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TRAFFIC MANAGEMENT
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THIS ISSUE

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STEPHEN O'DWYER

Actions by industry, key buying groups and Government will continue to centre around removing traffic controllers from high-risk areas and increase the use of devices and technology. Additionally, it's well noted that the setup and take down of TTM sites is a time of much higher risk and road authorities are investigating improved options for these periods with some already having changed methodologies. I encourage all businesses to assess their current practices and ensure they are ready for the more substantial introduction of PTCO across the country.

Significant incidents continue to highlight the need for us to double our efforts in pushing for change, to all levels of Government and regulators. Tangible actions are currently being taken through all allied Associations, and as a group of Associations focused on work around roads, we are consistent in our message and need for rapid change. The Roads Australia Road Worker Safety Working Group is moving forward with its "Above the Line" project in developing recommendations on minimum industry criteria for road worker safety. A draft is expected by the end of May. This project aims to have conditions over and above those of regulators with commitment from significant contractors in the road industries to implement the recommendations.

Austrroads has appointed Chris Koniditsiotis to work with all industry stakeholders to finalise harmonised practise and the introduction of national training and prequalification frameworks. Many of you would have been contacted by Chris or his team with an invitation to complete a number of surveys that will begin to paint a picture of what the map to harmonisation will look like.

Chris is still working to tight timeframes and is confident of both projects being implemented this year. This will result in a more consistent approach to service delivery and training across the country and provide a much better mechanism for overall industry engagement and improvement.

A major industry collaboration with TMAA, AfPA, RA, SARAH, and AustStab, jointly supporting the introduction of speed cameras at road work sites has generally been well received by most State Ministers with some States already taking a much more rigid approach to speeding at roadwork sites. There is also anecdotal evidence of Police being far more responsive to requests from Traffic Controllers to attend sites where motorists consistently drive above posted limits.

Last week saw the introduction of a national meeting of all TMAA Chairs and Vice Chairs. This initiative has been introduced as a way of knowledge sharing on the many operational issues faced by industry across the country and provides an avenue for feedback to the National Board for initiatives and actions that we can add to our Agenda. It's an exciting development and I am looking forward to working more closely with the State Chairs.

TMAA is heavily engaged with all stakeholders who have influence around what it is we do. We need your participation and commitment in the conversation. If you are not currently a member, join today and be part of making a real difference to how we are engaged as an industry.

Stephen O'Dwyer
TMAA President



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How investment market volatility could affect your super

It's easy to believe volatile investment markets aren't pertinent to you if you don't actively participate in stock market trading - but as a superannuation member and employer, it's essential to keep abreast of the topic and here's why.

Investment markets globally are off to a volatile start in 2022 due to a myriad of reasons. This is quite common, and history tells us that volatility is a part of the investment cycle. Past fluctuations show us that periods of investment volatility come and go. From the Dot-com Bubble to the global financial crisis (GFC) in mid-2007 and early 2009, we've seen some intense downturns, but history does tell us that markets will recover over a period of time.

WHAT TO DO WHEN INVESTMENT MARKETS ARE VOLATILE

With coronavirus still at the fore, investors (including super funds) have continued to see interest rates rise to manage market inflation, in turn affecting superannuation and the returns for members. Although, this is not to say that all super balance variation is equal. Understanding different assets and the risk associated with that investment is essential to ensuring your employee's superannuation accounts meet their investment risk appetite.

For example, those who have chosen a more conservative investment option have lower exposure to the share market. The risks associated with it will also be lower than another member who has selected a high growth strategy.

EQUIP INVESTMENT OPTIONS

Most funds offer diversified options to help offset market fluctuations by spreading your money across different assets. A few investment options that are available include:

MySuper: A low-cost, balanced choice. It is the default investment allocation if you do not provide the superannuation fund with a

preference. This is similar to the Balanced Growth option listed below.

Conservative option: Designed for people who wish to invest in lower risk securities in exchange for more stability.

Balanced option: A balanced option is aimed at members who want a middle of the road mix of risk and return.

Balanced Growth: An option for members who want to strike a balance between risk and return but are prepared to accept a slightly more aggressive asset allocation.

Growth: Aimed at members who want to strike a balance between risk and return but are prepared to accept a more aggressive asset allocation.

Growth Plus: Growth Plus is nearly 100% invested in Australian and overseas shares to pursue long-term growth but can be more volatile in the short term.

Remember, superannuation is a long-term investment. While investment markets can be unpredictable in the shorter term, they typically recover over a more extended period, in turn balancing super over time.

SHOULD I BE CONCERNED ABOUT THE CURRENT VOLATILITY?

The level of concern towards market volatility naturally depends on how close your employees are to retirement. If the market falls and your employees retire, it could potentially lock in losses versus young investors who still have time for markets to recover. However, it all depends on their individual circumstances.

Early-mid career members

If you have employees that are in early to mid-career stage, the fall of investment markets is typically less of a concern since their balance will have time to recover. However, if your employees are worried about the downfall of their super balance, they can review the risk involved with their current investment option and ensure it aligns with their long-term financial goals.

All investments carry risk, but their personal financial goals influence the amount of risk they're willing to take on. If market volatility has caused your employees to rethink their current risk profile, financial advisers are always available to discuss any necessary changes to their financial plan.

Pre-retiree members

If your employees are close to retirement, they need to understand how volatile markets can impact their retirement balance. Depending on how close they are to retirement, they may be interested in a low-risk investment option designed for people who wish to invest in lower-risk investment options in exchange for more stability. This is because they may want to preserve their capital as they near retirement and start to draw down on their super with a pension.

What you can do as an employer to help

While you cannot provide financial product advice to your employees, you can give them factual information about superannuation and direct them to the right person to speak with when in doubt.

SPEAK TO THE EXPERTS

At Equip, we partner with employers to ensure they understand the services available to members. We have qualified financial advisors to help your employees make decisions that align with their financial goals and values, including investment advice.

They have in-depth knowledge about our investment options and can steer your employees in the right direction. To speak with a member of our team, reach out via the details below and book an appointment today.

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LOUISE VAN RISTELL



Across the country TMAA Divisions have started the year discussing consistency within the industry in training, procurement and safety. With this in mind, 2022 will be the year to highlight national harmonisation as we work with Austroads, inching closer to the release of national pre-qualification and training projects. At a Division level, we will be driving collaboration with our Road Authorities to increase alignment to the Austroads guide to assist with cross border projects as the pipeline of works spills over into each jurisdiction.

I had the privilege of discussing the progress of each TMAA Division at a 'round table' Chair and Vice Chair meeting last week. The meeting highlighted the need for close collaboration and industry advice to the Road Authorities in each jurisdiction and the need for TMAA to ensure we remain central to any discussions and working groups that impact our industry. With such a broad spectrum of works under our auspices, we need to ensure we have a seat at the table along with key government and stakeholders officials, when infrastructure, construction, roads and safety are discussed. As the peak body representing traffic management across Australia, it is vital we collaborate and are consulted as the industry experts in our field. I am working with the Chairs to ensure this occurs both in 2022 and further afield. I would like to thank the Chairs and Vice Chairs for their commitment to the TMAA, its members and the industry. Read more about our Chairs and Vice Chairs [here](#).

TMAA Chairs, Vice Chairs and I look forward to catching up at the TMAA Conference, Thursday and Friday 24 & 25 March, Melbourne. Book now via www.tmaaconference.com.au. Our guest speakers and sponsors are key players within our industry sector. Our appreciation to all our speakers and presenters for their support for what will be a successful event and an opportunity to again, advance our industry.

Internally TMAA has worked with the Australian Electoral Commission (AEC) who manage the TMAA Board elections. We welcome new Board members, Peter Dixon (TMAA TAS), Dylan Barker (TMAA SA) and John Cassel (TMAA QLD) to the Board and returning members Stephen O'Dwyer (TMAA WA), Ben Marsonet (TMAA NSW), Anthony Simmons (TMAA VIC) and Andrew White (TMAA NT). Office Bearer elections are currently underway and we look forward to announcing those roles in the coming weeks. With a strategic planning day in May, I will, again, be working with the Board to deliver TMAAs strategic plan. We will be sharing the new plan with members post the May 16 planning day.

In the meantime, I would like to reiterate the need for stringent safety at all sites across every project. In this, the busiest of times, we need to be vigilant for our teams, our clients and the public.

Louise Van Ristell
TMAA Executive Officer

Hear from Peter Frazer OAM at our Industry Leaders Breakfast – Redefining Safety

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Barnaby Joyce,

Deputy Prime Minister and Minister for Infrastructure,
Transport and Regional Development



Significant road safety upgrades will be fast-tracked to help reduce road trauma and save lives on New South Wales roads, thanks to a \$78.6 million funding boost from the Australian and New South Wales governments.

The funding will support a further 191 road safety projects across the state, with a strong focus on rural and regional roads.

The upgrades are jointly funded under the Road Safety Program, with the Australian Government contributing \$61.7 million and the NSW Government providing \$16.9 million.

Projects will include upgrades to highways and arterial roads by sealing shoulders and installing rumble strips, as well as improving physical barriers and medians to prevent crashes.

These projects will create around 580 jobs and new opportunities for businesses and suppliers, delivering an important economic boost and helping drive NSW's economic recovery.

Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development Barnaby Joyce said the road upgrades would help keep motorists safe and the economy strong.

"One life lost on Australian roads is one too many, which is why we are delivering this funding to improve roads right across the nation," the Deputy Prime Minister said.

"We are investing in shovel-ready projects that can get underway quickly, saving lives sooner while supporting local construction jobs, businesses and the economy.

"Better road infrastructure will keep motorists and freight moving safely and efficiently, reducing the number of tragedies on our roads and driving our nation's productivity.

"This additional funding under the Road Safety Program builds on the \$422.6 million already flowing to 404 projects across NSW, all of which are already complete or underway.

"The Liberal and Nationals Government is getting the job done for New South Wales, delivering the infrastructure the state needs and deserves with more than \$44.3 billion

committed to infrastructure projects in the state since 2013."

New South Wales Minister for Regional Transport and Roads Sam Faraway said these critical works will make sure those travelling across the state get home sooner and safer.

"The objective is to reduce fatal and serious injuries, moving towards zero fatalities occurring on our roads by 2056," Mr Faraway said.

"Part of achieving this goal is ensuring that vulnerable road users, like cyclists and pedestrians, also see greater protections through road safety upgrades like separated cycle-ways and raised pedestrian crossings - which this funding will help deliver.

"One death or serious injury to a pedestrian, cyclist or any road user is one too many, so the most important thing we can do for our community here in New South Wales is to invest in making our roads as safe as they can be."

Federal Assistant Minister for Road Safety and Freight Transport Scott Buchholz said the new projects are expected to be delivered later this year.

"Fast-tracking road safety upgrades means that commuters, truck drivers and freight operators will be enjoying smoother, safer more efficient journeys into the future," Mr Buchholz said.

"Delivering these upgrades as soon as possible is crucial to protecting motorists while also boosting our economy on the other side of the COVID-19 pandemic.

"This is another example of the Australian Government working to reduce the number of Australians missing around the dinner table due to tragedies on our roads."

Funding under the Road Safety Program is delivering 595 projects across the state and supporting 4,076 jobs.

The Australian Government has committed \$810 million overall under the Road Safety Program to make NSW's roads safer.

For more information on the Australian Government's \$3 billion Road Safety Program and other road safety initiatives, visit www.officeofroadsafety.gov.au/programs/infrastructure-programs.

Whether it's a TL-2 or TL-3 attenuator, your first question should always be: **IS IT MASH APPROVED?**



With the Austroads Safety Barrier Assessment Panel (ASBAP) 'Transition to MASH' final transition date of 31st December 2020 looming large, there's never been a more important time for equipment purchasers to ask the critical question: "Is it MASH Approved?"

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HELPING OUR FREIGHT AND SUPPLY CHAINS TO KEEP MOVING

Transport operators, truck drivers and freight workers can now access the latest, up-to-date COVID-19 information for all states and territories in the one location, helping them continue their vital work more easily and safely.

The National Heavy Vehicle Regulator (NHVR) has updated its website with guidance on close contact worker requirements that covers each state or territory, so drivers understand their obligations if they have been identified as a close contact.

Assistant Minister for Road Safety and Freight Transport Scott Buchholz said the NHVR website would make it easier and quicker for those in the transport sector to get the information they need to carry out their jobs safely.

"Every Australian, everywhere, every day relies on our freight, our logistics, and our supply chain workers - who have been doing a fantastic job keeping supplies moving throughout the pandemic," Assistant Minister Buchholz said.

"This information source is providing truck drivers, rail operators and freight managers with the information they need to make decisions, taking some of the stress out of their day-to-day work.

"This has been no easy feat, as new coronavirus variants keep emerging in Australia and overseas, interstate road and rail workers have worked tirelessly to keep up with changing requirements across jurisdictions.

"We have listened and we have acted. The NHVR has updated its website to act as a one-stop shop for the key COVID-19 information our freight workers need to keep moving across all states and territories.

"This builds on our recent decision at National Cabinet to allow transport, freight and logistics industry workers to go back to work immediately, provided they are

asymptomatic and record a negative Rapid Antigen Test.

NHVR CEO Sal Petrocchio said it is important that drivers and operators have a one-stop shop for information.

"Heavy vehicles operate across all Australian borders thousands of times a day and it's vital that they are able to find clear information to assist in them," Mr Petrocchio said.

"I'm pleased that we are able to extend our existing information services to include this important information."

"The NHVR will continue to provide updates on changing conditions and requirements across all jurisdictions, such as truck access-friendly COVID-19 testing facilities, roadhouses and service centres," Mr Petrocchio said.

Mr Buchholz said COVID-19 has highlighted just how vital Australia's freight and supply chain network are to our livelihoods and our economy.

"I thank all our freight, supply chain and logistics workers for their outstanding work in continuing to deliver for communities throughout Australia despite the challenges of COVID-19. Your resilience and determination is a true testament to the Aussie spirit - and we will continue to notice your efforts, to listen, and to act to help our freight sector keep moving."

"Today's announcement builds on other initiatives such as the launch of the new National Location Registry, which is helping truckies and businesses get Aussie produce from gate to plate more efficiently."

Freight workers can access COVID-19 information at www.nhvr.gov.au/about-us/coronavirus-response.

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



MAKING OUR ROADS SAFER FOR ALL USERS



The Liberals and Nationals Federal Government shares the TMAA's goal of "a safe and zero harm traffic management industry across Australia".

As Assistant Minister for Road Safety and Freight Transport, I'm acutely aware of the risks posed by vehicles at road works and the inherent risk that traffic managers and road workers face every day just by turning up to work.

Late last year this industry was again rocked by the shocking deaths of two traffic managers in incidents that should not have happened. I know I expressed my condolences at the time but there is no time limit on grief, on remembering those who tragically lost their lives while doing their jobs.

Everyone has a right to feel safe at work and return home safely at the end of every day.

Unfortunately, we know vehicles are by far the most significant contributor to work-related traumatic injury. This is something I know the TMAA understands all too well.

Between 2016 and 2020 the road transport industry had the highest fatality rates.

In 2020, three out of four workplace fatalities involved a vehicle, including 80 workers who were tragically killed in vehicle crashes. This amounts to one person being killed by a vehicle at work almost every five days.

This is unacceptable and one of the many reasons we must all work together to improve road safety as part of a national commitment to achieve zero fatalities and serious injuries on our roads by 2050.

Speed is a key issue. It is critical everyone is aware of the role speed plays in safe traffic management. People must slow down around road work sites because the risk of fatality increases significantly as the speed of impact increases. Even small increases in speed drastically increase the risk of a crash, injury and death. The risk of fatality doubles, for example, with every 5 km/h increase in speed over the limit in a 60 km/h zone.

I'm very pleased speed management is embedded into the key pillars of the recently released National Road Safety Strategy 2021-30—safe roads, safe vehicles and safe road use. The strategy emphasises the importance of integrated speed management as a tool to enable safer driving.

Road safety and infrastructure go hand in hand and the Government's \$3 billion Road Safety Program is continuing to deliver road safety upgrades across states and territories where they are needed most. 315 projects have been completed and 656 are underway with others still in the pipeline.

One project in Queensland is a great example of the integrated speed management approach reflected in the new National Road Safety Strategy which recognises the eco-system of factors that work together to successfully manage speeds.

At the upgrade to the intersection of Amiens, Thulimbah School and Tenant Roads, rather than "just setting speeds" the whole picture has been considered. Road workers have installed new line-markings, delineation and signage in conjunction with reduced side road speed limits and provision of safe intersection sight visibility for drivers.

Influencing behaviour and road safety norms through conversations in communities and families, at sporting clubs and schools remains very important. Road safety is everyone's responsibility, and we all need to work hard to get the safety message out there to help keep people safe on our roads.

That's why the Government has provided \$4 million for the Road Safety Awareness and Enablers Fund including \$200,000 towards the TMAA's 3-year "Your Speed is Our Safety" campaign.

I'd like to extend my congratulations to the TMAA of the success of the television and social media campaign so far. It pulls no punches getting across the devastating impact of unsafe driving and speeding on road workers. A young child loses her father, a road worker whose death on the job could have been avoided. It drives home just how much the safety of road workers and traffic managers depends on road users doing the right thing—sticking to safe speeds at work sites and driving safely.

2022 will be the 10th year Yellow Ribbon National Road Safety Week has been held. This important week in May is an initiative of the Safer Australian Roads and Highways Group founded by road safety campaigner Peter Frazer after his 23-year-old daughter was tragically killed in a road accident. I would like to congratulate Peter on being awarded the Medal of the Order of Australia in the 2022 Australia Day Awards for his ongoing efforts to advance road safety.



While I look forward to a time when we don't need a national week to draw attention to road safety, I will continue to work tirelessly to make our roads a safer place for all users because, in Peter's words, "Everyone deserves to get home safely. No exceptions."

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

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 QLD



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KARA GEEVES
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"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.



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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 2022. 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



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Your Speed is Our Safety – Videos



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PART 3 youtu.be/4yzkIYJ1p4M



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ANDREW CLEMENTS

As 2022 unfolds, it has been my pleasure to already have met with key senior TMR and QPS officials to discuss speed camera trials at roadworks (and school zones). This initiative has the potential to curb erratic driver behaviour through roadwork sites. If successful, TMAA will lobby for an expansion of these trials throughout Queensland. Recognition as the key industry to provide the application of the Minister for Transport and Main Roads Mark Bailey led trials, is a tribute to the hard work and dedication of our members and the industry both here in Queensland and across the country.

To add to this acknowledgement, I had the privilege of being part of a round table discussion with my counterpart Chairs and Vice Chairs across TMAA's Australian Divisions last week. We are all likeminded in our process and driven by safety and respect for our traffic controllers, our industry and those we protect. I look forward to working with them and to catching up in person at the TMAA Conference in Melbourne on Thursday and Friday 24 & 25 March, 2022. www.tmaaconference.com.au

TMAA QLD members are keen to attend the conference to hear and see first-hand what is happening in and around our industry. Here at home in Queensland, we are in discussions to assist with the ever increasing need for new recruits into our industry as the pipeline of works increases. As well, we are seeking to work with TMR to

bring additional resources such as TMDs into the industry through a training review process. It is early days yet, however the discussions are underway.

TMAA QLD's first 2022 event will be held on 7 April at Queensland Cricketer's Club, from 7.30 am. Kirsty Bilton - Director of Traffic Engineering at the Department of Transport and Main Roads will be our guest speaker, providing information on TMR projects and industry updates. We thank Kirsty in advance for her availability to present for our members and for the relationship we enjoy with both herself and TMR.

I would like to personally thank Neil Scales - Director-General of Transport and Main Roads (TMR), Kirsty Bilton - Director of Traffic Engineering TMR, Dennis Walsh - Chief Engineer, Engineering and Technology TMR, David Jorgensen - Principal Technologist Traffic Engineering TMR, Ben Marcus - Assistant Commissioner, Queensland Police Service (QPS) and Troy Hansen - Senior Project Manager Traffic Engineering Technology and Systems TMR, for their collaboration and cooperation in working with us to drive safer sites across all the industries in which TMAA members work. I look forward to continuing this collaboration throughout 2022 and beyond.

Andrew Clements
TMAA QLD Chair



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Move over, slow down

Drivers will be urged to move over or slow down as part of an upcoming road rule change.

Transport and Main Roads Minister Mark Bailey said road rules would be changed to keep first responders and emergency service workers safe.

"We all have a part to play in keeping people safe on our roads," Mr Bailey said.

"That's why we're introducing a new 'move over, slow down' rule which means drivers will need to slow down or change lanes when passing a stationary vehicle with flashing lights. This includes ambulances, police cars, fire trucks, tow trucks and breakdown assistance vehicles to protect anyone working by the roadside from vehicles travelling at high speeds."

Mr Bailey said the rule change would be implemented from later this year (2022).

"We need to help create a safer work environment for our first responders and emergency service workers," he said.

"The likelihood of a serious injury or fatality increases significantly as vehicle speeds increase so we are aiming to reduce that risk as much as possible.

"We know many drivers practice this on Queensland roads but by implementing it as a road rule it will make it clear for everyone that you need to move over or slow down when you see flashing lights to protect our first responders and emergency service workers at the roadside.

"As part of this change, drivers will need to move over or slow down to a safe speed as they pass a first responder or emergency service vehicle and any workers or pedestrians in the immediate vicinity.

"I'd also like to acknowledge RACQ who have worked well with the Palaszczuk Government to create awareness of the need for this rule. They've supported their own staff, along with emergency responders and their members to advocate for this change."

RACQ Group Chief Executive Officer David Carter said the Club congratulated the State Government on the vital road safety rule.

"We have been backing this change since 2017, with 90 percent of our members in favour of making this lifesaving road rule a reality, so we are incredibly pleased the Government is taking action," Mr Carter said.

"Emergency responders, including our roadside crews, put their lives on the line each and every day by working in high-risk and often high-speed environments to rescue stranded motorists, but one wrong move by a passing driver could end in tragedy.

"This new rule will require Queenslanders to change



the way they drive around roadside incidents to give responders a safe space to do their job - so they can continue help the people they're there to protect, and ensure everyone gets home safely. The sooner the rule comes into effect, the safer our roads will be."

Mr Bailey said the rule change is even more important after a tragic start to 2022 on our roads.

"Tragically, 12 lives had been lost on Queensland roads in the first 20 days of the year," he said. "These aren't just numbers, the people we've lost are sons and daughters, mothers and fathers, and tragically we have 12 families grieving for their loved ones.

"With a few weeks still remaining in the school holidays and many people getting away for summer holidays, I'm urging people to take care on our roads. Slow down, take extra care, and get to your destination safely."

Mr Bailey said the Palaszczuk Government is also rolling out a number of safety strategies and is making a record investment in road safety.

"The fatal five continue to be contributing factors to more than half of lives lost on Queensland roads," he said.

"It's why the Palaszczuk Government is also rolling out mobile and fixed cameras to catch drivers illegally using their mobile phones and not wearing seatbelts, anywhere, anytime.

"It's why we toughened drink driver laws last year, meaning mid-range offenders now need to have interlock systems fitted to their vehicles.

"We're also making an almost \$1.7 billion investment in road safety in this year's state budget, which will be used to prioritise safety upgrades, improve driver education, make school zones safer and develop policies to reduce road crashes and trauma."

Mr Bailey said the Palaszczuk Government was also developing a new road safety strategy and action plan.

"That strategy will outline our approach to improving safety over the coming decade," he said.

"We'll be releasing it in the coming months to help improve road safety across Queensland."

More information on road safety initiatives can be found at <https://streetsmarts.initiatives.qld.gov.au/>



The Honourable Mark Bailey MP
Minister for Transport and Main Roads



Funding to fast-track more road safety projects in Queensland

Significant road safety upgrades will be fast-tracked to help reduce road trauma and save lives on Queensland roads, thanks to a \$209.36 million funding boost from the Australian and Queensland governments.

The funding will support a further 46 road safety projects across the state, including projects such as:

- \$19 million for the Elizabeth Avenue Intersection and Pedestrian upgrade at Clontarf to construct a pedestrian overpass and other intersection works; and
- \$10.6 million to seal sections of gravel road to reduce the risk of crashes at Monto - Mt Perry Road.

The upgrades are jointly funded under the Road Safety Program, with the Australian Government contributing \$158.55 million and the Queensland Government providing \$50.81 million.

The package includes upgrades to roads and roadsides to create safer driving environments, as well as safety improvements for vulnerable road users, including bike riders, pedestrians, and motorcyclists.

These projects will create 1,000 jobs and new opportunities for businesses and suppliers, delivering an important economic boost and helping drive Queensland's economic recovery.

Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development Barnaby Joyce said the road upgrades would help keep motorists safe and the economy strong.

"One life lost on Australian roads is one too many, which is why we are delivering this funding to improve roads right across the nation," the Deputy Prime Minister said.

"We are investing in shovel-ready projects that can get underway quickly, saving lives sooner while supporting local construction jobs, businesses and the economy.

"Better road infrastructure will keep motorists and freight moving safely and efficiently, reducing the number of tragedies on our roads and driving our nation's productivity.

"This additional funding under the Road Safety Program builds on the \$364 million already flowing to 131 projects across Queensland, all of which are already complete or underway.

"The Liberal and Nationals Government is getting the job done for Queenslanders, delivering the infrastructure

they need and deserve with almost \$32 billion committed towards infrastructure projects in the state since 2013.”

Queensland Transport and Main Roads Minister Mark Bailey said Tranche 3 of the program would significantly improve road safety in Queensland while sparking job growth.

“The Palaszczuk Labor Government is committed to getting Queenslanders home sooner and safer, which is why we’re fast-tracking these critical safety upgrades for roads across our state,” Mr Bailey said.

“With this new funding package, we’re able to get 46 high-priority projects underway, including pavement strengthening and widening on the Landsborough Highway, safety upgrades on Mossman - Daintree Road and signals at Drynan Drive in Calliope.

“We now have almost \$700 million in joint funding announced since the program started, making Queensland’s roads safer and providing certainty and boosting local economies.

“It comes as part of the Palaszczuk Government’s record \$27.5 billion transport plan over the next four years, supporting 24,000 jobs and driving Queensland’s economic recovery from COVID-19.

“We are focused on making roads safety while supporting employment in regional Queensland.”

Federal Assistant Minister for Road Safety and Freight Transport Scott Buchholz said the new projects are expected to be delivered later this year.

“Fast-tracking road safety upgrades means that commuters, truck drivers and freight operators will be enjoying smoother, safer more efficient journeys into the future,” Mr Buchholz said.

“Delivering these upgrades as soon as possible is crucial to protecting motorists while also boosting our economy on the other side of the COVID-19 pandemic.

“This is another example of the Australian Government working to reduce the number of Australians missing around the dinner table due to tragedies on our roads.”

Queensland Assistant Minister for Regional Roads Bruce Saunders said the funding would deliver a range of benefits to regional Queensland communities and road users.

Authorised by the Hon Barnaby Joyce MP, Minister for Infrastructure, Transport and Regional Development, Tamworth.

“We know a disproportionate number of the lives lost on Queensland roads are on rural and regional roads, so it’s great to see so much funding allocated to these high-priority areas,” Mr Saunders said.

“Queensland has the largest state-controlled road network in Australia, so this funding will go a long way, helping us upgrade intersections, widen, strengthen and pave roads, replace bridges and install guardrails to keep Queenslanders safe.

“It forms part of the Palaszczuk Labor Government’s record \$17.8 billion in road and transport projects being delivered in rural and regional Queensland.

“Alongside these joint-funded safety upgrades, the Palaszczuk Government is delivering \$4.6 billion in network maintenance works and \$1.7 billion in targeted road safety initiatives across the state over the next four years.

“We’re committed to keeping Queenslanders safe, which is why we’re getting on with delivering upgrades to priority locations on our roads.”

Funding under the Road Safety Program is delivering 179 projects across the state and supporting 2,600 jobs.

The Australian Government has committed \$782 million and the Queensland Government \$230 million overall under the Road Safety Program to make Queensland’s roads safer.

The Hon Barnaby Joyce MP

Deputy Prime Minister
Minister for Infrastructure, Transport and Regional Development

The Hon Scott Buchholz MP

Assistant Minister for Road Safety and Freight Transport

The Hon Mark Bailey MP

Queensland Minister for Transport and Main Roads

Bruce Saunders MP

Queensland Assistant Minister for Regional Roads



For more information on the Australian Government’s \$3 billion Road Safety Program and other road safety initiatives, visit www.officeofroadsafety.gov.au/programs/infrastructure-programs.

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Brisbane



Brisbane



ANTHONY SIMMONS

We have made a strong start to 2022 arising from the establishment of the Traffic Management Safety Forum by the State Government, where Minister for Roads and Road Safety The Hon. Ben Carroll hosted the initial face to face meeting in December 2021.

At that initial forum in December, all present committed to ongoing monthly meetings as a working group to drive better safety outcomes across the Traffic Management Industry. With the group including a range of stakeholders across both industry and government, it provides the ideal platform for TMAA VIC to engage further on DoT reform initiatives as well as identify other immediate and longer-term initiatives that could be undertaken to improve safety across our industry.

The second meeting of the Traffic Management Reform round table took place on Wednesday 23 February 2022. A forward planned agenda has now been set to deep dive into the key topics, including:

- Improving Driver Behaviour
- Improving Standards for State-Wide Procurement Practices
- Safety Reporting Culture and Data Standards
- Training and Accreditation Improvement and
- Consistent Road Permitting Processes.

As the peak body for Traffic Management, TMAA's inclusion in this working party is an imperative and a great opportunity to collaborate and advocate for change and improvement for the Traffic Management Industry in Victoria as a whole, and especially for our Traffic Controllers and other Road Workers on foot.

For our TMAA VIC Division, as usual, we were pleased to welcome participation from key stakeholders at our first meeting of the year on 2 February - Department of Transport, WorkSafe Victoria, Major Road Projects Victoria, and our Supplier Members.

DoT updates were provided by Matt Briggs, Program Director, Traffic Management Reform and David Lane, Manager - Field Operations. The following are points to note:

BLANKET MOAs

Draft at final review stage and to be issued shortly.

DoT INTERNAL WORKING GROUP FOR TM GREY AREAS

We reiterated and further explained our two pressing issues - TCs in line of fire and shadow vehicles - and identified one further issue set up and pack up

DoT advised that it is in engagement with MAV and

councils and also examining the whole internal approval process for new TM devices. We look forward to receiving feedback on these related issues.

PREQUALIFICATION

DoT has now introduced a state specific accreditation scheme based around three categories. Information packs were issued to existing prequalified contractors on 2 February. DoT welcomes feedback and questions from members.

AGTTM IMPLEMENTATION

DoT advised that this is now at the final review stage, with further industry consultation planned. The aim is to go live in June 2022 with a 6 month transition period through to early 2023.

TRAINING

With respect to RTO Training, it was anticipated that the final products would be received in March 2022. This would include the units, competencies and presentations. Austroads would then extend tender to RTOs to deliver the competencies.

STANDARD OPERATING PROCEDURES - DRAFT TMP TEMPLATE

The development process has been long, and we look forward to sighting the draft in early March.

WORKSITE SURVEILLANCE AUDITS

There was a detailed discussion about what information members want from the reports.

It was agreed in light of current perceptions and concerns that TMAA would provide examples of issues for discussion with DoT.

TMAA CONFERENCE

As we are the host state this is a great opportunity for all members to attend; our first Conference in over two years. Make sure you register your staff for the Friday daytime conference program as well as this is a great opportunity for them to learn what is happening in the industry and view first hand the new products emerging for safety.

The Conference is our best opportunity to celebrate since the start of the pandemic so let's support it Victoria. I look forward to seeing you all there on Thursday and Friday 24 & 25 March, 2022.

To register www.tmaaconference.com.au

Anthony Simmons
TMAA VIC Chair

TRAFFIO

Transforming with the Traffic Management Industry

Over the past decade, Traffio has been working alongside the Australian Traffic Management industry to digitise and transform the operations of over 120 businesses. The traffic management industry lacked a software solution that factored in traffic management scheduling and operations complexities. By collaborating with the industry, Traffio continues to grow and build a platform to meet the industries needs.

Traffio is a holistic software solution that works with traffic management businesses to adapt to progressing digitalisation of operations. With intuitive real-time scheduling, Traffio takes into account factors that will affect the allocation of your resources, including employee fatigue, leave, qualifications, maintenance or conflicting jobs. The live bookings board also tracks how many hours your employee has worked that week, avoiding overbooking employees. Vehicles and equipment with scheduled maintenance and repairs are removed from operating stock, removing unintentional errors while allocating resources to your bookings. Create customisable tags to easily filter through your resources to make scheduling more efficient.

When bookings are created and confirmed in Traffio, notifications are sent straight to the traffic controllers app. These notifications include the booking details that factor in STS, depot travel time and breaks.

The Traffio app removes the need for physical paperwork. Traffic controllers can accept jobs, access documents, fill out forms and submit timesheets, even without mobile coverage. Once a job is completed, job dockets are able to be filled out on-site, with multiple sign off for the TC's and clients, ensuring accuracy. The app is free to download, easy to use, learn and navigate, so you don't have to be tech-savvy to use it.



STATISTICS

- \$1 million being invoiced out daily as of Dec 2021
- 2 thousand jobs being booked every day as of Nov 2021
- 99% retention rate in 2021
- 99.98% uptime since 2020
- 59% growth in clients in 2021



Traffio provides live notifications when forms are filled in, the office can be updated on incidents in real-time. Traffio highlights to the office staff when forms aren't filled out or dockets incomplete creating accountability for employees, meaning there is no excuse for non-compliance.

Dockets make up the basis of your pay run and invoices. Completed or finalised jobs appear in billable bookings ready for you to invoice out daily, weekly or monthly, with the added ability to merge invoices to meet your clients requirements.

Our extensive payroll rules cover your modern award requirements including breaks, allowances, hourly rates, OT rates, public holidays, travel times and more. These payruns can be pushed in a single action to your preferred accounting package allowing for easy processing the weekly wages.

PARTNERSHIPS





The Covid-19 pandemic has changed the way we travel.

As restrictions ease, our traffic volumes are fast approaching similar levels to pre-pandemic times, emphasising the importance of building transport infrastructure that will support Victoria's growing population.

The Major Transport Infrastructure projects are designed to build a better transport network for our future but it's not just mega projects making a difference to the way people use the road and train network, the Andrews Labor Government is also investing in initiatives like the Smarter Roads Program and the largest review of traffic lights in Melbourne's History to ease congestion and boost safety.

Engineers are optimising traffic light sequences to make it easier to get to where you need to go.

By distributing green-time fairly across all modes and analysing movements at state-wide intersections, road travel can become less congested.

The review will see the traffic signal optimisation program start at more than 850 locations in the west, south east, and east of Melbourne this year - with the rest of metropolitan Melbourne joining next year.

Almost 300 signal sites have already been reviewed, providing improved travel times and optimised traffic flows along key corridors.

More CCTV cameras, travel time sensors and visual message boards are being installed to identify congestion and put better live traffic data in the hands of our transport operations centre and drivers.

Extra incident response crews and specialist traffic engineers will keep our roads moving around the clock - reducing delays from unexpected events.

On top of this, we have made all clearways within 20km of the CBD towaway zones to remove obstructing vehicles, improving traffic flow and allowing emergency vehicles to easily get through during peak times.

Traffic reviews and real time action is but one piece of the puzzle. We are also overhauling the major transport infrastructure network to keep pace with the booming Victorian population.

Victoria's Big Build continues a huge program of works, aimed at overhauling Victoria's transport infrastructure and improving the road and rail network.

The unprecedented \$80 billion investment includes 165 major transport infrastructure projects transforming the way Victorians travel.

Seventeen major road projects are now complete with the opening of the Mordialloc Freeway a year ahead of schedule. Another 20 are under construction including major upgrades to the Monash Freeway, the M80 Ring Road, the West Gate Freeway and of course North East Link.

We have added more than 400 kilometres of new lanes to the state's road network since the beginning of 2016. That's the distance from Melbourne to Swan Hill.

During autumn, Victoria's transformation of road and rail infrastructure continues with major works across the network.

As all these works take place, careful planning by traffic

managers and disruptions experts is keeping travellers safe and moving.

The level crossing removal program has lasting safety benefits by separating road and rail.

Another two level crossings will go over coming months - the 59th at Hallam in April, and the 60th at Glenroy in May, marking a significant milestone on the way to removing 85 by 2025.

In the southeast, asphaltting works on the Monash Freeway have passed the halfway mark with almost 40,000 tonnes of asphalt laid since December. This work will see 36 kilometres of new lanes added, and Stage 2 of the upgrade completed later this year

In Melbourne's north, crews will complete 11 months of work in just over eight weeks, to remove the Mickleham Road roundabout and one of Craigieburn Road's worst bottlenecks.

Over in the west, as part of the West Gate Tunnel project, 70 per cent of the West Gate Freeway widening is now complete. This is a key part of the project that will widen the Freeway from 8 to 12 through lanes between the M80 Ring Road and Williamstown Road. Crews have also rebuilt the Grieve Parade Bridge, which will support traffic for the next 100 years.

In regional Victoria, the Echuca-Moama bridge will open to traffic mid-2022 providing a new connection over the Campaspe and Murray rivers. The new crossing will reduce traffic on the existing Murray River bridge by about 40 per cent, making it safer and easier for locals and visitors to travel between the border towns.

The pipeline of works continues to expand with new major road projects on the horizon, including the North-East Link.

By 2025 we'll be moving more people, more efficiently while reducing traffic congestion - removing thousands of trucks from our local streets.

These projects are happening while we are keeping people safely moving thanks to coordinated disruptions planning and ongoing reviews of our traffic management systems.

As the roads grow busier, we're also focused on helping the community understand how their decisions behind the wheel can be the reason someone makes it home safely.

Our recent campaign emphasizes it is absolutely crucial to respect speed limits in roadwork zones and to slow to 40 when passing stationary and slow-moving emergency vehicles with lights flashing.

We know our road safety initiatives, education, policy reform and infrastructure upgrades, combined with enforcement are saving lives on our roads - but there are still too many close calls for roadside workers.

This is exactly why under Victoria's Road Safety Strategy 2021-2030 and Action Plan we are developing pilot trials - running education campaigns and investigating better ways to protect those who are vulnerable on our roads as we work towards significantly reducing road trauma by 2030.

Ben Carroll
Minister for Roads and Road Safety
Victorian Government

Traffic Management

Reform program

Keeping workers and drivers safe on our roads



Traffic Management Reform program: transforming traffic management in Victoria

It's not hard to see that there is an unprecedented amount of construction taking place across Victoria. Making sure these projects are carried out in a safe manner is just as important as what we are building, repairing or maintaining. This is particularly important now as traffic returns to normal levels on the road network.

That's why the Victorian Government has launched the Traffic Management Reform (TMR) program to transform the way the traffic management industry operates and works with government. It will be delivered by the Department of Transport (DoT) to make sure that worker safety continues to be prioritised and to help reduce congestion and delays on the road network.

WHAT IS THE TMR PROGRAM?

The TMR program is putting in place the guidance, training, processes and systems needed to support the traffic management industry with keeping everyone on the road network safe. It is made up of eight initiatives that create a more consistent and safety-focused approach for how traffic management activities are planned and delivered across Victoria.

Four initiatives aim to improve traffic management planning. These will upgrade DoT IT systems and permit application processes so that companies can more easily apply, monitor and receive approved applications to carry out traffic management activities:

- **Centralisation of Memorandum of Authorisation (MoA) permit processing:** starting 14 March 2022, regional and metropolitan DoT MoA permits will be managed by one team to provide consistent advice and service across Victoria.
- **Permits Self-Service Portal:** starting in late 2022, the portal will allow traffic management companies to apply for consent and MoA permits online and track the status of applications through a personalised dashboard.

- **Consent process harmonisation:** starting in late 2022, consent permit application processes will be aligned with MoA permit application processes to create an easier process for industry and applicants to follow.
- **MoA charging:** starting late 2022, a fee for processing MoA permits will be introduced to encourage applicants to only apply for permits they are going to use, helping to create a more accurate view of planned road works at any point in time.

Four initiatives will support the traffic management industry with delivering activities more safely and consistently across Victoria. These involve updating industry guidance and introducing a new training model and accreditation program that aligns with the national approach:

- **Introduction of Temporary Traffic Management Accreditation (accreditation) program:** starting 1 February 2022, a new accreditation program has been introduced to ensure only those companies with suitable training, experience and a good safety record will be accredited to manage traffic on the road network.
- **Adoption of the Austroads Guideline to Temporary Traffic Management (AGTTM):** starting in the first half of 2022, the Victorian code of practice will be updated to provide industry with safer and nationally consistent guidance. This will also harmonise temporary traffic management across Australia to ensure increased safety is recognised and applied in every jurisdiction.
- **Nationally consistent training methods and materials:** starting in the second half of 2022, a new training model developed by Austroads will be introduced to create a consistent, nationally harmonised approach to training. This aims to uplift training standards nationally and will enable traffic management workers to operate within any jurisdiction.
- **Surveillance Framework and end-to-end processes:** starting in the second half of 2022, this initiative will

better define the rights, roles and requirements for both DoT and the traffic management industry, including outlining and clarifying the powers that DoT has in issuing fines and undertaking prosecution when warranted.

WHAT'S CHANGING FOR THE TRAFFIC MANAGEMENT INDUSTRY?

There will be several changes taking place over the next 12 months as the TMR program initiatives are rolled out, including the changes outlined below. We will keep you up to date as more details and timings are confirmed.

CHANGES IN FEBRUARY

The TMR program started on 1 February 2022 when the accreditation program was introduced and replaced the previous prequalification scheme.

This means new traffic management companies will now need to apply for accreditation before they can tender for VicRoads work. Current prequalified traffic management companies have 12 months to transition to accreditation.

Make sure you are accredited by 31 January 2023 so you can continue to work on roads managed by DoT, apply for DoT issued MoA permits and tender for VicRoads works. It can take up to eight weeks to process an application so please send it in by November 2022 so you can receive accreditation ahead of the deadline.

CHANGES IN MARCH

From 14 March, DoT regional MoA permit processing will be moved into the DoT Metro Permit Team to create one, centralised team to manage MoA permit applications across Victoria as under the Centralisation of MoA permits initiative.

The changes are being made to align the DoT regional and metro permits application processes, including an average turnaround time of 15 business days. Please note turnaround time may vary depending on complexity of MoA application (e.g. includes arterial and freeway closures), if the application is non-compliant or needs amendments, or requirements from other DoT area such as RTSO (signal modification) and Heavy Vehicle services need to be included.

Events and consent permit applications are not impacted by this initiative and both permit application processes remain the same.

HOW WILL THE TRAFFIC MANAGEMENT INDUSTRY BE SUPPORTED?

The traffic management industry will be supported through this transition to new ways of working through a variety of ways including guidelines and training materials published on our website and monthly industry information sessions to answer any questions and talk through upcoming changes.

Sign up for our newsletter to receive the latest updates, session details and links to materials when they are released by visiting vicroads.vic.gov.au/tmr and scrolling down to the 'sign up to the newsletter' button.

FOR MORE INFORMATION

Find more about the TMR program, each of the initiatives and the support available to traffic management companies and workers by visiting vicroads.vic.gov.au/tmr or emailing tmr.support@transport.vic.gov.au.

**ANNUAL
CONFERENCE
2022**



**TRAFFIC MANAGEMENT
ASSOCIATION OF AUSTRALIA**

**24-25 MARCH
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Redefining Traffic Management



The clients role in ensuring safety in TTM



DR DAN SULLIVAN

When I commenced looking at safety in the temporary traffic management industry, I very quickly came to the realisation that safety was not going to be achieved by just writing new guidelines or developing new training. All the early work that I undertook firstly in Queensland with the Department of Transport and Main Roads and then later Nationally with Austroads was focussed on just one element. And that was getting Temporary Traffic Management right in the field.

It frustrated me that when I visited or drove through worksites so many were not set up in accordance with the guidelines and standards. It is now improving although there is still more to be done. And in thinking about what more there is to be done, I developed and presented the TTM Safety Ecosystem concept to demonstrate all the elements that need to work together.

THE TTM SAFETY ECOSYSTEM

In short, we can do everything right but a simple driver error can lead to catastrophic outcomes. So to focus on



safety we need buy in from everyone involved at every level. The work I have done is focussed on getting TTM right in the middle. TMAA has delivered some work aimed at the driver. But all of this is just a small part of the picture.

To target one of the other parts of this system, commencing in October 2021, I started a series of presentations "Temporary Traffic Management Practice for Managers, Supervisors and Project Managers". These presentations are not targeting technical people in our industry, although many of them can learn from this as well. They are presented at those in the Road Infrastructure Manager role: the local government staff, state government staff and any other owner / operator of a road. These are the people that ultimately commission the projects or works that require TTM services to support and protect workers and the public. Often these people do not have qualifications or experience in TTM and it would be unreasonable for them to do so given the wide range of technical elements generally covered in their works. But it is critical that they also play their role in ensuring the safety of everyone at a worksite. To date I have delivered presentations to more than 200 people in these important roles.

In this workshop I highlight that Temporary Traffic Management (TTM) represents one of the highest WHS risks to Road Infrastructure Managers (RIM) due to the volume of activities that occur on and near roads and the serious outcomes that may arise in the event of a traffic incident. Road asset owners must have a clear understanding of the associated risks and develop the policies, procedures, guidance, and systems that ensure that best practice TTM is implemented as practicable.

I present a practical non-practitioner overview of the new standards, the key changes in TTM practice, and other key elements that must be applied to achieve compliance. The intent is to impart a better overview understanding of best practice TTM and explore the potential for substantial safety improvements through application of balanced TTM treatments.

This workshop is primarily aimed at staff involved in the areas of planning and managing road construction and maintenance activities, including, but not limited to:

These presentations have generally created a lot of conversation around the importance of TTM and the role that these people have to play as part of creating a safe system.

- Road Asset Managers
- Engineers
- Technical professionals
- Project Managers
- Supervisors
- Inspectors

Some of the topics that I cover include

- A description of the basics of TTM, the TMP and the TGS
- The key things that are different now compared with pre-2019
- RIM role and obligations
- Policy and process documentation
- Self-delivered services
- 3rd party works
- RIM role in procuring and managing projects with TTM
- Procurement of TTM and risks commonly seen.
- Roles responsibilities of RIM / PCBU / TTM contractor
- Current industry issues and risks
- Overview of TTM technical requirements
- Introduction to a TMP, its requirements and contents, and what to expect
- Introduction to the TGS design and best guidance for oversight

- Training requirements
- Best practice processes for surveillance and inspection of TTM on site.

These presentations have generally created a lot of conversation around the importance of TTM and the role that these people have to play as part of creating a safe system. It is fair to say that many people were astonished at some of responsibilities that fall on them. Gratingly many have immediately embarked on a program to improve their systems and processes and ensure that they are doing everything they can.

But I am just one voice and we must all work to better educate our clients and the road infrastructure managers on the importance of everyone working together, to not cut corners, and to remain focussed on the safety outcomes, not just the bottom line cost of TTM. I always operate with the principle that you get what you pay for and when the focus is just on the cost, then inevitably there will be an undue pressure to meet that cost at the expense of something else. If you have clients who could operate better together then lets share our best practices focussed on ensuring safety for everyone.

Dan Sullivan
Founding Director,
Solutions in Transport



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MAX LINE

Another big quarter in Western Australia with a record amount of Traffic Controllers engaged throughout the state. The industry is still very buoyant at present with large projects already in full swing and further projects on the horizon to commence this year. One of the more exciting projects recently released in February by the WA state government is the \$1.3b Byford Rail project through the Metronet. This will see a further 8km extension to Armadale Trainline and involve WA's first above ground rail. This project will see a significant amount of traffic controllers and traffic equipment utilised.

The TMAA WA held its first meeting for the year on 10 February at the Ingot Hotel in Burswood. As always it was pleasure to catch up with the rest of industry. Gareth Peers from MRWA attended and provided the room a great insight in to MRWA and where they want to be heading in the future with the Traffic Management Industry. One important note to take out of the meeting was that MRWA will be requiring Portable Traffic Signals (PTS) on all Stop / Slow worksite scenarios across all MRWA assets mid this year.

Stephen O'Dwyer TMAA's national president and myself met with a large Tier 1 MRWA contractor back in late January to discuss creating working groups within the Traffic Management Industry. We discussed how, as an industry we can improve the standard to create a safer

working environment for our traffic controllers and road workers alike. I am very much looking forward to see these working groups come to light and to creating a safer working environment for our people.

TL-2 Attenuators have now been approved for use within Western Australia for low speed road works 70km/h and under.

I believe this piece of equipment will be an absolute life saver on our roads and would like to thank both MRWA and DoT for listening to our industry and approving the use of new technology as it comes to light.

The Next TMAA WA meeting will be Breakfast held on 21 April at the Ingot Hotel in Burswood. I would encourage all industry participants to attend to help build the best future we possibly can for the Traffic Management Industry.

Best Regards

Max Line
TMAA WA Chair



Dehydration

Drivers make more than double the mistakes if they are dehydrated. Those who drive for long durations of time or in warm weather are more at risk.

Most common types of dehydrated drivers:



Truck drivers



Taxi drivers



Bus drivers



Driving instructors in a car all day with clients



Holidaymakers on long journeys

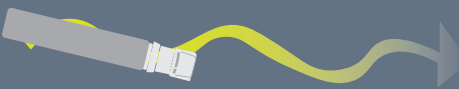


Motorbike riders wearing full protective clothing

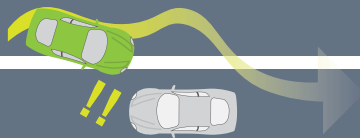


Dehydration symptoms causes errors the equivalent to having a blood alcohol level of 0.08% — Which is over the legal limit.

Mistakes caused by dehydration



Drifting in a lane



Crossing lane lines



Late braking

Symptoms



Tiredness



Dry mouth and bad breath



Dizziness



Headaches

Change starts with everyone

PAUL PAPALIA CSC MLA

Minister for Police; Road Safety; Defence Industry; Veterans Issues



For many Australians, the West is synonymous with the mineral resource-based industries that are among the largest contributors to our national prosperity. The reality is that the Western Australian economy is incredibly diverse, with world class tourism and agricultural products also leading the way. What all these key industries have in common is reliance on one of the world's most extensive road networks.

The traffic management industry makes an important contribution to ensuring the resilience of our key transport assets and is a significant partner in the Government's approach to road safety.

As Minister for Road Safety, I am acutely aware of the issue of workplace road safety, which continues to be highlighted by tragic events each year involving vehicle operators and people working in the proximity of vehicles, including traffic management workers. The importance of workplace road safety is recognised in the Driving Change Road Safety Strategy for Western Australia 2020-2030 and accompanying Action Plan, which are built on an approach to road safety based on collaboration and a complementary approach between government, business, community groups and individuals.

I am proud of the McGowan Labor Government's record in making WA's workplaces safer, with amendments to occupational safety and health laws offering greater protection for workers having passed through the WA Parliament late last year. More recently still, the Government has collaborated with peak industry bodies, employer groups and unions in the development of codes of practice promoting responsible and respectful behaviour in the workplace. All of these are directly relevant to the issue of workplace road safety and many of them have a focus on industries closely associated with the State's extensive transport network.

In relation to the transport network, WA is delivering a record-breaking program of works to drive economic and social outcomes across our State. These include the Regional Road Safety Program which will see 7,000 kilometres of regional roads across the state upgraded by July 2022. This level of activity is unprecedented and points to the vital role of the traffic management sector. It is significant that this work is also occurring in those parts of the State associated with a disproportionate number of deaths and serious injuries.

Against the background of this extensive network improvement program, a Regional Roadworks Signage Review was undertaken in 2021 with a reference group consisting of a suite of key players including the Traffic Management Association of Australia, with extensive industry and community consultation informed via an online survey and public forums conducted throughout regional WA.

The Regional Roadworks Signage Review report was tabled by the Minister for Transport in August 2021. The report made 13 recommendations and 7 proposed

immediate actions expanding the use of portable traffic control devices, investigating mandatory use of speed management and the usage of speed management tools such as courtesy speed feedback signs, rumble strips and speed humps to ensure compliance with reduced speed zones through road works, improving driver awareness through education campaigns and driver training and improving traffic controller and traffic management practices. The State's traffic and road safety agencies are working towards implementation of these improvements consistent with the collaborative framework provided by the Driving Change strategy and Action Plan.

WA is also active in pursuing other strategies which will have an impact on the management of road safety as it affects transport and traffic management operators throughout the State. This year a project led by the Road Safety Commission will begin trialling new safety camera technology directed towards detection and enforcement of a range of illegal driving behaviours such as using a mobile phone when driving and speeding. The trial will also focus on the use of mobile cameras for point-to-point average speed detection, which could be particularly valuable for both behaviour modification and enforcement in connection with roadworks.

Consistent with the emphasis on respectful and responsible behaviour, the Road Safety Commission is also working on community education campaigns aimed at promoting better behaviours and courtesy on our roads, including community awareness of the risks to road workers. The State continues to roll out the successful Kindness Travels campaign, which calls on all road users to respect each other and share the roads. And WA's Our Life Toll campaign gives a voice to road trauma survivors that have been seriously injured due to an error, distraction, or through no fault of their own.

As part of National Road Safety Week 2022, WA will also have a theme on 'protect our protectors' that features the experiences of roadside workers and the importance of SLOMO - Slow Down Move Over.

These initiatives are directed towards achievement of a 50 to 70 per cent reduction in the number of people killed or seriously injured in WA as a consequence of road trauma by 2030 and towards supporting achievement the National vision of zero deaths and serious injuries by 2050.

In WA we recognise that the change starts with everyone committing to being safe road users and taking responsibility to make every journey a safe one. While doing so we are also very mindful that particular industries and categories of road users have needs which we must do our best to recognise and act upon.

Finally, I would like to extend the thanks of the Western Australian Government to everyone who works on and around our road network, often in difficult and challenging conditions, making our state a safer and better place to live.



Improving road work safety.

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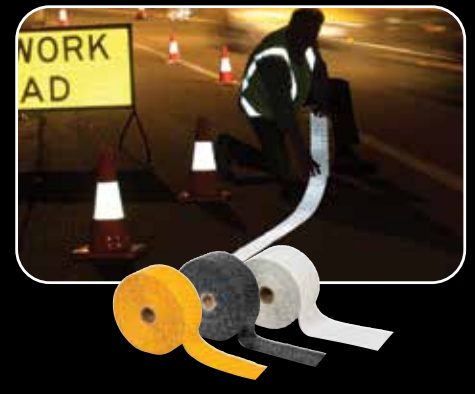
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➔ TMAA SA CHAIR'S REPORT



MATTHEW WRIGHT

Well 2022 is upon us and the landscape is forever changing. Regulations around COVID-19 are constantly changing, but thankfully our industry hasn't been really affected by these changes. On March 19 there is a state election. TMAA SA look forward to working with the transport minister (either re-elected or newly elected). As we go into "caretaker" mode no government contracts can be signed which may cause a little quiet period.

In December TMAA SA held our Christmas dinner at the Mile End Hotel. A great turn out for an afterhours event. It was great to catch up with all the members and suppliers.

At the February 2022, TMAA SA meeting DIT noted there have been approximately 11 fines issued for breaches of permit conditions, the majority for uncovered permanent speed signs. Discussions noted the need to find a safe

solution for covering signs. It was noted some signs were very high (and ladders unable to be used on site) and this needed to be considered.

I am currently working on a proposed solution with a supplier and once trials have been completed photos will be released to members and DIT for further feedback and DIT approval for use. As always TMAA SA and DIT must work closely together to find resolutions for use of equipment and safety on sites.

Most of the TMAA SA meetings are still being held via zoom so we have made the decision to postpone our breakfast until May which will also be after the state elections.

Personally, I would like to thank Andrew White for his time on the National Board as the SA representative and congratulate Dylan Barker as the new representative.

Matthew Wright
TMAA SA Chair



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Crucial Time for the Roads Sector

The Traffic Management Association of Australia (TMAA) Annual Conference this March, and the Roadmarking Industry Association of Australia (RIAA) National Conference this July in Coffs Harbour, come at possibly the most important time in history for the Roads sector in Australia.

The scale of the COVID pandemic, global geopolitical instability, supply and economic issues, are among the greatest in modern history. The difficulties are occurring at a time in history when social stability and economic well-being have never been more dependant on road transport.

To maximise the efficiency and safety of our roads, road safety, and road worker safety has never been more important.

For that reason, participating in major learning and networking events such as the TMAA and RIAA National Conferences is vitally important for individual and business growth, and also to our core obligations of safety and to Australia's future.

These issues also co-exist with our innate social need to emerge from COVID related lock downs to attend the events that have been closed off from us for much of the past two years.

The RIAA works closely with the TMAA in areas of shared interest surrounding safety initiatives, working with different layers of Government, liaising with industry stakeholders, and working with Standards Groups on standards and specifications of shared relevance.

Your support of those efforts through becoming a member, participating in events, and attending and presenting at these Conferences is an important part in assisting our vital work.

Our sector has never been more prominent. Government infrastructure spending has made road works and traffic management increasingly visible. The tragic consequences of increased numbers of road professionals being out on our roads has been driven home by recent worker fatalities.

Supporting industry associations that work to improve safety for all has never been more important.



The RIAA works with State Road Authorities, Local Government, and industry bodies on issues such as Nationally harmonising standards and specifications, road safety, and industry technical and equipment advances. The RIAA has Technical advice and support available to members and industry Guides covering a broad range of topics.

The RIAA's National Conference will be held on the 27th and 28th of July, 2022, at the Opal Cove in Coffs Harbour. Opportunities to participate, exhibit, and speak at the RIAA National Conference are still available. Please contact the RIAA for more details at www.riaa.com.au/

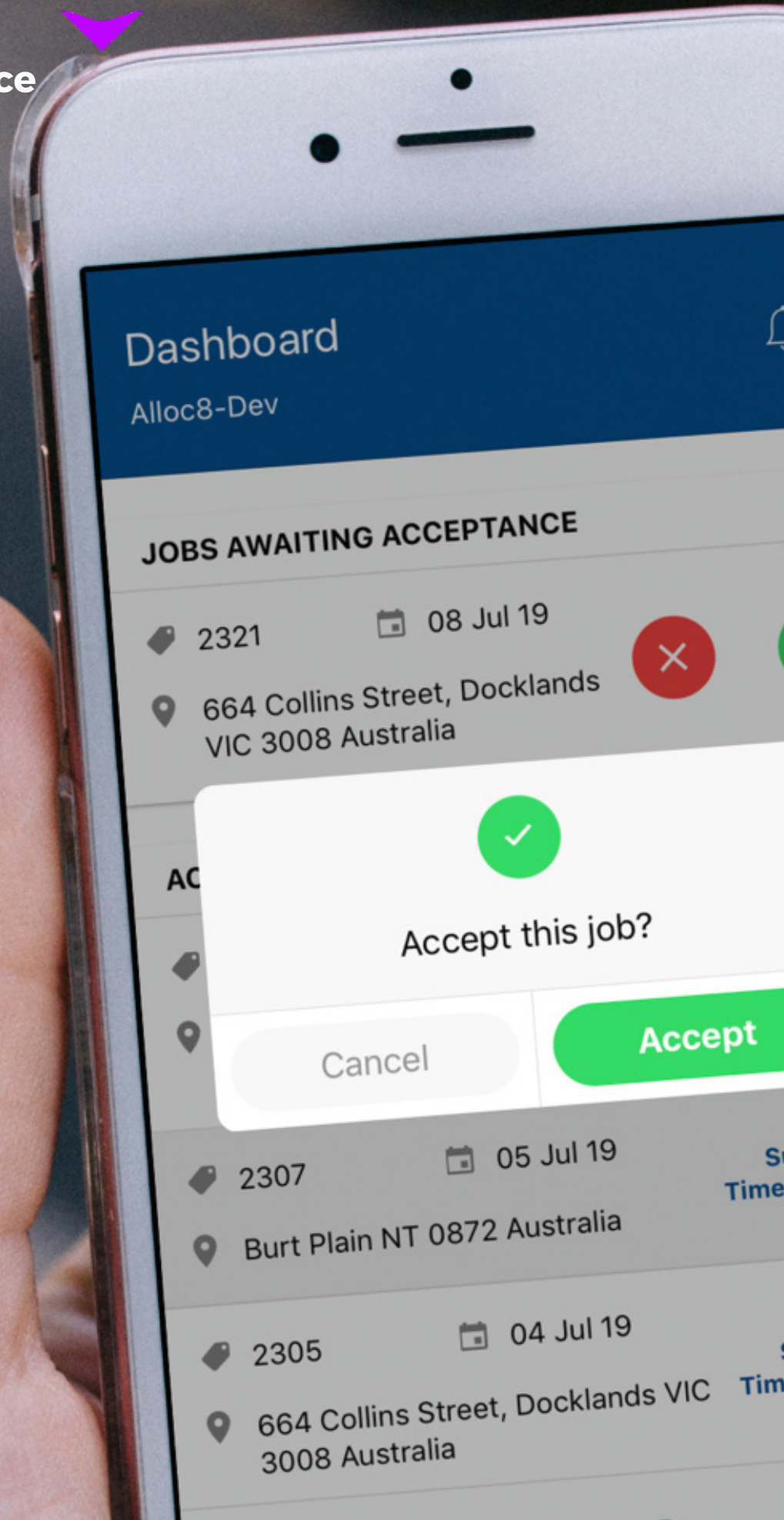
Please attend and participate in the TMAA Annual Conference and the RIAA National Conference at this critical time for our sector industry.

Paul Robinson

General Manager of Roadmarking Industry Association of Australia (RIAA).

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

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

PROTECTING THE BOTTOM LINE

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

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

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

THE PRACTICALITIES OF PLANNING AND FORECASTING

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

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

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CHRIS BOYER

Not much has changed in the NT weather wise. Following my last report it absolutely bucketed down over Christmas time, and through January, As discussed in our latest TMAA NT meeting, this weather brings in extra considerations for traffic sites. Some of these considerations are making sure signs are weighted properly due to high winds, ensuring signs are properly visible despite overgrown grass on roadsides, and other visibility issues, It is vitally important to ensure traffic controllers have correct wet-weather PPE and vehicles have weather proof tire grip, working wipers etc. It is easy to forget about much needed devices and equipment for wet weather until it's needed and I remind all working on construction and roads in the NT to take care and double check equipment.

The NT is currently in drought, a staff drought. We hope that this will soon break and I am aware this is a consistently frustrating issue across the country within our industry. Due to COVID we have been deprived of the demographic most commonly hired in Northern Territory traffic companies, working visa holders.

At the time of writing this report, the federal government has opened borders to internationals who are appropriately vaccinated; we expect this to be a great boost to our dwindling labour supply up here.

We expect the next bottleneck will be accessing training provided for WZ2/WZ3 and our 'operate stop slow' and 'implementer' qualifications respectfully. Courses here been few and far between with not enough courses being provided despite the best efforts of our local RTO's. Like every other problem we have been faced with, we will overcome it. The general feeling in the NT is one of optimism and seeing the light at the end of the COVID tunnel. With more and more indications of private, public and military investment into the NT, there are great things to come,

Until next time,

Chris Boyer
TMAA NT Chair

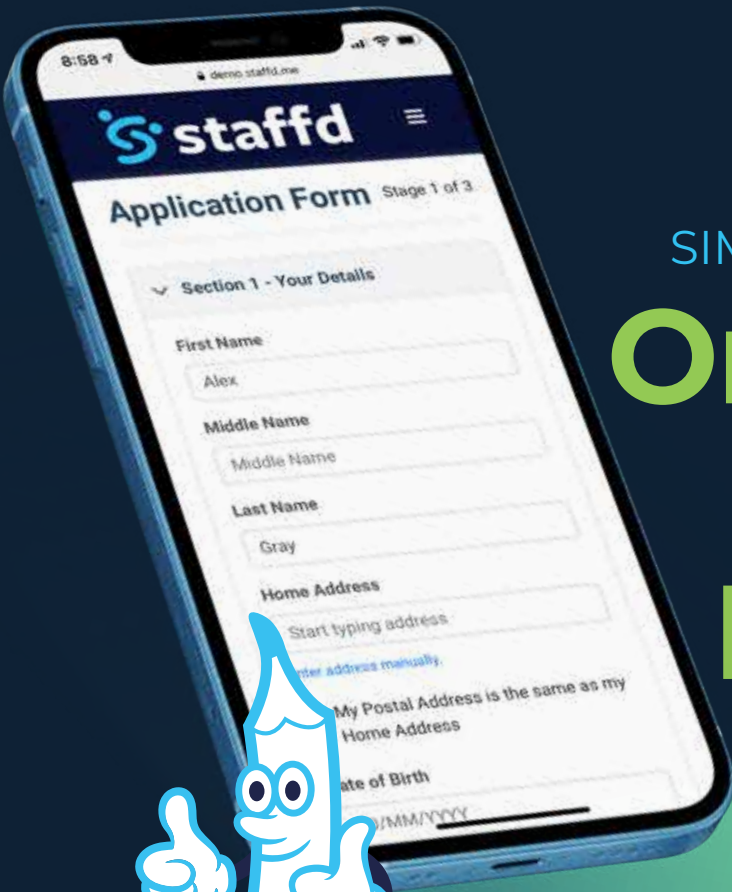




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PETER DIXON

Launching into 2022, industry is buzzing in Tasmania, with the New Bridgewater Bridge Project finally being awarded to McConnell Dowell. At \$576 million, this will be the largest infrastructure investment in Tasmania ever announced and will have unique opportunities for the Traffic Management Industry to develop hand in hand over the next two years.

At our February meeting, (unfortunately this month over ZOOM due to COVID developments), TMAA received an update from our Department of State Growth regarding several TTM related projects they have on the run, including a Hire Car information package for Hire companies to hand out to tourists who will be driving on our roads near our traffic controllers.

As mentioned in my December report, our local Device Prequalification system is up and running and churning through new technologies and signage configurations. We were also treated to an update regarding the state of Training towards the Harmonised guide, which is eagerly awaited in Tasmania. With updated timeframes the light at the end of the proverbial tunnel is visible and we are all eager to start enrolling our Traffic Controllers, Implementers and Designers as soon as they are available.

The CCF attended our February meeting and is working on its High Vis army and Women in Civil initiatives, hoping to bring more qualified and competent workers into Civil construction. This is expected to strengthen our available workforces and reinforce best practice.

With the March TMAA Conference approaching at a rapid rate marking a nationwide return to in person meetings, we are keen to follow suit moving forward.

Peter Dixon
TMAA TAS Chair



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Michael Ferguson

Tasmanian Minister for
Infrastructure and Transport



The Tasmanian and Australian Liberal Governments have previously committed a total of \$280 million to improvements on the Bass Highway from Deloraine to Devonport, Cooeee to Wynyard and through to Marrawah.

In the South, the State and Federal Liberal Governments are committed to the construction of a new Bridgewater Bridge and the planning approvals process is on time and on track.

In December 2021, I announced with the Deputy Prime Minister that a further \$210 million will be jointly invested to deliver Tasmania's largest ever transport infrastructure project at a total project cost of \$786 million.

This extra investment will transform the interchanges on both sides of the Derwent, greatly improving connectivity for residents of the Derwent Valley and Bridgewater.

I also announced that the construction will support an estimated 830 jobs here in Tasmania, providing a huge boost to the local economy.

The State and Federal Liberal Governments are also investing in improved road connection between Hobart and the growing population centres of Sorell and the Southern Beaches through the South-East Traffic Solution.

Anyone who has travelled on the Tasman Highway lately would be impressed by the scale of the works

now underway at the Hobart Airport Interchange, at the Midway Point intersection upgrade, as well as the Sorell bypass. All three of these transformational projects are expected to be complete in the next 12 months.

Last year the Morrison and Gutwein Liberal Governments committed a further \$187 million for the duplication of the Midway Point and Sorell Causeways, enabling us to 'complete the set' and provide a continuous four lane highway from Hobart Airport through to Sorell.

This makes a total of nearly \$350 million of Tasmanian and Australian Government investment.

Our key Tasmanian link between north and south - the Midland Highway - is undergoing a transformation.

In May 2015, the Australian and Tasmanian Governments launched the Midland Highway 10-Year Action Plan. This is a commitment of \$565 million over 10 years; the largest ever single investment in the Midland Highway, and with more than two-thirds completed, it is already a much safer and more efficient highway for all users.

Twenty one projects have now been completed since works began and the remaining sections of 10 Year Action Plan are in planning.

The largest project in the action plan, the \$92 million Perth Links, was completed last year, months ahead of schedule.

More than 100 kilometres of the 153 kilometres of the Midland Highway work is complete, with the remaining 50 kilometres commencing construction in spring.

Construction of the final stage projects: Oatlands, Ross and Campbell Town North are being designed in two stages with construction commencing in early 2022. Second stage designs are scheduled for completion in Spring 2022.

Once completed, the highway from Pontville Roundabout to Breadalbane (i.e. the length addressed by the 10-Year Action Plan) will be about 35% two-lane, 50% three-lane and 15% four-lane sections. The overtaking lanes are strategically located to provide safe overtaking opportunities in both directions of travel.

New Bridgewater Bridge - Bridgewater



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TYNAN DIAZ

2022 Promises to be a big year in NSW as our members & the industry are seeking to progress the Covid recovery in our state. The landscape certainly looks exciting by way of opportunity in the infrastructure, road, rail, and transport sectors.

Recently at our TMAA NSW Division meeting we collectively established some key focus areas for the division and a clear commitment to our members to work much closer with government, key stakeholders, and aligned associations to promote safety and best practice in our industry.

TMAA NSW would like to thank Craig Walker from Transport for NSW for his consistent consultation with the Association regarding TCAWS issue 6. Our members have the opportunity to provide feedback as a direct result to onsite activities and applications.

TMAA NSW will propose to establish working groups with TfNSW in 2022 with the view to form an integral part of developing future issues of the TCAWS to add value, subject matter expertise, and to support a smooth transition to industry upon updates.

With safety, compliance, and value a key focus this year, TMAA NSW will be increasing the scheduled event calendar to ensure we are providing our members and associates the opportunity to forge lasting relationships with each other, and key external stakeholders. We intend to make the majority of these events free for our members as part of your memberships.

**Note a Golf day has been proposed for Q2 this year - watch this space for details to follow.

Vice-Chair Ciaran Deighan and I attended the Inaugural Collaborative Committee meeting earlier this week attended by the TMAA president, EO, state chair & vice-chair members across the country.

The committee sets out to achieve success in a collaborative manner by discussing initiatives and issues in each state, leveraging on past & present learnings along with the wealth of experience and network reach within the group. There has been significant success in other states regarding Government interactions that have had a positive impact on regulation, legislation & industry safe practices.

Ciaran and I are committed to continue driving the collective message of our Division, and we urge you to consistently attend our meetings & events to drive our safety message, work in collaboration, and strive for industry best practice in our state.

Finally, we are less than a month away until the TMAA 2022 Conference - Redefining Traffic Management. Expect to see the new wave of products, advanced technological safety systems, demonstrations, and top educators from within in our industry.

We look forward to seeing you there to celebrate 'The Voice of the Traffic Management Industry'.

Tynan Diaz
TMAA NSW Chair

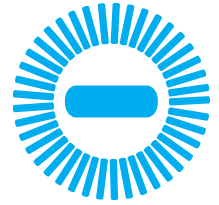


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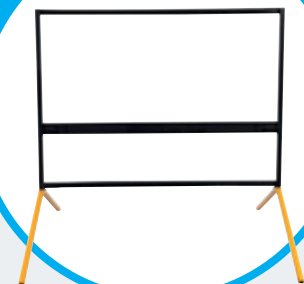


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Everyone deserves to feel protected in their workplace and return home safely after travelling or working on our roads.

For those employed in the heavy vehicle industry, most of their work is undertaken in transit, where close to half a million heavy vehicles - and almost 20 million passenger vehicles - share Australia's road network.

Trucks provide an essential service across more than 877,000 kilometres of Australia's road network, but it is not without its challenges. For heavy vehicle drivers, sharing the road with light vehicle drivers can present a very real risk of serious injury or even death.

Light vehicles are at fault in close to eight out of 10 fatal crashes involving cars and trucks in Australia. It's clear there needs to be greater awareness and education for light vehicles on how to drive safely around trucks.

This is why the NHVR recently commissioned a survey of 500 16-to-25-year-old L and P licence holders, which found there is a gap in understanding of the key basics about how to drive safely around trucks.

We focused on common truck manoeuvres and rules, particularly what to do when trucks are turning or stopping, and how to safely overtake a truck—these are the key situations where many light and heavy vehicle crashes can occur.

The results uncovered that less than half (45%) of respondents knew to keep one lane either side of a truck free when it is turning, as it may need to use more than one lane to turn, and around a third (30%) weren't aware that when you're overtaking a truck, you should only pull back in front of it when you can see its headlights in your rear-view mirror.

We saw a significant shift of perspective when our L and P platers sat in the passenger seat of a single tautliner truck and could see first-hand the challenges truck drivers face sharing the road with light vehicles.

They told us there's a big opportunity to engage this age group and support them with memorable safety tips that may lead to tangible improvements in their driving.

To help fill this knowledge gap, we've launched a new major awareness campaign called Don't #uck With A Truck.

We knew the campaign name needed to be loud and in-your-face to capture this audience's attention, and also to provoke important conversations around road safety and the differences between cars and trucks.

The campaign aims to empower young drivers and educate them about three foundational road rules for driving around trucks:

- Leave two lanes free for trucks when turning
- Pulling in front of a truck can cause a crash
- Patience is critical when overtaking a truck

We filmed a series of videos featuring a group of L and P plate holders, to show their peers how to follow this basic safety advice.

We captured an honest insight into young drivers' thoughts on driving around trucks - such as the meaning of the 'DO NOT OVERTAKE TURNING VEHICLE' sign displayed on the back of heavy vehicles and how much space to leave behind a truck.

Over the course of the filming, our young drivers realised the risks their driving posed to trucks and other road users. This was a significant change from their original view that it was trucks that were presenting a danger to them.

We're delivering the campaign through the channels that'll best reach our young driver audience - Instagram, TikTok, Facebook, Snapchat and YouTube, and we'll also have digital billboards and spread the word through university O-Week events.

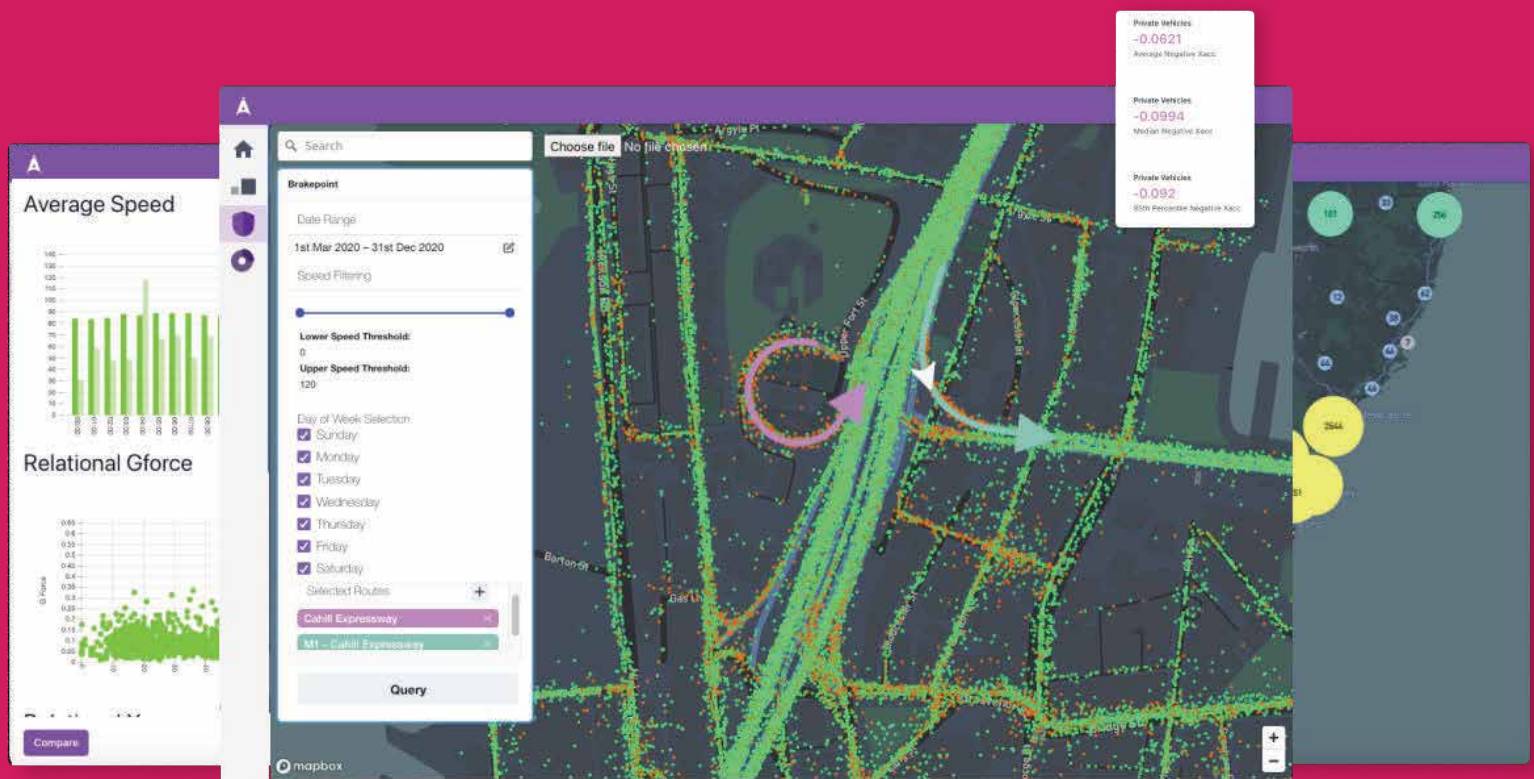
All the videos and safety information can be found at www.dontmuckwithatruck.com.au

The Don't #uck With A Truck message, and our commitment to road safety, will remain a key focus as we test, learn, and deliver new strategies to reach as many young drivers as possible.

Sal Petrocchio
NHVR CEO



Road Intelligence at your fingertips



Comprehensive Cloud Connected Vehicle data

- Speed
- Braking
- Swerving
- Predictive IRI
- G-Force
- Origin-Destination
- Near-miss data
- Predictive Volumes



How virtual mobility technology solutions are cutting congestion in Sydney

Two projects using the latest transport modelling technology are helping people travel around Sydney more efficiently and sustainably.

The international transport modelling and analytics experts at Aimsun is supporting traffic management on the M4 Managed Motorway - Congestion Reduction System, having developed a system for Transport for New South Wales (TfNSW) to help traffic operators take a more proactive approach to fixing congestion.

The M4 Managed Motorway project, delivered with Johnson Controls International, combines live traffic data, analytics, and transport modelling to provide a real-time transport management decision support system. The system predicts traffic conditions over the next hour and, if it detects a risk of congestion, analyses the most appropriate mitigation strategy or strategies to clear traffic jams before they even form. If an incident occurs, the system alerts the network manager and simulates a series of alternative response plans, allowing the operator's response to be more effective.

A second traffic management project in Sydney - the Victoria Road Decision Support System R&D project - has been developed by Aimsun under the Premier's Innovation Initiative (PII) in partnership with analytics industry experts Data61 and TfNSW. It leverages the participants' industry-leading expertise in multimodal transport modelling and artificial intelligence, developed specifically for one of Sydney's busiest corridors.

The fusion of two advanced methodologies develops a capability that predicts future transport conditions and assesses up to four alternative response plans automatically. The solution gives the network operator a clear and accurate picture of the optimal response to daily traffic congestion and non-recurrent events in both live and planning environments.

"The efficiency of Aimsun software, the speed of cloud-based simulation, and excellent real-time data made it possible to deliver the complex modelling required", explains Aimsun Australia's Managing Director, Scott Aitken. "We make two predictions: one through advanced analytics, machine learning and AI, which provides a pattern-matching prediction; we then use that as an input into the simulation model, which provides the accurate prediction of the future traffic conditions for the future and the response plans, so the operator can take steps to mitigate congestion before it occurs."

A similar Aimsun project has won awards in the UK last year. The Oxfordshire NEVFMA project used transport modelling and air quality monitoring to moderate traffic congestion and improve air quality, winning the ITS (UK) Innovative Use of Technology Award and the TechWorks Green Technology Award.

Paul Hutton
Managing Director



Photos courtesy of Aimsun



Portable Traffic Signal System eSTOP & eSTOP-M

Equipment Description

From 1 July 2018, it is proposed that this requirement will be widened to include roads with AADT exceeding 1000 veh/day and approach speed limit (prior to the works occurring) of 80 km/h or faster.

The first TYPE 1 APPROVED portable traffic light system. The eSTOP™ has undergone extensive testing and development and is designed to remove traffic controllers away from the hazard zone.

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

Key features.

eSTOP

- # Operate from a safe distance (up to 400m with option to increase distance);
- # When paired can be operated with one controller whilst the other takes a break or is on rotation;
- # 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 an extra feature: It can pair more than 2 units to the HRC - one button can control more than 1 eSTOP unit allowing the lanterns to be placed more than one position. Please do note that the units paired on that same button will change colour simultaneously.

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

* quantity as per client request.

Please visit: www.trafquip.com to access the full Terms and Conditions description

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iRAP CEO receives Alex Award

On 1 January, iRAP CEO Rob McInerney received the inaugural "Alex Award" established in recognition of one of Australia's great road safety advocates, the late Senator Alex Gallacher and awarded to Rob for his exemplary leadership for safer roads in Australia and worldwide.

Peter Frazer, Award Founder and President of the SARAH Group, proudly announced the award on what would have been Alex's birthday (1st January) and said it both celebrated Alex's memory and honoured another great road safety leader in Rob.

See the virtual award presentation below:



ABOUT ALEXANDER GALLACHER

Alexander Gallacher was an Australian politician and Senator for South Australia from 2011 until his death in 2021. He was a member of the Australian Labor Party and a senior official in the Transport Workers Union before entering Parliament.

Alex dedicated his life to the interests of working people. He joined politics with 17 years of experience as a labourer and truck driver as well as a ramp services operator at Trans Australian Airlines. In his first speech in the Senate, he named his priorities as the transport sector, superannuation and road safety. He quoted US President Theodore Roosevelt who said far and away the best prize life has to offer is a chance to work hard at work worth doing.

ABOUT THE AWARD

With the support of Alex's wife, family and great mate Senator Glenn Sterle, SARAH created the Alex Gallacher Road Safety Award (The Alex).

In presenting the inaugural award, Peter said, "Alex believed an effective road safety system must always take human fallibility into account. How we make road transport safe was Alex's life's focus. What better way to start this new year than to commemorate Senator Gallacher's life by recognising another great unsung Australian who has made an outstanding contribution to saving lives and preventing serious injuries not just in Australia but across the globe."



"The Award recognises Rob McInerney's leadership of iRAP, a major international road safety charity, and his direct involvement in the development of the star rating model for roads that provides an objective measure of the safety of road infrastructure for pedestrians, cyclists, motorcyclists and vehicle occupants and is used to make our existing roads safer.

"Rob has led the development of the worldwide Star Ratings for Schools Programme and the AiRAP initiative that is using artificial intelligence and big data to rapidly scale road safety data worldwide.

"The iRAP Star Ratings have now been adopted as the global standard as part of the UN Global Road Safety Performance Targets and the UN Second Decade of Action Plan for Road Safety 2021 to 2030.

"In support of the UN Sustainable Development Goals, he's also led work with the World Bank and other global partners to establish road safety bonds and other investment mechanisms to achieve financing of 3-star or better roads for all road users.

"In just the last 12 months, the organisation he leads has been responsible for improving safety outcomes having performed assessments in 107 countries and conducting star ratings on over 1.5 million kilometres of roads," Peter said.

In receiving the award, Rob said, "It's a real pleasure to be the inaugural recipient of The Alex. It's an absolute honour and really in the spirit of Alex Gallacher's contribution to public life. He made an incredible, passionate and open contribution. Where he listened, he heard the voices. He put that together with his own passion and he ultimately made a difference that saved so many lives.

"[An] incredibly important thing that I want to get across to people is that in his footsteps there are so many great Australians who are leading road safety not just in Australia but internationally. This award will continue to give us real passion and momentum to keep making a difference in the year ahead," Rob said.

Be Seen. Be Heard. Be Safe.™



Roadrunner Parts is a provider of emergency lighting and auto-electrical products. We specialise in Vehicle Emergency Lighting, Traffic Advisory Arrows & Message Displays, Reverse Alarms, UHF Radios & more, to ensure traffic control safety.

VMS Board

Our Variable Message Signs are powerful LED signs suitable for mounting on a vehicle. Pre-loaded with a wide variety of traffic control messages, they also enable the creation of customised messages. Touch screen controller provides real-time preview of messages.



LED Balloon Light

The MIDI LED Balloon Light is an innovative portable lighting solution, featuring an inflating balloon cover which distributes a diffuse 360° area light. Quick setup and a compact travel mode make this a versatile and convenient lighting option.



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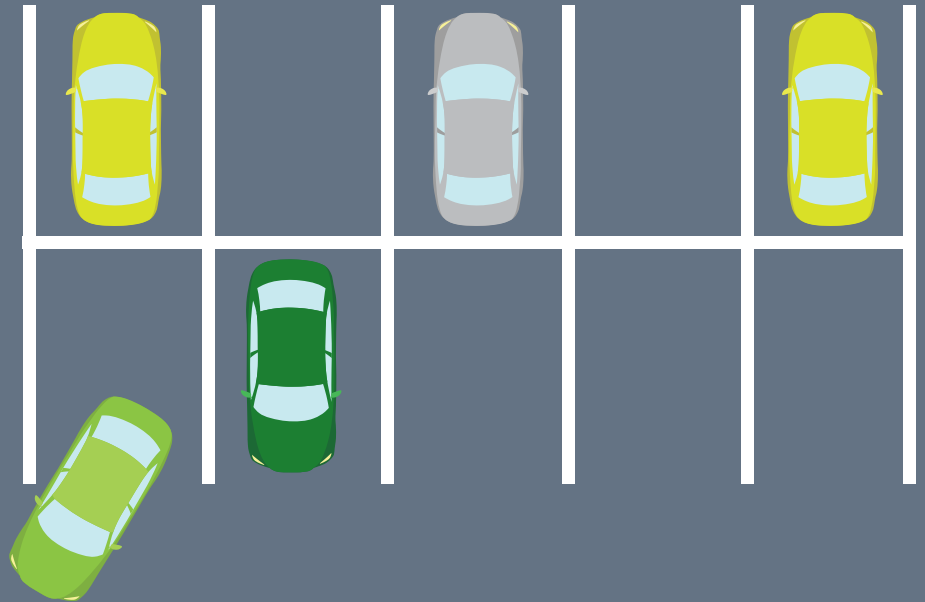
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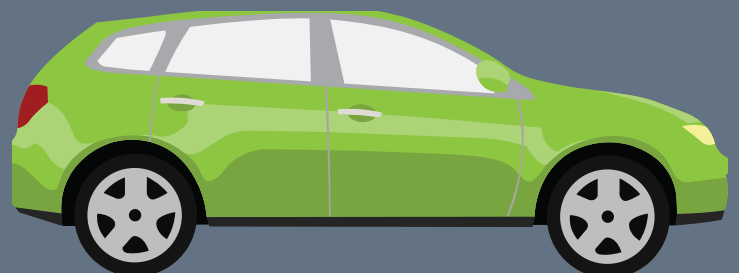
Planning Commences For The 2022 Organisational Road Safety Campaign

After a fruitful 2021, The NRSPP also began to plan for another busy year ahead. A big highlight of the year is the annual organisational road safety campaign, launching in road safety week in May. The plan for the campaign rollout was successfully presented to the NRSPP Steering Committee in mid-November, along with next year's campaign theme: Car parks.

Feedback from partners informed us that this topic is relatively under-explored and has a broad scope that applies to many different people and drivers. Under the umbrella of this expansive theme, three different directions will be investigated.

The first angle explores the insurance side of car park accidents. How can a quick shopping trip can turn into a very complicated one that can cost you hundreds if not thousands of dollars? The second angle centres around complacency and hitting stationary objects. Seemingly small bingles from poles or other parked cars, and the level of damage that can accumulate over time. Alternatively, what if a pole was one day a person, even a small child? The third direction that was encouraged flips points of views, focussing on pedestrians being careful walking through carparks.

The campaign is planned to be rolled out earlier than usual to spread the word far in advance. Email alerts detailing the contents of such will be sent out early March, shortly followed by the release of promotional material. The finalised campaign will be shared to the NRSPP website at the beginning of May, and partners will be notified of such. Road Safety Week is estimated to commence on the 15th May 2022, marking the official organisational release date.



Adopt new temporary traffic control standards.

The only Type 1 Portable Traffic Signal System approved to MRTS 264 standards*.



* At time of print

The PTL range has been developed to comply with Australian Uniform Traffic Control and TMR standards that become mandatory in Queensland from 1 August 2021.



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Lisa Kinross

Appointed as New CCF Victoria CEO



Civil Contractors Federation (CCF) Victoria is pleased to announce the appointment of Lisa Kinross to the role of Chief Executive Officer.

CCF Victoria President, Antony Damiani, confirmed Lisa's appointment. "Lisa is passionate about supporting CCF members and the broader civil industry to build their capacity and capability now and in the future."

"Importantly, Lisa has a track record of member engagement and transformational change leadership, which is critical in securing our organisation's long-term viability and sustainability, as well as future growth and influence. Lisa has a spirit of excellence and wants CCF Victoria to be highly valued and the number one membership of choice," said Antony.

ABOUT LISA KINROSS

Lisa is a highly qualified executive and transformational leader with over 20 years' experience in management, human resources, and education and training. She is perfectly placed to lead CCF Victoria through today's challenging environment, which requires agility and innovative-strategic thinking.

Lisa has repeatedly demonstrated these abilities during over the last two years as CCF Victoria's General Manager, Training and Operations. In this role, Lisa transformed the structure and programs of Civil Train (the training division of CCF). This transformation has delivered 100% growth in CCF Victoria apprenticeship commencements in under 12 months. Lisa also led the delivery of the Civil Skills Cadetship program, secured key industry partnerships, and worked with Government to secure CISS funding that has delivered \$0 short courses for the industry.

Prior to joining CCF Victoria, Lisa was the Head of the National Water, Safety and Civil Industries at Chisholm Institute. In this role, she was a leader and advocate for innovation and driving future skills development across the water industry, as well as a strategic advisor to the industry nationally. Her career has also included management roles at Melbourne Water, Kangan Institute, Holmesglen, Swinburne University of Technology, and Victoria University's Law school.

Invited to sit on several industry committees, Lisa is a member of Apprenticeship Victoria's Women in Apprenticeships Advisory Group, and the Water Industry Liaison Committee. Drawing on her extensive networks, she passionately brings about collaboration and sharing of ideas, knowledge, resources, and experience.

Lisa holds a Master's in Commerce (Swinburne University) receiving the award of Most Outstanding Graduate, a Master's in Organisational Leadership (Monash University), and a Diploma in Training and Education.

SUPPORTING THE INDUSTRY IN UNPRECEDENTED GROWTH

Lisa is looking forward to taking on her new role. "I am humbled, honoured, and excited to accept the role of Chief Executive Officer at Civil Contractors Federation Victoria. I see such opportunity for CCF Victoria to support the local civil industry and its members in the projected unprecedented growth."

"CCF Victoria will not only provide solutions and support to CCF members, but will strategically lead and innovate, ensuring the future sustainability of the organisation across its people, practices and the environment," said Lisa.

"I am looking forward to collaborating with the Traffic Management Association of Australia around civil construction and traffic management. The hazards and risks associated with traffic management continue to remain a high priority for the industry."

"Only late last year WorkSafe Victoria issued a Safety Alert for Traffic Management. The Alert was prompted by an accident that saw a car hit two traffic management workers and their parked ute on Hall Road in Carrum Downs. Tragically, one of the workers later died and the other worker was seriously injured. This is just one of a series of recent incidents that have seen workers struck and injured, or placed at serious risk, by errant vehicles while setting up traffic management for road works."

"CCF Victoria and Civil Train will continue to work with the TMAA to help ensure that the civil industry understands how to assess, minimise and control the risks and hazards posed by traffic management. I believe public education from "L" plate onwards is a critical area for improvement in creating safer work environments for operators," said Lisa.

CCF VICTORIA TRAFFIC CONTROL AND MANAGEMENT COURSES

CCF Victoria's Civil Train offers various courses in traffic control and management. Several of these courses are now available through the \$0 fee civil short course program in conjunction with the Victorian Government Department of Education and Training. CCF Victoria's courses include:

- Traffic Control and Management (one day)
- Traffic Control and Management Refresher (one day)

- Traffic Management Awareness (one day)
- Prepare Traffic Management Plans and Traffic Guidance Schemes (two days)
- Advanced Traffic Refresher (online - half day)

For further information, visit: www.ccfvic.com.au/training-course/traffic-management





\$0 FEE CIVIL SHORT COURSES CONSTRUCTION INDUSTRY SKILL SETS (CISS) PROGRAM



Individuals can enrol in up to **THREE \$0 Fee Civil Short Courses** including our **TRAFFIC MANAGEMENT COURSE!**

CCFVictoria is pleased to announce that in conjunction with the Victorian Government Dept. of Education & Training's Skills For Economic Recovery Initiative, we are offering fully funded short course training to eligible people looking to join or seek new work in the construction industry through the new *Construction Industry Skill Sets (CISS) Program*.

To register your place, visit ccfvic.com.au/training-courses/ciss-program-funded-courses/

For more information, contact our team on (03) 9588 7600 or email civiltrain@ccfvic.com.au

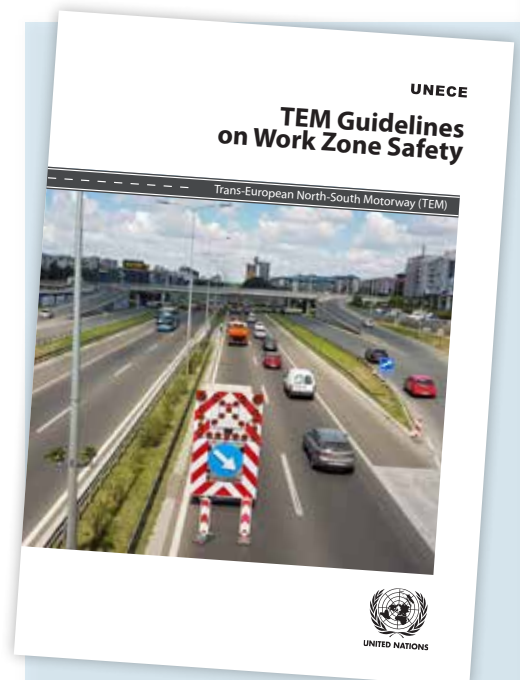
TEM Guidelines on Workzone Safety

The Trans-European North-South Motorway (TEM) Project was initiated to facilitate road traffic in Central, Eastern and South-Eastern Europe, and to assist with the process of integrating European transport infrastructure systems.

Major infrastructure projects which are implemented to improve the efficiency, safety and environmental performance of the TEM Backbone Network are often accompanied by risks during construction, rehabilitation and maintenance works. Work zones pose specific risks not only to the road users driving through complex arrangements of signs, road markings and lane changes, but also to the workers conducting the road works. These risks are mainly the result of the competition between workers and motorists for the limited road space available in work zones.

An overview of the current state of practice across TEM member countries revealed a multitude of design and signage practices for road work zones, with different characteristics that are often hard to understand for road users - especially for cross border traffic. These Guidelines are based on a comprehensive review of the most relevant road work zones guidelines, standards, studies and projects, addressing current trends, standards, technologies and equipment in road work zones on motorways in TEM member countries.

These Guidelines identify good practice solutions and present a unified compilation of road work zone safety principles and measures that should govern the planning, design, implementation and operation of road work zones in TEM member countries, mitigating many of the risks to both road workers and users.





SARAH

EVERYONE HAS A RIGHT TO #GETHOMESAFE

The degree of road trauma across Australia continues at pandemic levels and our road workers have been killed or seriously injured just doing their jobs!

As you may know, I was brought into this road safety space on 15 February 2012, after my own beautiful daughter, Sarah Frazer, was killed by a distracted truck driver in what was a totally avoidable road crash and sadly, we have just commemorated her 10th Anniversary. It was a terrible day for my family and Sarah's loved ones, but what adds to our loss is that since her death, more than 12,000 people have been killed while over 400,000 Australians have sustained serious injuries.

I am proud of our decade-long contribution to road safety, and especially with regard to my work for those vulnerable road users including our Traffic Controllers and road workers.

But unless we come together as an industry, challenging our politicians to do better and actively supporting those who are trying to make a positive difference, tens of thousands of loved ones will continue to suffer injuries or loss of life, leaving families bereaved. Let's take a current example of how we trade human life and health against traffic movement.

In NSW we have campaigns against speeding but our efforts are compromised because of inconsistent messaging to the public. For instance, the NSW Centre for Road Safety notes on its website:

"Driving too fast is the single biggest contributor to death and injury on NSW roads. Speeding consistently contributes to around 41 per cent of road fatalities and 24 per cent of serious injuries each year. This means almost 150 lives lost [each year]..."

So, our mitigation strategy to save lives must be to change people's behaviour and get them to slow down... this is especially important as they enter work zones.

SARAH promotes the use of "Point to Point", as well as temporary covert speed cameras, as they are proven strategies to change driver and rider behaviour.

But I am generally a critic of fixed speed cameras. My reasoning is obvious for we have all witnessed that when people are on approach, they slow down, but as soon as they have passed it, they start speeding

again. The same occurs where signs are put out in front of "covert" speed cameras that tell drivers and riders they are in operation. People slow down, pass the "marked" vehicle, then speed up!

Two years ago when the former NSW Minister for Transport and Roads Andrew Constance MP brought in the complete removal of signs in front of unmarked speed camera vehicles SARAH congratulated him. His intention was to get drivers and riders to protect those on the road ahead by sticking to the speed limit. He was committed to changing driver behaviour!

Like leading road safety advocates we supported this move for it was done for exactly the same reason that we don't put signs out in front of Highway Patrol monitoring speeding or signs in front of Police Random Breath Test Units. By getting people to drive to the speed limit, it was an effective strategy to change driver behaviour. But after Minister Constance left, getting rid of his policy was immediately on the agenda. It was portrayed as raising revenue and unfair to the motorist because it caught thousands of speeding drivers. And I should note, those speeding drivers and riders are exactly the same people who speed through work zones, putting our road workers at risk of death!

Yet the answer to this "revenue raising" nonsense was actually very simple. How about sending a warning letter for a one-off for the first offender, who were caught speeding by say less than 5 kph. But after that first warning, unapologetically issue the fine for those repeat offenders. As an industry, we should be actively supporting all road safety campaigns that tell people to stop speeding and have positive enforcement mechanisms.

Another example of how we can protect lives is using Point to Point ("Average Speed") cameras. The research clearly shows that these systems result in a positive change to driver behaviour because by recording your speed over a long distance, any advantage in driving too fast, is eliminated.

Yet, why is it that in NSW, the system only focuses on heavy vehicles. You have to ask yourself, why is it OK for cars and motorcycle riders to continue to speed through these areas and putting others in danger, without any penalty or consequence whatsoever?

We want drivers and riders to slow down in unplanned and temporary work zones. Indeed, it was an unplanned work zone that resulted in Sarah being killed. So for the past decade, first as a family, and then as a small non-government organisation, we had to fight "tooth and nail" to get vehicles to slow down when they pass police, emergency services, roadside assistance or tow-truck vehicles with

#GETHOMESAFE



flashing lights. It took us 7 years to get in place what is now called "Sarah's Rule" because we saw that having a towie killed with Sarah, and as they are in harm's way, we knew we had to protect those workers who are protecting and assisting those in distress.

Slow down move over laws are now in most Australian jurisdictions but they are not extensive enough and do not take into account our TCs and other road workers.

So for the past seven years, we have been focussing on ensuring ALL road workers can get home safe to their loved ones... every day ... no exceptions! I am proud that ensuring that the lives of our TCs is absolutely now firmly on the national agenda.

Lastly, we need to make the community aware that our Traffic Controllers need their protection. With National Road Safety Week running from 15 to 22 May, we are asking you to get behind the Week. Let them see that your organisation is a road safety champion by literally flying the flag (... well, actually displaying yellow ribbons and "Drive So Others Survive!" stickers) to show that everyone needs to actively protect your workers.

So what will you do for 2022 National Road Safety Week?



**Peter Frazer,
President SARAH**


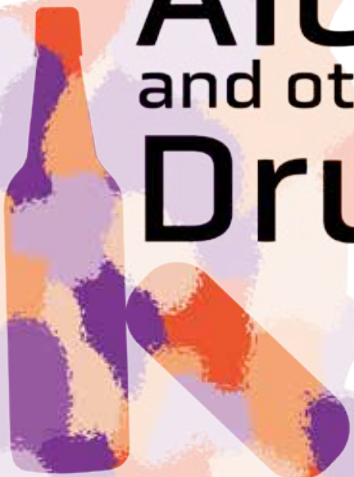
NB. Order your yellow ribbons and stickers for National Road Safety Week at roadsafetyweek.com.au

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

Want to find out more about this National Road Safety Week, or simply get some ribbons or stickers for your fleet, please go to <https://roadsafetyweek.com.au>



Alcohol and other Drugs



Alcohol and drugs alter our bodies' chemistry. Inform yourself about their real impact on your abilities.

Prescription drugs

Drivers:

Inform your GP you drive for work and what the task involves

Inform your employer you are taking medications

Know prescription medicines have an impairing effect on some of our skills and abilities

Managers:

Conduct a fitness for work assessment that includes physical and cognitive activities

Assist the worker to discuss alternative effective treatments with a pharmacist or GP

Prevention strategies



Know your employer's AOD policy — it may be Zero Tolerance


If you plan to drink,

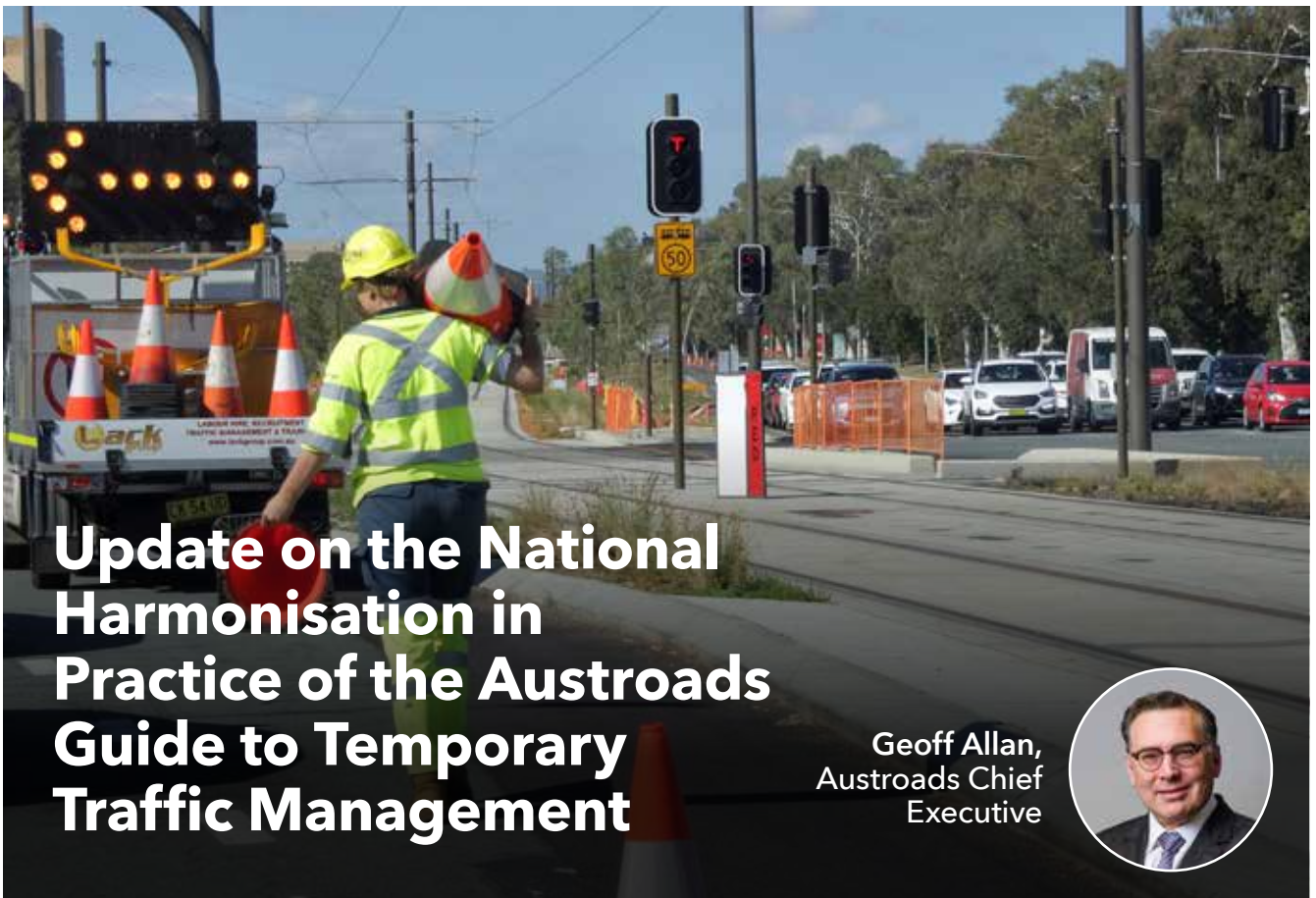
Don't drive.

Create a Journey Management Plan with a designated driver

Remember alcohol and other substances stay in our bodies for long periods of time ^[7].

If still feeling the effects the next day, take leave.





Update on the National Harmonisation in Practice of the Austroads Guide to Temporary Traffic Management

Geoff Allan,
Austroads Chief
Executive



I am pleased to report that since the last edition of *Detours* was published, Austroads has made progress working with state and territory transport departments to nationally implement the Austroads' Guide to Temporary Traffic Management (AGTTM) in a harmonised manner.

Delivering nationally consistent harmonisation of temporary traffic management practice is a large-scale, wide-reaching, and transformational change. Implementing the Guide entails operationalising a new consistent approach into an environment where practice varies significantly. The changes straddle the responsibilities of transport departments, work health and safety agencies and vocational education providers. State and territory roads and transport departments have quite different jurisdictional regulatory environments including obligations and relationships with their co-regulating agencies.

Implementing the Guide entails operationalising a new consistent approach into an environment where practice varies significantly.

The complexity lies not just in creating the necessary building blocks, but also in devising the supporting business systems, policies and procedures required to operationalise them in a federated and regulated environment.

While it took a little while for us to get momentum, we are now full speed on implementation. We have appointed Chris Koniditsiotis as the project manager. Chris is the former Chief Executive of Transport Certification Australia (TCA). Chris led the establishment TCA, so he is well

placed to lead this equally challenging national reform.

Stage 1 of the implementation has focused on:

- updating the AGTTM to include new business process to ensure the Guide continues to represent best practice - we released an updated Guide late last year and have an active process for stakeholders to make input to the Guide
- developing consistent temporary traffic management training packages and their delivery, providing a graduated approach to learning and practical experience - this is well underway with operational policy harmonisation across participating agencies
- progressing systems that will allow recognition of qualified Traffic Controllers, Traffic Management Implementers and Traffic Management Designers across participating agencies
- developing a system to approve and oversee Registered Training Organisations as Approved Training Providers - this is progressing on schedule with a harmonised approach being formulated across participating agencies
- developing and implementing an approval process for new devices and solutions used for traffic control at temporary traffic management sites.

I expect that on 1 July, we will commence the **Austroads Innovative Temporary Traffic Management Device and Solution Assessment (AITDSA)** which will assess innovative devices and solutions for use in temporary traffic management environments on public roads in Australia and New Zealand. This should ensure a better approach for industry in that it will provide a consistent assessment process for traffic control devices and reduce the burden associated with seeking approval for use from individual transport departments.

The AITDSA approach is based on the existing Austroads approval system for road safety barriers which is informed by a panel of Austroads member representatives.

AITDSA process will consist of four broad steps:

- **Submit**, where a temporary traffic management sponsor submits a device to be assessed. An application fee is still to be determined but will be set at a level to enable Austroads to recover costs. Sponsors will either be:
 - o vendors including manufacturers or suppliers an innovative device or solution
 - o users including road or transport agencies, other public or private road owners, local government, contractors, traffic controllers or any other user wanting to deploy an innovative device or solution in their temporary traffic management operations.
- **Assess**, where the device is assessed against a range of relevant criteria. These are not simply technical, rather inclusive of all dimensions necessary to operationalise in practice, including any flow on changes to the Guide and associated training material. Depending on the complexity of devices and identified risks, the assess step may range from a desk-top assessment to in-field testing (in conjunction with one or more Austroads Member). TCA is helping Austroads to establish the process and will undertake the assessment in most instances. The results of the assessment and recommendations will be forward to a panel of officials from state and territory roads and transport agencies.
- **Approval**, where the device is considered by the panel of officials. The panel will assign one of the following outcomes:

- o Recommended for use: the device and associated quality system is recommended as suitable for use.
 - o Not Recommended for use: the device and associated quality system is not recommended as suitable for use.
- **Adopt**, where each road and transport agency adopts the recommendation of the panel. Adoption of the recommendation will not be immediate as agencies will need to change procedures which could take several months to complete. However, Austroads members have committed to honouring the resolution of the AITDSA panel.

In the next edition of Detours I expect to provide a detailed report on the development of the training packages and methods to recognise Registered Training Organisations as Approved Training Providers. We are devising training courses for Traffic Controllers, Traffic Management Implementer and Traffic Management Designer.

Finally, congratulations to TMAA for your first ten years. Austroads has enjoyed a close and fruitful relationship with Louise Van Ristell, TMAA's Executive Officer and with President Stephen O'Dwyer. It has been a decade of fine service to the industry and I expect there will be many more successful decades ahead.

Geoff Allan, Austroads Chief Executive



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GIDDAY from the peep's across the pond!

As always, we endeavor to bring up to date news and views from the TTM sector and share them with our collective community across the ditch. Please don't hesitate to let us know if there is anything particular that we could report on that would be of interest.

Really thankful for the chance to have Bruce Wilson share some of his experience and work with us in the last edition. The feedback is always excellent to Bruce's sharing, look out as well for his guest speaking spots and webinars that are regularly advertised and broadcast on various internet portals.

As with others around the world, we continue to mature and adjust to new ways of working with ever changing challenges in the community and in being able to operate with health and safety risk being balanced alongside the necessity to keep the country and economy moving.

The weather has also recently played its part across Aotearoa New Zealand, with us experiencing changes in conditions that have never been so pronounced. This has included extremes in weather conditions such as unprecedented heat and humidity alongside storm events that have challenged every aspect of the work we carry out on and near the roads.

These types of environmental conditions are never more real or pronounced than they are for those out working on the frontline of our road networks and corridors. It is timely to give recognition to all for the extraordinary commitment being shown to their delivery of service to all affected by whatever is the challenge of the day. We must also be reminded that our purpose should also be reflective of the intent to enable all users of the road networks to go about their business safely which of course includes family and friends and when we take our time out to use those roads alongside them.

While we might not all be the very closest of friends geographically, we are a community in which often the only people who understand what we do are those who live the TTM lifestyle alongside and around us. We should remember therefore to respect ourselves and our colleagues, and never forget to be aware of the shared pressures and demands of our industry.

Alongside our other challenges we are experiencing what is reported to be a complete departure from the NZ CoPTTM, the TTM document we have operated from for some twenty plus years. While the wider industry has not yet been able to view the draft replacement document, we are anticipating a massive shift in the guidance narrative therein.

We know that the new guidance will be a complete change in the way we have approached the planning for and ownership of risk mitigation in the past and is certainly causing people to wonder what it will look like. We expect and are lobbying for the wider industry to be

able to consider and give feed-back to the draft version which will allow for understanding of and adjustment to the change.

There is whisper that the document is to be released as early as April, so it is likely by the time the next edition of Detours is going to print, we should be able to share some more insight and information about how things have progressed.

As we have noted in previous editions, our 2022 TTM Conference is able to go ahead under the current (CoVID) operating restrictions for events in New Zealand. This has meant a great deal of adaptation, which sponsors and attendees alike have been able to work with organisers' to ensure that the opportunity to showcase important changes and advances in the way the industry operates are shared openly with those that need to know.

There will likely be opportunities to participate in and enjoy some of the excitement and content by looking into the event webpage for TTM Conference 2022, and there is a huge amount of work to share the conference with a wider group through technology. Feel free to take a peek and see what might interest you, and you are welcome and encouraged to contact the organisers' if there is any specific interest you may have.

A final note to remind you all that your opinions, experience and lessons from the work across Australia are invited and welcome to be shared through the Aotearoa Temporary Traffic Management Association. Those that are working hard to grow the recently formalised society have a huge interest in aligning as much as possible the practices and knowledge, so that we can all benefit from the hard work of those that came before and the innovation of those starting in the journey of working in temporary traffic management.

Our collective efforts will help to ensure that no matter whether you work in Australia, Aotearoa New Zealand or in the wider Pacific region, we can all count on the support of those who know what the industry is and how best to make it operate. Through many voices we are able to shape the future for safety and success in the career pathway of roading and traffic.

Until next time, please stay safe and look out for your colleagues, we all need to get home safe to our families.



How To Grow A Safety Culture In Your Organisation.



NRSPP BLOG | Feb 2022

When we build something, we usually add more of the same. So if we're building a wall, for example, we add more bricks to make it bigger. Culture doesn't work like that. An organisational culture is grown, not built. And like anything we want to grow, culture takes time and sustained effort.

It's a common misconception that culture is 'built', explains Brett Rutledge from NRSPP Program Partner Sensemap, and this misunderstanding is one of the reasons organisations fail in having a strong culture. In fact, the more material we add to an organisational culture, the more confused and diluted it becomes.

Brett will present an NRSPP webinar in early March exploring culture in more detail and guiding organisations through the process of developing and implementing a workplace road safety culture.

The characteristics of culture

Brett said that growing a safety culture was often simpler and less complex than people thought. Ahead of the webinar, he shared some of the key characteristics that must be present for an organisation to grow its culture.

"The first thing is that an organisational culture has to make sense to your people because if you don't understand something, you're not buying into it.

"The second thing is it has to fit with the way you see the world already – it needs to be something that your people can identify with. Think of someone who doesn't trust the government. If that's their world view, it's very easy for them to say 'I don't trust vaccines because the government produces those'. If I'm trying to grow an idea with you and it's not compatible with your world view, it's not happening.

"So if you think of that in safety terms, firstly that safety culture you're trying to grow has to make sense to me, it can't be something that I don't care about or don't understand. Secondly I've got to be interested in or value safety in some way in the first place.

"The third thing if I'm trying to grow a safety culture is it's got to be relevant to how I go about my work. Don't talk to me about bending your knees to lift heavy things if I never lift anything heavy.

"Fourth thing is it has to be beneficial, there has to be something in it for me – where's the recognition, where's the reward for doing what you want me to do?

"And the last thing is it has to be supported. In other words, everything else has to be backing it up, such as processes, systems, policies, decisions and actions. Too many organisations simply put posters on walls. If you want to grow a safety culture, then it has to be supported everywhere.

"What also happens far too often with culture is because people don't understand they're growing an idea it all becomes compliance driven. It becomes a stick they're constantly beating people with and what happens of course is we resist. Compliance is an important boundary when growing a culture, but it shouldn't be a driver."



Federal Budget must invest in road worker safety

The Federal Budget due to be presented on 29 March will undoubtedly attract significant attention, as the nation approaches a Federal Election. But more importantly, it is an opportunity to elevate the profile of road worker safety – and to secure public investment in measures that we know are needed to protect our industry’s workforce.

Roads Australia (RA) has addressed these priorities in our [submission](#) to the Federal Government ahead of the Budget. In particular, we have encouraged the Federal Government to adopt a more prominent leadership role in cross-jurisdictional cooperation needed to make progress.

As all of us in this industry are aware, recent years have witnessed a number of incidents where road workers have tragically been killed or grievously while injured doing their jobs. To help drive change, in 2019 RA established a Road Worker Safety Working Group which is focussed on developing solutions to strategic issues within the industry. The recently released [National Road Safety Strategy 2021-30](#) has acknowledged workplace road safety and the vulnerability of road workers and traffic controllers on our road networks.

One of the most fundamental challenges inhibiting positive change to date has been the lack of reliable data on the fatalities, injuries and near misses involving road workers. Without this information, it is difficult to assess and take action to limit tragedies.

The Office of Road Safety is now working to establish a National Road Safety Data Hub which (with the support of Safe Work Australia, state and territory governments and safety organisations) could collate and share this

data. However, the scale of the task is significant and requires certainty around resourcing that will permit the development of a comprehensive and reliable tool. RA’s submission recommends that the Federal Government provide additional investment to support this work.

The limited data that is currently available about the behaviour of motorists around road work sites has been collected by industry participants, rather than governments.

As has been noted during RA webinars dealing with road worker safety, data collected on one project showed vehicle speed in urban work sites was on average 10kph above the posted reduced work site speed limit - and 15kph on average above the posted reduced work site speed limit in regional areas.

Although a collaborative approach by industry participants including RA and TMAA has had some initial success in encouraging governments to improve speed enforcement measures in work zones, there is an opportunity to do more.

Specifically, there is an opportunity for a properly resourced and targeted education and awareness campaign helping drivers understand why observing reduced speed limits in road work zones is important. RA has encouraged the Federal Government to invest in the development of such campaigns.

Of course, this would mean that our industry’s workforce is better protected when working on-site.

But more broadly, it would also help to reduce the massive costs – financial and emotional – for governments and industry alike that are associated with crashes and near-misses involving road workers.

Michael Kilgariff,
CEO of Roads Australia





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Easter Fatal Five

In one year on Australian roads:

- 481 crashes were caused by speeding
- 156 vehicle occupants killed failed to wear a seat belt
- 340-360 crashes were related to driver fatigue
- 167 drivers killed were driving under the influence of drugs and/or alcohol
- 300 crashes involved distraction and inattention

If you are traveling this Easter, take care on the roads.

Easter Fatal Five

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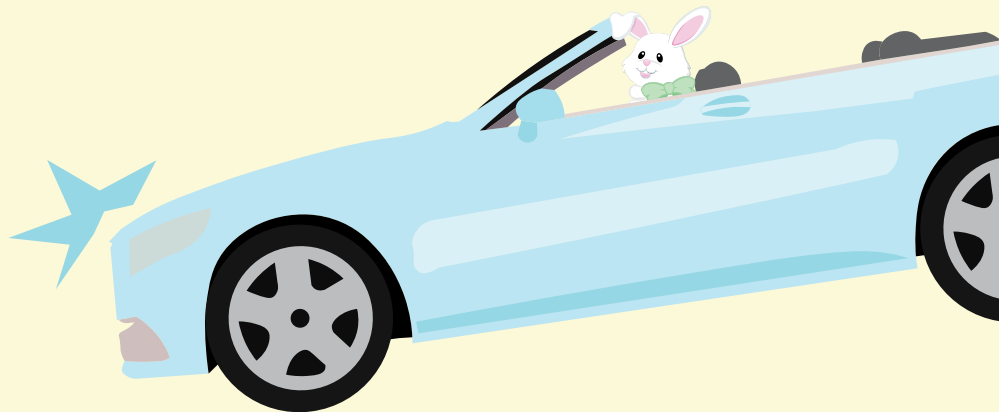
Easter Fatal Five

Questions to Ask Yourself

- How often do you drive under the influence of drugs and/or alcohol?
- How often do you recognise the signs of sleepiness and fatigue (e.g. heavy eyes), and continue driving anyway?

NRSP

Download the latest ToolBox Talk, 'Easter Fatal Five' for free at nrsp.org.au





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Jemena Limited – Here To Help: Partnership Approach Drives Immediate, Sustained Safety

Synopsis

Rather than ‘reinventing the wheel’, Jemena took a partnership approach to reducing vehicle incidents and improving its safety performance. Its approach was so effective the Group cut numbers and direct costs of crashes by a third in just 12 months, and continues to build a culture where safe driving is the way it operates.



Key Outcomes

Data is a critical ally in starting the workplace road safety journey, highlighting the need for action and areas where it will have the most impact

Safety measures can be introduced gradually rather than all at once; address key improvement areas first and build on the safety focus over time

Early ‘results’ help increase buy-in and momentum for safety improvements, while a sustained commitment is essential in growing and embedding a safety culture

A partnership approach minimises the individual burden so utilise existing resources and support organisations to help educate workers on why and how to improve safety

Other organisations are facing the same safety issues — speaking up allows companies to share information and effective strategies to address specific challenges

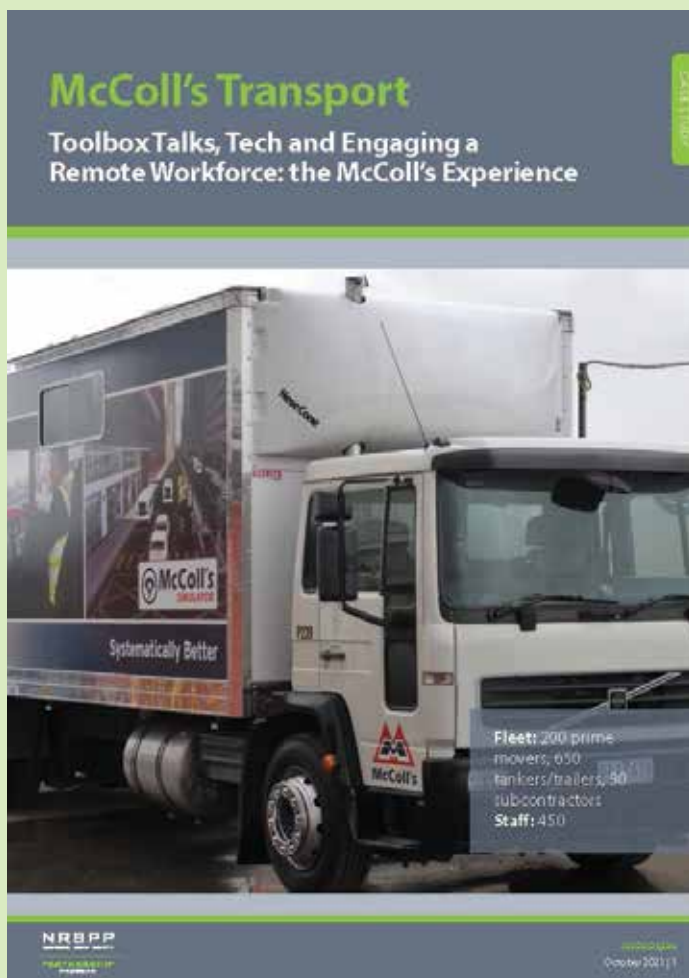
Executive support for safety is critical in starting and maintaining a safety journey and engaging the workforce

Taking the whole business on the safety journey increases buy-in, contributes to growing a safety culture and ensure everybody is accountable for playing their part.

McColl's Transport – Toolbox Talks, Tech and Engaging a Remote Workforce: the McColl's Experience

Synopsis

Toolbox talks remain a critical information tool in the transport industry, particularly in improving safety performance. Utilising technology can make toolbox talks more engaging and accessible, helping to overcome the challenge of a workforce that is remote or spread across multiple locations.



Key Outcomes

Safety is a journey but a sustained commitment and persistence will reap rewards in business performance and build a strong safety culture over time

Technology-based solutions can be effective in improving safety performance while helping drivers complete daily tasks, simultaneously improving safety and efficiency of operations

Toolbox talks remain a critical communication tool in sharing safety information with drivers and the wider workforce, particularly where drivers are remote and it is difficult to gather your workforce in one location

Utilising technology solutions can make toolbox talks more engaging and accessible, driving higher attendance rates among drivers and helping organisations track and report attendance

Toolbox talks can also be an effective consultation tool in introducing safety measures, allowing workers to have their say and management to outline the reasons and benefits of a proposal

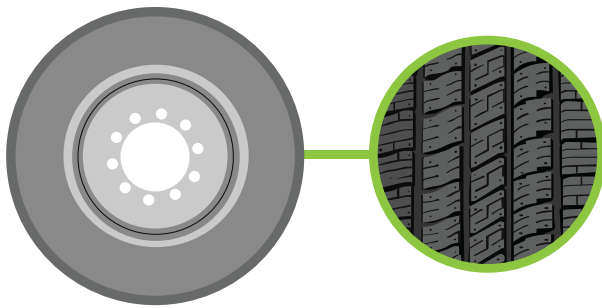
Consultation and outlining the benefits to workers is critical in driving acceptance of new safety measures and overcoming resistance

Microplastic pollution

Tyre wear particles are considered the largest source of microplastics in the environment. They are transmitted daily through traffic and are seen as a serious threat to the eco system². In fact, 10–25% of the ocean's microplastics originate from tyres¹.

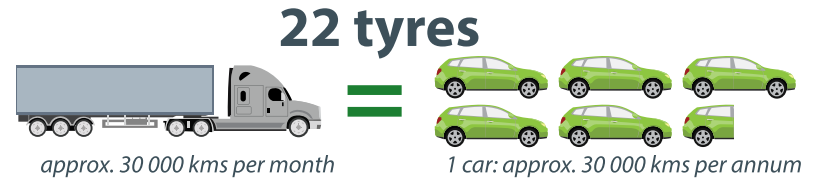
Tyre Wear Particles (TWP)

Tyre wear particles (TWP) are generated as the tread, the actual wearing part of a tyre, comes into contact with the pavement of our roads.



Heavy Vehicles vs cars

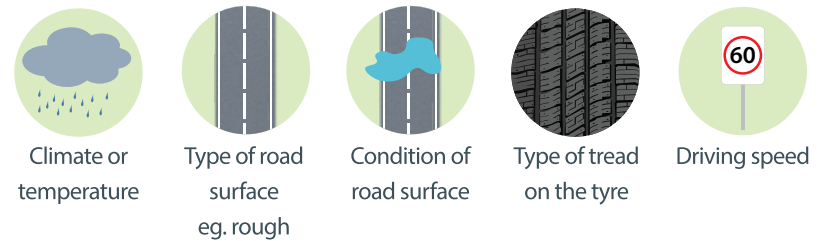
The number of tyres as well as the distance travelled by the different vehicle groups plays a significant role in TWP production.



Heavy vehicles are much larger than cars, and have more tyres as well as travelling significantly more distance, so the volume of TWP generated is also a lot larger.

Factors

There are a variety of factors that influence the size and quantity of the TWP that are introduced into the environment³:



How they travel



Microplastics from tyres can travel thousands of kilometres from where they were first released.

18–37

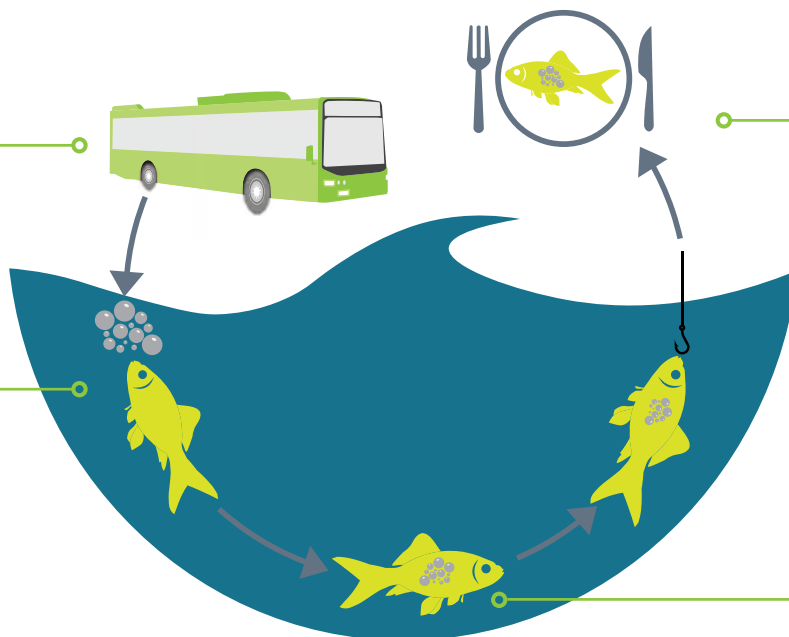
The smaller the particle, the further they can spread. The most miniscule microplastics can stay airborne for 18–37 days.

43%
57%

43% of the smaller microplastics from tyres remain on land, 57% will travel into the ocean¹.

100,000 metric tonnes of microplastics are sourced from tyre wear and tear.

These are carried through the air, eventually ending up in the ocean.



Tyre wear particles make their way into the food chain that humans consume

The microplastics are ingested by fish, which can be quite toxic.

Why is speeding dangerous?

Speeding is incredibly dangerous. It is the single largest contributor to death and injury on our roads. Speeding is thought to contribute to 30% of all road crashes in Australia and was responsible for approximately 350 deaths in 2019¹.

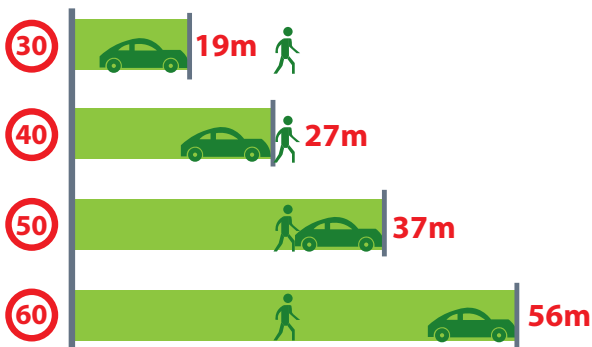
By definition, 'speeding' is travelling over the legal (posted) speed limit or driving too fast for the conditions or the driver's skill and experience.

Why does speeding make such a difference to crash risk?

The faster you travel:

The more time you need to react to avoid a crash

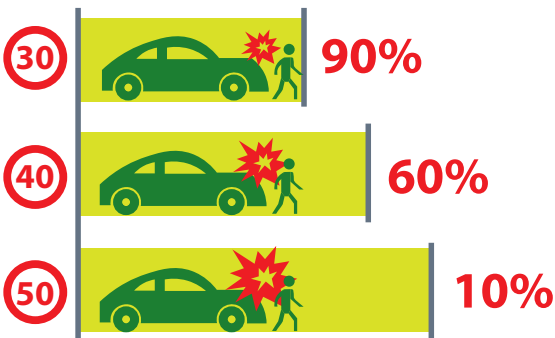
Your stopping distance increases



Stopping distance for an average size vehicle based on travel speed

The eventuating crash is more severe

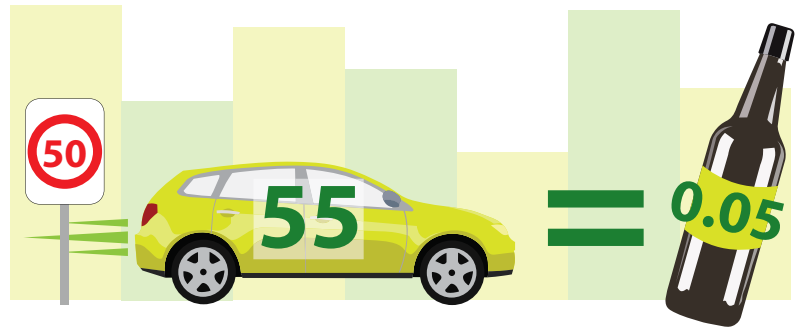
The risk of death and serious injury to yourself and other road users increases



Chance of survival for a pedestrian being hit by a car



Almost 50% of all serious speeding related crashes occur when a driver is travelling less than 10km/h above the posted speed limit².



Travelling 5km/h above the speed limit in urban areas is similar to the risk associated with driving with a BAC of 0.05⁴



45% of fatal crashes in 2019 occurred in zones signed at 100k/h or more



On average, speeding only saves 77s per commute. Speeding risks your life, the lives of other road users, fines and demerit points to save just over one minute

Are there any other benefits to sticking to the speed limit?

Apart from improved crash outcomes (particularly since serious and fatal crashes are more sensitive to speed changes than crashes in general¹), reducing travel speeds, save lives and prevents injuries. Other benefits include improving fuel consumption, reducing greenhouse gas emissions and minimising sound pollution.



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