridge strengthening;
- Railton Main Road stage two; and
- Tasman Highway Sorell Southern Bypass

In addition, we've recently awarded tenders for our \$10 million COVID-19 commitment to bring forward the replacement of the Apsley River bridge on the Tasman Highway, and for the first package of works from our election commitment to upgrade the Bass Highway west of Wynyard.

We're also moving on our election promise to build a new overtaking lane between Diana's Basin and St Helens Point Road, on the Great Eastern Drive, and the duplication of the East Derwent Highway from Geilston Bay to Sugarloaf Road.

Contracts have also recently been awarded for the Huon

Highway/Sandfly Road intersection upgrade, Sheas Creek Bridge replacement, and strengthening of the Blythe River Bridge.

#### Add these projects to the roadworks already underway right now, and it's quite an impressive list:

- West Tamar Highway Priority Projects;
- Kingborough Park and Ride Stage 1 – Firthside;
- Arthur Highway between Murdunna and Forcett surface upgrades;
- Resurfacing at multiple locations on the Channel Highway, Ridgley Highway, Lyell Highway, Midland Highway, Bass Highway, Cradle Mountain Road, Frankford Road and many other secondary roads;
- Highland Lakes Road, pub with no beer corner;
- Mudwalls Road upgrades;
- Richmond Road upgrades;
- Great Eastern Drive upgrades at various locations;
- Midway Point Intersection upgrade;
- Hobart Airport Interchange upgrade;
- Batman Highway shoulder sealing;
- Bridport Road/Dalrymple Road upgrades;
- Midland Highway upgrades between Melton Mowbray & Lovely Banks, Powranna Road and Symmons Plains, Tunbridge Tier Road & Lowes St and at Spring Hill; and
- Launceston Southern Outlet upgrades
- Add the massive, new \$576 million Bridgewater Bridge to that, and I'm sure many in the industry would never have seen such activity in living memory.

I'm proud to be a part of it. Investing in our infrastructure is investing in jobs – and these projects will support hundreds of jobs.

It is predominantly Tasmanian firms and Tasmanian tradespeople that do this work, and who benefit from our investment. Tasmanian engineers, road workers, traffic managers, plant operators and truck drivers – many of them across Tasmania in our regional areas, all of whom are essential to the delivery of our program.



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# TMAA: Supporting Members and Being Their Voice

**Adrian Hart, Associations Forum**

Traffic Management Association of Australia (TMAA) plays a crucial role in the traffic management industry. As the major network of membership organisations in Australia, Associations Forum is pleased to write this article about industry associations generally and TMAA in particular.

Associations are quiet achievers that bring together themes:

- Professional, trade, industry, sports or cause related
- Knowledge, innovation and training
- Camaraderie, fellowship, friendship
- Recognition, honours and awards
- Representation and advocacy
- Activities and projects
- Economic growth and employment opportunities

There are around 60,000 “economically significant” associations with one or more paid employees or revenue above an annual threshold with a tax role. The associations sector is strong and remains relevant. If standards are not set and monitored by an association, governments will intervene and regulate an industry or profession. TMAA is the trusted and respected voice for the traffic control industry across Australia’s nine jurisdictions.

TMAA has stayed relevant to the purpose of bringing a specific industry together. Importantly, it does not seek to expand beyond its focus area and be the authoritative source for “all things traffic, roads and transport”. Other associations represent different sectors and they can come together from time to time for joint alliances; especially around safety campaigns.

Associations need to be adaptable to the times, circumstances and industry needs. Whilst not losing sight of the mission set by the founding members, the activities and methods to achieve them will evolve over the years and as new technology emerges. The pandemic year of 2020 is a prime example of how associations adapted. In TMAA’s case, education was brought online so that learning could continue in a COVID-safe way.

Services offered by industry associations commonly include:

- Knowledge management
- Professional development
- Workforce development
- Recognition
- Certification programs
- Codes of Ethics / Conduct
- Networking
- Functions & events
- Conferences
- Trusted Voice
- Government representation
- Consumer campaigns

If members have input to TMAA’s efforts in any of these areas, suggestions would be welcome by the Board or Executive Officer.

One of the perceived concerns of volunteering for the Board of Directors is that this will result in an unacceptable workload. Fortunately, this is not the case as Associations usually make a surplus which cannot be distributed to members as a dividend. This means that financial equity builds up and employees can implement the Board’s plans.

In TMAA’s case, the Board has employed Louise Van Ristell as Executive Officer who, along with her team and the Division Chairs, gets things done.

In conclusion, associations usually learn more and perform better every year, including member services, financial security and in governance. People and businesses will still join or renew for value - the need for associations remains strong. TMAA follows the pathway for successful associations and will serve the interests of members for many more years.



# 2021 Engineering, Innovation, and Technology Forum

*Connecting minds, delivering value*

24–26 August 2021

**Queensland's Department of Transport and Main Roads is proud to be hosting the 2021 Engineering, Innovation, and Technology Forum, in Brisbane from 24–26 August 2021.**

The 2021 Engineering, Innovation, and Technology Forum theme of '*Connecting minds, delivering value*' will see a program that includes transformative technologies, global trends, and future opportunities in the transport sector.

The Department Transport and Main Roads is pleased to invite industry to support this event and take the opportunity to get "front of mind" with people driving change in Queensland transport infrastructure.

Due to the rescheduling of the event from 2020, the call for presenters has been reopened. We are looking for innovative and interactive presentations focused on:

- delivery of transport infrastructure projects
- innovative research outcomes for all modes of transport
- solutions to complex transport needs
- 'outside the box' thinking that has generated cost effective solutions
- managing the network, road corridors and operations.

If you would like to showcase your latest work to industry colleagues, please submit your presentation nomination/s by **5 March 2021**.

Visit our website to submit your nomination or to join our mailing list to keep informed about when registrations open.

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Josh Hallam  
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The Institute of Civil Infrastructure (AUS)

## IDENTIFYING AND MANAGING SKILL SHORTAGES

Ramping up your team's capability to service projects can lead to poor decision making and increased risks. How you can implement an ongoing structured program that provides proactive upskilling so that when opportunity knocks you and your company are ready to succeed.

Working with contractors right across the country provides a comprehensive view of the industry's current issues and challenges. One key issue that the industry continues to face is an increased risk profile on projects stemming from management skill shortages for leading hands, supervisors, engineers and managers. It is a significant challenge across all states and exacerbated in some regions where workforces are rapidly increasing due to the COVID response.

There is no one root cause of these skill shortages, however, contributing factors include unstructured and rapid career progression, staff turnover, outdated internal competency building programs and annual review processes that miss the mark.

As a growing industry fuelled by government investment, there will likely be periods of significant and rapid growth. For your average business, while growth is positive, this can stretch existing resources which in turn leads to a reactive, unstructured rapid growth in personnel. This "work it out as we go" strategy then leads to new leading hands, supervisors and managers making key decisions without the appropriate knowledge, training and experience increasing the chance for mistakes and an increased risk profile.

Similarly, performance review and appraisal processes that lack depth and take the form of a tick-box exercise fuel these risks within your business. A strong performance review process involves both parties, manager and staff member, identifying key areas of development for them to achieve their current role to a higher level in addition to positioning them for the next role in the business.

With these skills gaps identified, implementing a program to build competencies in these areas across your supervisors, managers and leaders builds organisation-wide capability, helping to position the company for growth.

The Institute of Civil Infrastructure exists as a response to the civil industry identifying this ongoing issue. It has been created for the industry and by the industry.

Support your performance appraisals, supervisor onboarding and management training programs through The Institute's flexible and accessible Learning Courses. With a range of 75 industry developed short courses (2-4 hours), the targeted upskilling needed to build capability and decrease risk within your supervisory team is covered. As opposed to generic and time-consuming diplomas and certificates, you have the ability to choose what learning is best suited to your team based on their identifies areas of development, providing them the skills they need.

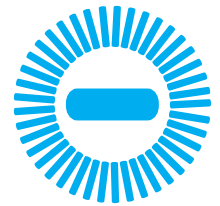
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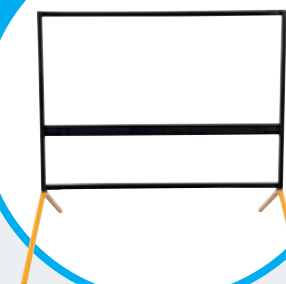


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**BEN MARSONET**

Welcome to 2021 and what a start to the year it's been. Our members and suppliers should be filled with positivity and excitement as the NSW industry moves in to what will be one of our most crucial years in a long time. The new Traffic Management Standards (TWaWS 6) have been released and by the next time I'm writing to you all, the transition period will be completed, and we will have implemented one of the most significant changes this industry has seen in over a decade. This, coupled with a significant overhaul to the training programs and changes to the pre-qualification schemes, will go a long way to achieving what we have all been advocating for, the safest and most efficient work zones in the country.

The introduction of a more regulated, risk-based approach to our work zones will not come without its challenges and our engagement with Transport for NSW will continue to be a major focus of TMAA NSW, to ensure the changes are applied consistently across the entire industry. It's a huge leap forward and one that no other state has taken thus far. We will continue to work together to make sure it is successful and show other states that it can be done within 6 months, not 2 years.

On the safety front, our industry has yet again been rocked by a number of significant incidents over the last 3 months, most notably another traffic controller fatality in Western Australia. The NSW Division sends our heartfelt condolences to the family, friends and colleagues of Victor Birt who tragically lost his life in January this year. The story of Victor should act as a stark reminder as to why all the effort to remove our employees and contractors from the line of fire is an endeavour that we should all be behind.

The NSW industry will continue to grow and expand across 2021 with yet another record pipeline of infrastructure investment coming through from both state and federal governments. This coupled with the significant changes to the operation of the industry, changes to the maintenance delivery landscape in Sydney, and a continued focus on regional infrastructure will continue to create opportunities for both our members and suppliers this will expand their operations, whilst growing and developing those who are employed within our businesses.

It's an exciting time for our industry. We encourage our membership to be at the forefront of driving the change within our industry that we have all been advocating for some time.

TMAA NSW will meet again via Zoom in March before catching up face to face in May post the final roll out of the new standards.

Stay safe, go well.

**Ben Marsonet**  
**TMAA NSW Chair**



# Be Seen. Be Heard. Be Safe.

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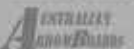
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# TAC iRAP Road Injury Dashboard

**R**oad crashes are the biggest killer of young people aged 5-29 years old worldwide. Tragically, the number of people whose lives are also impacted by severe and lifelong injuries from road crashes is even greater. For every person killed an estimated 30 to 50 people are injured. The scale of this tragedy needs to be understood to ensure the scale and urgency of our response matches the impact on humanity.

The TAC vision for Victoria, Australia is no road deaths and serious injuries – a future where every journey is a safe one. TAC is a Victorian Government-owned organisation set up to pay for treatment and benefits for people injured in transport accidents, promote road safety and improve Victoria’s trauma system. Working closely with Road Safety partners, the TAC also invests in safer road infrastructure and develops campaigns that change behaviour and reduce the incidence of road trauma.

As a social insurer, the TAC injury data provides a unique insight into the injury types, crash types, road types and road user types involved, along with the total life-time claim costs that result from those injuries. The dashboard also highlights where in the health sector the costs fall and when those costs occur. These costs are often hidden from policy makers and the public and the TAC - iRAP Road Injury Dashboard is designed to shine a spot-light on the real cost of road trauma.

iRAP is a global registered charity with the vision for a world free of high-risk roads. With support from the FIA Foundation, Road Assessment Programmes are now active in over 100 countries worldwide - working in partnership with Governments, Mobility Clubs, research partners and

development agencies to make roads safer. A five-star road is the safest and a one-star road is the least safe. Crash costs per kilometre travelled are typically halved with each incremental improvement in star rating. A high-level projection of the human impact of road trauma and the business case for safer roads worldwide is available at [www.vaccinesforroads.org/](http://www.vaccinesforroads.org/).

The TAC injury data provides a unique insight into the injury types, crash types, road types and road user types involved, along with the total life-time claim costs that result from those injuries.



**FOR MORE INFORMATION VISIT**  
[www.irap.org/](http://www.irap.org/)

# HOW DO YOU SHOW YOUR LIFE AND YOUR WORKER'S LIVES ARE WORTH SAVING?



## How about displaying a yellow ribbon!

With just 10 weeks to go until the start of National Road Safety Week, here is a simple question. *"How do you show your community that your life is worth saving?"*

There are of course all those follow up questions like, *"How much your life is worth to your family? What about your workers ... What about their loved ones? How do you show your workers that their lives are worth saving?"*

The traffic control industry literally puts thousands of people in harm's way every day. You can ensure the best internal safety systems are set up, but those safety systems ultimately rely on the passing traffic to actively look after the health and safety of you and your workers.

So, what can you do to ensure that the public recognises that you and your workers are vulnerable on those roads and highways? How do you reinforce that they need to slow down and give you and your workers the space needed to be safe?

I have been out there advocating to politicians and local communities that as every life is important, it is our shared responsibility to ensure that your workers get home safe to their loved ones, every

single day. But we also need every member of the industry to get behind this simple idea by displaying what is now Australia's road safety symbol ... The yellow ribbon. And maybe even increase your commitment by including *"Drive So Others Survive!"* reflective stickers on the rear of your vehicles!

## Why not become a supporter of 2021 Yellow Ribbon National Road Safety Week!

We're happy for you to leverage our work to get your road safety message out during this important Week.

Here are a range of low-cost initiatives that your organisation can consider to both get the road safety message out as well as demonstrate your support of 2021 National Road Safety Week. These include:

1. Leading a Remember the 1200@1200 event  
- Observe a minute's silence at 12:00pm on Sunday 16 May to acknowledge and support those victims, families and friends who have lost loved ones in road crashes;
2. Creating a link on your website, then leading and promoting the **2021 Road Safety Pledge** (see [www.roadsafetyweek.com.au/home/#home/pledge](http://www.roadsafetyweek.com.au/home/#home/pledge));



# SARAH

3. Displaying yellow ribbons and/or "Drive So Others Survive!" stickers on your fleet vehicles as both as a sign that you promote safe driving in your community, and as a symbol of your organisations commitment to protecting all road users!
4. Asking Councils and other organisations to light buildings and/or local icons in yellow, & get them to promote them as Road Safety Week symbols;
5. Use the phrases "Supporter of 2021 Yellow Ribbon National Road Safety Week - 16 to 23 May 2021" and "Drive So Others Survive!" in your organisation's signature blocks, media promotion, web sites, and promotional activities



6. Promoting National Road Safety Week activities via your personal and organisational social media, in the lead up to, and during, the Week, and encouraging staff to do the same.

In the last 12 months, the industry has had two workers killed just doing their jobs. It is time we remembered and honoured those individuals by showing both their loved ones, and indeed every member of our community, that the industry is out there making a difference ... that every member of the industry is a road safety champion.

## National Road Safety Week - 16 to 23 May 2021

I am delighted to let you know that the Government of South Australia will be the host this year. The National Launch will be held in Adelaide on Sunday 16 May, with the world-famous Adelaide Oval being lit in yellow for the duration of the Week.

Following the lighting of Adelaide Oval, a raft of national, state, and local iconic structures will also be lit in yellow in support of 2021 NRSW. The lighting of icons is always a great visual community reminder of our joint efforts and commitment to improve road safety across our nation.

But just as important is what you and your company do to get the message out... Remember, the life you save might very well be your own!

**With National Road Safety Week (16 to 23 May) just over two months away, do you want to help SARAH's road safety fund-raising? You can buy your stickers and yellow ribbons via our National Road Safety Week website at: [roadsafetyweek.com.au/supporters](https://roadsafetyweek.com.au/supporters).**

**Thanks for helping us get the message out!**



Peter Frazer,  
President SARAH



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Melbourne	(03) 9358 4100	Newcastle	0400 235 883
Wagga	0427 779 588		

# *Don't risk being impaired by Alcohol and Drugs before driving!*



## **Prevention Strategies**

The following is a list of simple, yet effective, techniques to avoid being impaired by Alcohol and Drugs while driving:

- o If you plan to drink, don't drive
- o Have a workplace Alcohol and Drugs management plan in place
- o Ensure you aware of the number of drinks you have had
- o Organise a designated driver
- o Use public transport or 'grab a cab'
- o Plan accommodation ahead of time
- o Are you aware that some prescription drugs sold over the counter can affect the driver of a vehicle?

**NRSP**  
NATIONAL ROAD SAFETY

**PARTNERSHIP**  
PROGRAM



Working in and around live traffic is one of the critical risks for people in our industry. As such, Fulton Hogan has set a goal in 2021 to;

**MOVE TRAFFIC  
CONTROLLERS  
OUT OF  
LIVE LANES**

Use the link or scan the QR code below to join us  
**@12pm Thursday, 4 March, 2021**  
for a live event to learn more about this safety initiative  
or to register for more information.

[www.fultonhoganregionalevents.com.au/  
events/move-out-of-live-lanes](http://www.fultonhoganregionalevents.com.au/events/move-out-of-live-lanes)





# Update on the Austroads' national harmonisation for Temporary Traffic Management

2021 is set to be another busy year for us at Austroads and our member agencies as we look to launch operations the national prequalification and training schemes for design and implementation of temporary traffic management.

First of all, the Austroads Guide to Temporary Traffic Management (AGTTM) launched in December 2019, is being adopted in practice by Australian state and territories:

- South Australia Department of Infrastructure and Transport adopted the Guide on its release in December 2019.
- Tasmania Department of State Growth has adopted the Guide from 1 January 2021.
- Main Roads Western Australia has adopted the Guide from 1 February 2021.
- Queensland Department of Transport and Main Roads will formally adopt the Guide from 1 August 2021 with recommended but voluntary use of the Guide from 1 January 2021. The Queensland Guide to Temporary Traffic Management (QTGTMM) is a new 10-part document that directly aligns with the AGTTM. Each part of the new QTGTMM will adopt (but not repeat) the guidance contained within the AGTTM. The QTGTMM details some variances to the practices described in the AGTTM for use in Queensland.
- In NSW, the Traffic Control at Worksites (TCAWS) manual remains the primary practitioner's guide for temporary traffic management at this stage, with the AGTTM and relevant Australian Standards used as technical reference documents. Transport for New South Wales references the AGTTM in its TCAWS manual issue 6.0 and developed a supplement highlighting any departures from the AGTTM. Austroads will continue to work with TfNSW to review these departures, drive national harmonisation, and position the AGTTM as the primary guidance across jurisdictions.

- Other States (Victoria Department of Transport) and Territories (Roads ACT and Northern Territory Department of Infrastructure, Planning and Logistics) are confirming their approach and timing to their AGTTM adoption.

In parallel to the adoption of the initial version of the AGTTM, we have continued to review the guidance in line with queries received from industry and road transport agencies. We will be releasing an updated version later in 2021.

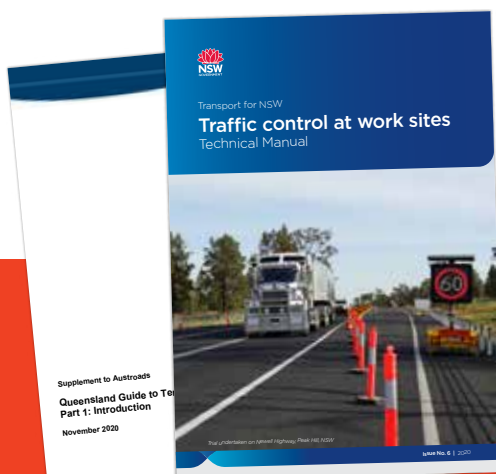
The National Prequalification and Training Schemes have been the subjects of much stakeholder consultation: following some initial industry consultation in August 2020, an Industry Consultative Group (ICG), comprising representatives of 23 organisations including TMAA, have provided their perspectives on the national prequalification scheme, while 26 training organisations have provided inputs and feedback in the development of the national training material.

We are now finalising the documentation that defines these schemes and turn our focus towards preparing for their operationalisation, starting with the upcoming procurement of an online platform to manage registration for prequalified temporary traffic management organisations, Approved Training Providers and accredited individuals.

I take this opportunity to thank all the representatives from road transport agencies and industry that have contributed thus far to this initiative. I look forward to seeing more and more knowledge and experience shared between the jurisdictions to strive for always safer outcomes for our road workers and road users.

The Austroads Board reaffirmed early February its commitment to this national harmonisation effort that started in 2015 and agreed to establish a dedicated Task Force to ensure an even higher level of engagement.

Beyond the current work, it is intended that the Austroads guidance will expand over the coming years to cover all environments where temporary traffic management is used (e.g. planned events, incident response, compliance and enforcement activities) and to include a national device assessment scheme where trial results of new and innovative devices can be proactively shared between the road transport agencies for reduced barrier to entry and harmonisation. In a nutshell, this is only the start of the journey!



For more information, please visit and register on the Austroads website: [www.austroads.com.au/network-operations/temporary-traffic-management](http://www.austroads.com.au/network-operations/temporary-traffic-management)

An AITPM webinar will also be held late March on this matter.

# RSEA

/// SAFETY

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# New Zealand Update

**G**reetings to our industry colleagues operating across the Tasman and from all over the continent that is Australia.

Firstly, we wanted to acknowledge our individual and collective challenges and efforts to find our way through the things happening in our world communities. We sincerely hope that these words find you safe and well or managing to work towards better times with what circumstances you find yourself in.

Given the work we all know to be full of opportunities for harm to occur, we know that support and the care of colleagues, known and unknown, can often be the comfort and lift we need to see our way through the clouds to better days.

As we know our strength of character in the South Pacific is prevalent, we presume that across Australia, as with across New Zealand that despite other things, we for the most part we continue to do the important work we do on our roads and for our roading networks.

Across Aotearoa, where the challenge is our ability to be together, we often find ourselves working a little further apart. When we are not able to go out onto the roads to do the physical works, we are able to continue learning about, and innovating for our industry.

We have seen some game changing initiatives developed and launched in terms of performance across the country.

One of the most important and productive has been a nationally applied auditing and on the ground review program. Waka Kotahi (New Zealand Transport Agency) has headed the Summer Audit program, which has been developed over the last three years (and construction seasons).

A group of independent site auditors have been appointed and dispatched across every State Highway network in the country.

The auditing and reviewing has been multi-pronged in scope and purpose. A primary goal of the program has been to gather data from the frontline, with a view to following the line of outcomes back through the full lifecycle preceding work on the road.

This has taken a massive effort and investment, but is providing outputs that are illustrating performance of the Temporary Traffic Management industry as a whole.

With the hard work of a great group of people, tools have been developed that record performance right at the frontline of implementation. At a surface level, the "Site Condition Rating" review records the on-site performance

of TTM provisioners and contractors. With the evolution of the tools being used, this has allowed for further examination of the lifecycle of process and performance at every level of activity from seeing it in action right back to someone thinking "I want to do some work here".

The standardised format has revealed some extraordinary information. Slowly a picture is forming that is giving the intelligence the industry needs too improve and grow, while also helping our practices and guidance to be viewed in a whole new light.

This appears to have brought a lot of companies together in the pursuit of innovations and improvements that can alter the course of the industry and better serve the public, and the precious lives of our public and our people out on the ground.

There is still so much to do in this commercial lifetime to ensure the generations that follow are better served in terms of performance and reduction of delays and disruptions while clearly helping us to learn when they are necessary to address risk and ensure safety for all is paramount.

We look forward to the results of this initiative continuing to resource collaborative and better outcomes for all who use and make their living on and near the road.

Alongside that, we of course invite all and any with an interest in TTM to support the Aotearoa Temporary Traffic Management Association. It looks likely at this stage a short delay to holding an Inaugural meeting of the association will occur in or around August this year.

This is allowing further time for the message of it's existence to be shared across the networks and to allow for some ongoing structural work to occur in terms of setting up the initiative to succeed.

Many hours and meetings with various people, groups, contractors and parties with vested interests have been had. As an association specifically targeting the individual membership of the TTM community, huge leaps have been made to align with other larger and complimentary association groups to ensure that in the fullness of time, ATTMA will function with a high level of input into the development of the TTM industry in New Zealand.

Feel welcome to check the website out, ask questions or input to the development with as much or as little energy as you might spare to assist your colleagues in coming together from all walks of the industry.

To close out for this issue, again we wish wellness and safe journeys for all of us out there.

**Joseph and Paul**  
**Roading Industry Support Services**  
**Waikato, Aotearoa.**





## REALER THAN REAL: transport models join forces with driving simulators

As more companies combine their driving simulators with the power of traffic simulation, the quality and realism of testing continues to improve. Driving simulators are a cost-effective way to test human reactions to differing vehicle technology and road conditions - transport modeling plays an important role in making the virtual driving environment feel as real as possible.

Understanding how human drivers behave is vital to anyone involved in traffic technology - road designers, traffic managers and vehicle manufacturers all need to understand how humans use the roads.

Simulators allow specific conditions to be trialed over and over again in a safe, controlled environment, away from the uncontrollable variables of the real world, but for accurate results, the simulators need to be as realistic as possible.

This is where transport modeling comes in to play. Aimsun is involved in a number of simulator solutions in the UK and abroad, providing real-world validated traffic simulation, which means that when someone is driving in a digital environment, the conditions that they encounter are based on what would happen if they really were out on the street.

Analysts often ask a person in a simulator to drive a set route, along which a number of hazards may present themselves. The test driver might be asked to drive the route multiple times with small changes to the conditions, thus testing how one person reacts; alternatively, a number of drivers from differing demographics might be asked to drive the same route under exactly the same conditions to observe a spread of different reactions.

In older simulators a participant would drive their simulated vehicle along roads where other cars would appear sporadically, but which had no relation to the real world. Now simulator providers such as French firm AVSimulation, UK firm XPI Simulation Limited, and the ITS team at the University of Leeds can link with Aimsun traffic modeling software to provide realistic traffic within a representative virtual environment.



The simulators couple driving simulation with Aimsun Next's dynamic traffic simulation - not only are the vehicle flows realistic, but there is also accurate representation of public transport, cyclists and pedestrians along with traffic management tools such as traffic lights. This completeness allows a variety of uses, including testing ITS traffic management solutions, evaluation of human performance and behavior, testing vehicle-to-vehicle systems, Automotive Driver Assistance systems and GPS/traffic navigation equipment integration

#### CREATING AN IMMERSIVE VIRTUAL EXPERIENCE

Working with French firm AVSimulation, Aimsun delivers large-scale traffic simulations to the SCANeR™ Studio simulator engine; this collaboration produces realistic driving conditions combining to give the driver a fully immersive virtual experience. Therefore, for example, if a simulation were a twin of a city at morning rush hour, the heavy congestion encountered would mirror what you would expect to see on the real road.

Uniquely, the SCANeR simulator has a direct interface with Aimsun Next traffic simulation software, (Aimsun implemented and licenses the Driving Simulator Interface and AV Simulation implemented and license the plugin that works in SCANeR).

#### TESTING AUTONOMOUS VEHICLES IN DRIVING SIMULATORS

Unlike the direct interface between Aimsun Next traffic simulations and the SCANeR simulator, other companies are using Aimsun's External Agent Interface (EAI) to program their own link with Aimsun Next traffic simulations. These companies program a TCP/IP communication in the platform of the driving simulator,

with the Aimsun External Agent Interface. For every simulation step, Aimsun Next sends the position of the vehicles and the color of each traffic signal group and receives the position of the human-driven vehicle in the simulator.

The Innovate UK-supported OmniCAV project in the English county of Oxfordshire is an autonomous vehicle project that includes testing on real roads, a test track and in the virtual world. Using Ordnance Survey data, Aimsun simulated the 32-km real world traffic network around Oxfordshire for use in XPI's driving simulator to test how an Autonomous Vehicle (AV) would react within this environment. By linking to the AV vehicle control system, the simulator system can safely and repeatably test the AV under a wide variety of environmental and dynamic conditions. Further, during the OmniCAV project, the simulation system digital twin capability will be assessed by using real-world footage from an AV driving around the Oxfordshire route and comparing this to the same scenario run in the simulated environment

Also using the EAI to link driving simulators with Aimsun Next simulations is the Institute of Transport Studies, which has the University of Leeds Driving Simulator (UoLDS) on campus as part of the Virtuocity program; the UoLDS has already been used in UK connected and automated vehicle projects such as VeriCAV and HumanDrive.

As more and more operations combine their driving simulators with the power of traffic simulation, the quality and realism of the testing will continue to improve.

**Gavin Jackman**  
Aimsun Ltd.



## COMPASS

# Compass: the new proactive solution for road safety

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\* At time of print

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# KEEPING ROADWORKERS DISTANCED AND COVID-SAFE



To battle the effects of Covid-19, just as in Australia, there are strict rules over in the UK too about keeping a distance from people either at work or in shops or other enclosed spaces. When the thought of someone in your workforce getting ill doesn't just affect a team's health and wellbeing, but the effectiveness of delivering on a work project, making every effort to assure staff stay well is even more important. One UK company has hit on an idea that has kept teams safe on transport projects as Paul Hutton explains

Clearview Intelligence is used to keeping people safe with a range of road studs, message signs and other technology dedicated to road safety. But when Covid-19 hit, the company realised that there was a major need to keep not only road users, but also the people who work for them safe.



**They realised busy people out on site need a reminder to keep two metres from their work colleagues, and so introduced electronic tags that workers wear that buzz and flash when they get too close to work colleagues.**

"It started when a client asked me to find them a way they could get their staff back to work whilst guaranteeing their health and safety," explains Clearview Intelligence consultant Neil Levett. "The tags just do what so many people need at the moment - give staff or customers the reassurance that the company issuing them truly has their welfare at heart."

The tags can store up to 10,000 connections on each device (if being used in remote areas of zero wifi for example) and then once they come within 50M of a remote access point they automatically upload their data to the cloud where the online management software displays the information in real time. Any transgressions within the set social distancing distance/times can be reported on. This means if a staff member were to show symptoms, everyone who has come into close contact with them has been logged and can therefore be warned, and self-isolate as necessary but the rest of the workforce can keep working.

The tags are in current use by roadworkers on site, either constructing or maintaining the road network, and are also in use by staff in tunnels and the BAM Nuttall team working on a major rail line upgrade in Northern England, "They haven't so much changed behaviours as confirmed and reinforced correct ones," commented Graham

Gregson, the company's Civil Safety Manager. "They were trying to do the right thing before, but now have the confidence of knowing they're maintaining the correct distance."

If social distancing rules are changed to suggest a different distance, the tags can easily be recalibrated using the online software and the tags will passively update when they next come not contact with the Remote Access Point. A further enhanced facility is that the Access Point can also be remotely connected to the cloud through a remote cellular addition, to enable remote, real time reporting.

"As a business owner, I know that the economy needs people to get back to work. But there's no point getting people back to work if they're not safe," continued Levett. "These tags deliver a constant, consistent and low-cost reassurance that staff are maintaining social distancing, so they can get back to work. They should be reassured by their employer that they are not snooping devices, or Big Brother, they are there to promote safe distancing and to encourage behavioural change and take perception of distance out of any situation. Data doesn't have discretion."

Clearview Intelligence is used to pioneering products which make a roadworker's life safer, from in-carriageway sensors that can be installed in fewer than 15 minutes to minimise the time a worker is out on the road to a journey time information solution at roadworks which manages a driver's expectations and reduce their stress levels and hence their risk to roadworkers nearby, the social distancing solution is one that adds to its range of safety products. And although the company is based in the UK, its products are built to international standards and available worldwide.

*Paul Hutton is an independent journalist and co-owner of the website Highways-News.com.*

Photos courtesy of [clearview-intelligence.com](http://clearview-intelligence.com)



# Extending Safety Practices to Contractors

Vanessa Moran & Dr Darren Wishart

Griffith University, Work and Organisational Resilience Centre

## Introduction

Many operators across the transport industry rely on contractors. But the often transient nature of this employment arrangement creates a unique safety challenge for organisations. How do you, for example, help contractors align with your safety culture and ensure they are carrying out their work to the same safety expectations that apply in your organisation? This can be critical for organisations because workplace law means the legal safety obligations you have for your employees also apply to your contractors.

## Managing contractor safety breaches

The consequences of safety breaches by contractors can vary from mild to extreme. In mild cases, contractors not adhering to the organisation's safety standards undermines the workplace safety culture. When employed staff are held to expectations that do not extend to colleagues on contract arrangements, animosity can develop, which can lead to defiance toward safety systems<sup>1</sup>. In more severe cases, contractor safety violations place the organisation at risk of breaching the workplace health and safety law.

One key step in managing the safety of your contractors is to treat contractors the same as employees when it comes to safety practices and expectations. However, there are many social and psychological dynamics, that is human factors, in contracting relationships that can erode the layers of defence. It is important therefore to consider first whether your systems are designed to support the expectations you have for contractors, and then consider how social and psychological factors could be eroding contractor safety.



### *The law around contractor safety*

The Work Health and Safety Act (Cth) 2011 (WHS Act) defines a worker as including contractors while they are on your work site or carrying out your work. This distinction means any liability you carry concerning employee safety is extended to contractors and suppliers while they are carrying out your contract.



## Systemic factors that influence contractor safety

There are several system-level factors you can check for in your organisational processes to determine if your systems are supporting or undermining your efforts to manage contractor safety behaviours.

### Role clarity and reporting structures

Contract workers often work in close contact with employees, on construction sites for example, yet their role requirements and reporting around safety can be very different. Employees and contractors have reported these situations often lead to confusion over who is responsible for monitoring risk, especially where risks cross different roles<sup>2</sup>. There can also be confusion among leadership, who are unclear if it is their responsibility to manage contractors.

This means sub-contractor safety behaviours depend on the contract holder monitoring and managing their safety. This external person may not be on-site to monitor slips or breaches. Incident investigations have also shown not having clear roles and responsibilities around managing risk has contributed to major incidents where sub-contracting was involved<sup>2</sup>.

It is crucial to keep in mind 'diffusion of responsibility'. This occurs where there are multiple capable people present, yet no-one takes responsibility for a safety issue because they assume others are responsible. This can lead to major disasters, and these cases demonstrate the importance of not assuming someone is going to make themselves accountable. This is particularly relevant in contracting relationships where the contract worker may feel detached from the business' practices. Responsibility for monitoring specific safety measures needs to be discussed and clearly appointed to individuals.

### Internal communications systems and training

Contractors often have less interaction with management or with organisation information, policies and procedures more readily available to employed staff. They may not, for example, have access to the intranet, internal newsletters or other internal communications around safety. Contractors may not be included in toolbox talks or team meetings, or are not expected to complete the same mandatory safety training as employees.

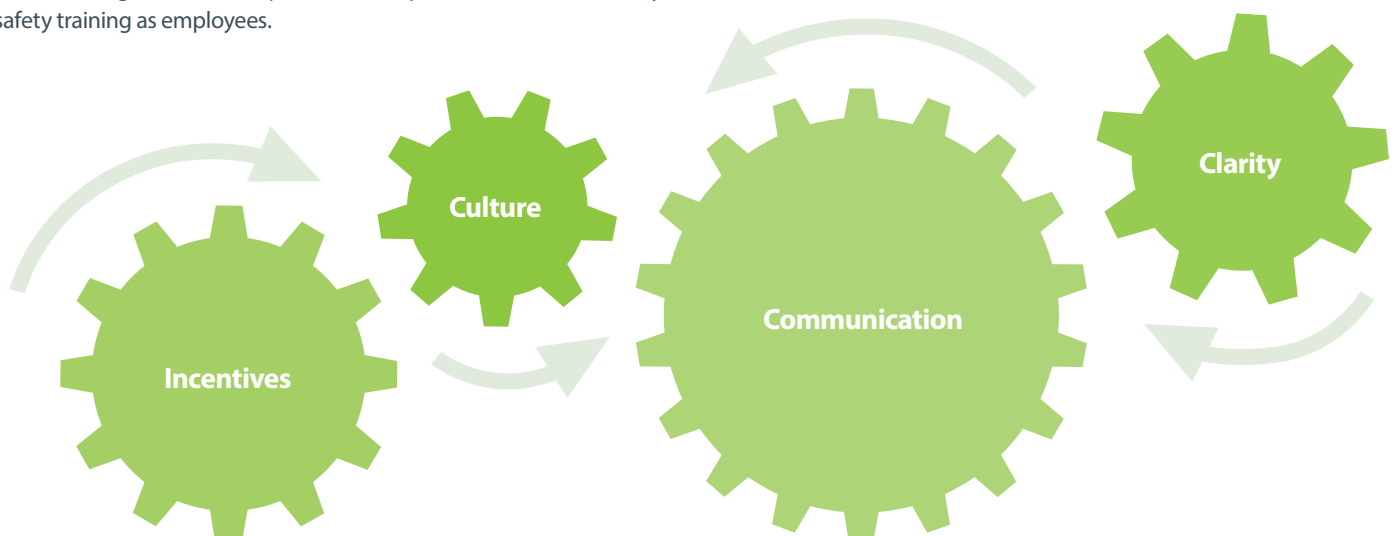
### Safety cultures clash: the efficiency-thoroughness trade-off

While many aspects of safety are 'cut and dry', others require a degree of subjectivity. When considering the extent of controls, checks and precautions to implement, organisations must consider the costs involved. This is often referred to as the 'efficiency-thoroughness trade-off'. Over time, an organisation may develop norms around the degree of resources and time devoted to managing risk when considering high resource costs.

Differences in the degree of thoroughness given to safety measures can create conflict between principal and contractor. While this balance will vary between organisations, the nature of contracting means contractors may give greater priority to efficiency, incentivised by being paid on outputs and minimising costs. For this reason, organisations working with contractors need to consider how the contract itself incentivises safety (see next point) in addition to outputs.

### Misaligned incentives

As contractors are usually paid on outcomes and output, their incentives are sometimes more aligned to efficiency than safety. In addition to the conflict of cultures discussed above, lack of emphasis on safety activity can be a sign of poorly aligned incentives. Contract timelines may not allow for the same safety training afforded to employees, or contract fees don't allow for additional time needed or safety resources expected by the contract principal – so-called 'unfunded mandates'. At the same time, pressure is often placed on contractors to deliver outcomes at the lowest possible cost. The design of a contract can have the unintended consequence of motivating workers to prioritise speed over safety.



## Contracting to mitigate risk

Organisations can consider the following steps as a proven framework to ensure alignment in safety expectations between principal and contractor. Smith and LLC [2] suggest taking the below measures at each stage of contracting to ensure safety expectations are at the centre of contracting relationships.



**Contractor selection:** Prioritise safety when awarding contracts; ask for past safety metrics when accepting proposals and tenders.



**Contract preparation:** Factor processes around safety into contract agreements.



**Contract aware/establish expectations and standards:** Establish roles and responsibilities and explicitly discuss the agreements set out in the contract. Ensure these standards are easily communicated to the operators. Remember, operators of the contract may not always see the contract.



**Orientation and training:** Provide your own orientation and training to contractors, creating clarity around roles, responsibilities and reporting.



**Monitoring safety activities:** The owner of the contract (the organisation) needs to take responsibility for checking compliance with agreed safety terms.



**Evaluate safety performance against contractual expectations:** Evaluating a contractor's adherence to the agreed safety expectations is very important for ongoing contracting relationships and will demonstrate a commitment to safety practices and expectations.

### *Shifting perspective when resolving violations*

At the stage of monitoring and evaluating contract safety compliance, it is important to consider the implied or unspoken message you send when resolving non-compliance issues. Taking a directive, command and control approach might temporarily prevent violations but an operator or contract holder may have valid and complex reasons for non-compliance. Understanding these reasons is key to improving your safety systems. The study of human factors shows repeatedly that human error is inevitable, major accidents are rarely the outcome of a single unsafe act, and procedural violations can at times represent an attempt to improve safety<sup>3</sup>. Working with contractors to understand why they were unable to meet safety expectations – and working together to solve those challenges – will help safeguard you against future violations.

Taking this solution focussed approach to non-compliance also shows a willingness to work collaboratively. Using 'no blame discussions' to understand safety violations establishes a collaborative, rather than transactional, relationship with contract holders. This prioritises learning over punishment and sets the foundation for continuous improvement and open communication.

### Contractors and safety – Key questions to ask

#### *Risks*

- Do our contractors compete only on price?
- Do we emphasise efficiency at all costs?
- Is there a cost for contractors to comply with our safety practices?
- Do our safety expectations align with our contractors' expectations?
- Are those expectations being passed on to the right people?
- Are job demands incentivising time over safety?
- Are our contractors experienced with our safety challenges?

#### *Protectors*

- Do our contractors feel part of the team?
- Are we regularly talking about safety with contractors?
- Are we including contractors in safety training?
- Do contractors have the freedom to follow our safety practices?
- Is our efficiency trade-off clear in the contract?
- Are contractors clear on their roles and responsibilities?
- Do we include contractors in safety feedback loops?



## Social norms

Contractors often have a distal membership with the organisation, making them less likely to identify with the organisation's safety values and to commit to its safety goals<sup>5</sup>. Professional contractors, those who provide the organisation with a professional service at an expert level, are often less inclined to be instructed or directed by the contract holder on task or procedural processes. Social connectedness, however, can sway and influence behaviours even in contexts where you have no direct authority over someone's actions.

Social approval is a strong motivator even for people who appear to have low interest in social engagements. We are all social creatures, and the approval of peers or respected others is a strong driver of behaviour. In the context of safety behaviours, creating a sense of belonging to a team or building rapport with suppliers can support adherence to safety practices<sup>6</sup>. Leaders in particular play a critical role in creating a sense of mutual respect, which increases compliance if leaders model the values of a safety climate<sup>7</sup>. The effects of social connectedness can be leveraged when looking for ways to encourage contractors to adopt the safety norms of your organisation. Conversely, when workers do not identify themselves as a member of the group, such as in the case of many contractor-employee divides, they will show little concern for conforming to group expectations. Creating a sense of community and helping contractors feel part of the team will naturally encourage them to adhere to the safety norms already embedded in the broader workforce<sup>6</sup>.

## Perceived benefit or cost

Before engaging in any behaviour, people naturally evaluate for themselves if the behaviour is beneficial to them. In the safety space, this means people accept some risk when they subjectively decide the risk is minimal compared to the gain. The degree of risk an individual will accept, sometimes referred to as their 'target risk level', varies from person to person. This subjectively accepted degree of risk is also influenced by the degree of difficulty of the task, that is people are more cautious with tasks that feel difficult<sup>8</sup>. Though you may not

be able to use task difficulty to raise risk awareness, you can use this subjective benefit-cost process to nudge or sway a contractor's target risk level to be more aligned with the organisation's risk level. Nudging someone's perceived value for safety is a far more reliable method for behaviour change than simply monitoring adherence to contractual clauses that are perpetually sensitive to breaches.

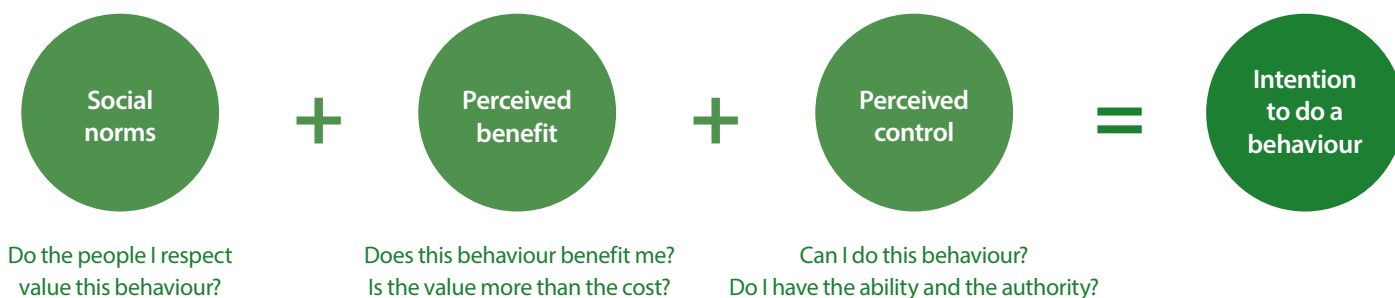
This nudging can be done through presenting information that influences the balance of perceived costs to benefits. Safety is under valued when the individual does not consider precautions to be personally beneficial. One reason people don't appreciate the benefit of safety practices is a lack of awareness about the prevalence of incidents. When contractors are not included in internal communications and toolbox talks, and are therefore not aware of incidents and near misses, they are more likely to disregard and devalue safety practices. This feedback cycle is known to be crucial for reducing risky behaviour.

## Perceived control

Control in this context refers to the extent that workers feel they have the ability and autonomy to act on a behaviour<sup>9</sup>. Contractors will engage in more violations if they do not feel they have the capacity or freedom to undertake the safer practice. If contractors are not given the same safety training as employees, they may not be capable of meeting more complex safety and risk controls. Sub-contractors or suppliers may feel a lack of control or freedom of choice if the employer is asking them to follow a procedure. In such cases, it's important to acknowledge this constraint and look to contract arrangements (discussed in systems issues above) to resolve safety issues.

## Improving contractor safety behaviours: Social and Psychological predictors to leverage

Three factors are known to have a substantial effect on a person's intention to undertake a safety behaviour: social norms, perceived benefit-cost ratio, and perceptions of control<sup>4</sup>.





## 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

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- # Can be implemented anywhere a stop/slow baton would normally be used;
- # Fail safe features - ensure no two green lights can be displayed at the same time, low battery, tilt and lantern;
- # 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 a 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.

### FEATURES & Inclusions

#### eSTOP

- # 2x Traffic lights per set
- # 2x Adjustable legs
- # 2x Hand held controls
- # 15 hours Battery life (fully charged)
- # Operation & Set up user sheet
- # Durable carry cases
- # Easy assembly

#### eSTOP-M

- # Traffic lights per set \*
- # Adjustable legs \*
- # Hand held controls \*
- # Same features as eSTOP

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# Avoiding 'Difficult' Conversations: Comparing the Cost

NRSP BLOG | Feb 2021

We're all familiar with the Industry Super ads that compare the performance of two worker's superannuation funds. One worker is stagnant while the other worker – and their stocks – rise. The same message could apply to organisations and their willingness and ability to have 'difficult' conversations.

In this context, organisations addressing issues by having those tough conversations are the ones on the rise. Those avoiding addressing safety, performance or other business issues, usually out of fear of potential consequences, are the ones being left behind.

The cost of avoiding rather than having what subject expert Celia Swales calls 'courageous' conversations can, in fact, be greater. Because not addressing important issues allows poor safety practices or work performance to continue, compromising workplace safety and productivity.

"The conversations that could be had and the problem solving that could be had are all lost opportunities," she said.

"It's lost improvement in systems, better alignment for people, greater engagement – people leave organisations because their leaders are not having the real conversations.

"I recently heard about two young people doing placements in different workplaces. One was confused about what she was supposed to be doing so she asked someone and got the answer. The other was too frightened to ask because she knew the response wasn't going to be good. So she will have an ineffective placement and she will continue that pattern in other workplaces.

"All of those kinds of things cost organisations money, and that's the hidden cost of the conversations that are not held."

## Like Super, It's About Long Term Performance

Celia Swales has been guiding organisations through 'courageous conversations' for many years. She shares the benefits and advice on how to approach such discussions in this Thought Leadership piece, and will answer questions on the subject in this NRSP webinar in February.

In particular, Celia says, preparation and follow-up are as important as how the actual conversation is conducted. Preparation, for example, can help keep emotions under control during a tough conversation, and implementing agreed actions after such a conversation demonstrates their value to the workforce.

*"The conversations that could be had and the problem solving that could be had are all lost opportunities."*

Over time, being brave enough to have those conversations, and knowing how to conduct them well, also helps create a culture where safety, performance and other workplace issues are quickly and continually resolved.

Turning potential hidden costs into safety and bottom line benefits, and keeping organisations and their people on that upward trajectory.



# Prescription Drugs & Driving

## The Risk of Prescription Drugs

Driving is a complex task which depends on vision, decision making, reaction time, coordination, and divided attention. Many prescription drugs and over the counter medications can adversely affect such skills and impair driving ability and place you and others on the road at risk.

## How does prescription medication affect driving ability?

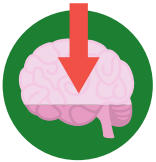
Side-effects of prescription medication can impair driving ability by:



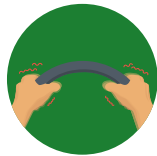
Causing drowsiness



Slowing reaction time



Affecting mental concentration



Causing shakiness



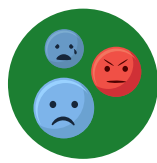
Affecting coordination



Blurring vision



Causing confusion



Creating mood changes or anxiety

These effects may make it unsafe to drive, cycle or use machinery...

during the time you take the medication

and

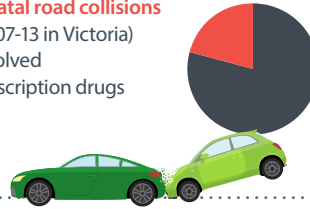
during the period afterwards (the 'hangover effect')



Approximately

**21%**

of fatal road collisions (2007-13 in Victoria) involved prescription drugs



However, according to the Australian Drug Foundation,

**1 in 4**

Australian drivers ignore medication warning labels and drive after taking prescription drugs



## Which medications could affect my driving ability?

**>400** prescription medications may affect driving, including those commonly used for...



pain relief



anxiety or depression



cough, cold & flu symptoms



sleep problems

Remember, even over-the-counter medicines and herbal remedies can affect your driving.

Taking multiple medications, and even a small amount of alcohol can increase impairment.



## How can I stay safe on the road while taking prescription medication?

- Avoid mixing your medications with other drugs and alcohol
- Understand the effects of your medication
- Follow the label instructions
- Monitor yourself; be aware of your body's reactions
- Always ask your doctor for advice

Example:

This medication may affect mental alertness and/or coordination. If affected, do not drive a motor vehicle or operate machinery.

## Note:

In Australia, it is illegal to drive while impaired by drugs, whether or not they are prescribed.

Drivers are responsible for reading the labels and consulting their doctors.

Call the Alcohol and Drug Foundation (ADF) on 1300 85 85 84 for more information and support





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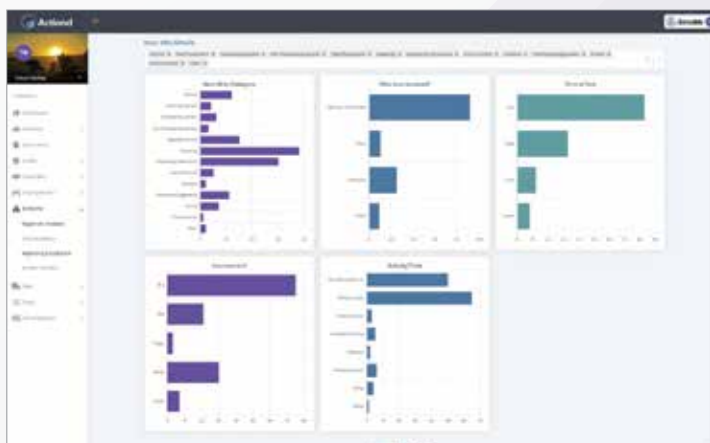
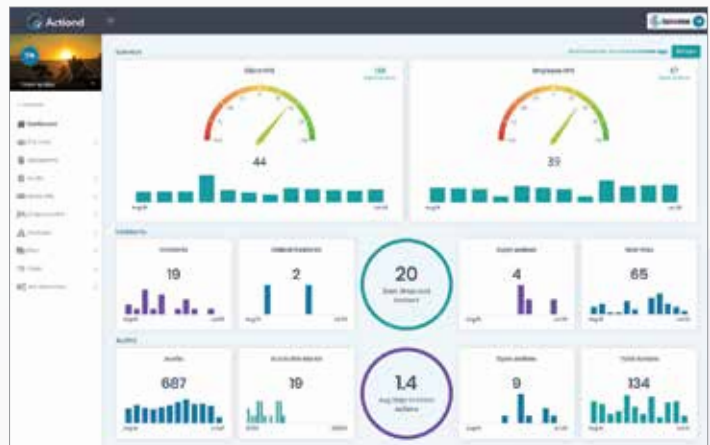
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WEBINAR  
Presented by Daniel Kelly  
Thursday 25 March 2021  
2:00pm AEDT

## APRIL

Drug & Alcohol  
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Australia (DASA)

Healius  
Pathology

WEBINAR  
Medicinal Cannabis and Mobile Workers:  
What do I need to know?  
Presented by  
Associate Professor David Allen | Drug and Alcohol Solutions Australia (DASA)  
Andrew Leible | Healius Pathology  
Thursday 22 April 2021 | 11:00am AEST

WEBINAR  
Prescription Drugs and the Mobile Workforce:  
How can we assess and manage the risk?  
Presented by  
Associate Professor David Allen | Drug and Alcohol Solutions Australia (DASA)  
Andrew Leible | Healius Pathology  
Thursday 29 April 2021 | 11:00am AEST



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