

TMAA DETOURS

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TRAFFIC MANAGEMENT
ASSOCIATION OF AUSTRALIA



Cover Photo: (left to right) Traffic Management Supervisor (for TMAA member Altus Traffic), Leonie Jamieson on the, South Eastern Freeway & Minister for Infrastructure and Transport, Corey Wingard.

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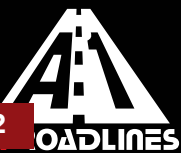
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STEPHEN O'DWYER

Welcome to our last edition of 2020, a challenging year for us all with the ever-changing environments on a State by State, sometimes, region by region basis. It is great to see that now all states are opening borders across the country in time for the festive season.

National Road Safety Week was held in November. It was fantastic to see so many in our industry participating and adding considerable value to the initiative. TMAA continued with our Your Speed is Our Safety campaign which has also received additional support from a number of State Governments. NRSW has grown each year and is now a premier safety event on our national calendar.

TMAA has continued to engage with Austroads on both the training and prequalification frameworks. Austroads released more information on both of these initiatives in early November. Austroads has a list of questions and answers on the schemes available at www.austroads.com.au.

Work has continued with the Roads Australia Road Worker Safety Working Group. The Working Group now has a solid agenda including working with key stakeholders on current procurement of traffic management and our industry image and profile.

With both Government and key buyers of traffic management as part of this group, the opportunity for boots on the ground conversation opens the door to real change.

This last quarter has also realised the ratification of our Board elections after many months of waiting for changes in process by AEC. We have a very committed Board and we are looking forward to developing our next 2-year strategy at a planning day on 4 February 2021, and sharing your mind to our planned National Conference currently programmed for June 3 and 4, 2021 in Melbourne.

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

In these challenging times, I wish you all continued success and best wishes, a Merry Christmas and most importantly, a successful New Year. Thank you for your continued support of the Association. Rest assured, there is a dedicated team of industry champions continuing to work hard on your behalf. Please stay safe.

Stephen O'Dwyer
TMAA President

**National
Road Safety
Week 2020**

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How are you helping your employees prepare for retirement?

Many Australians feel unprepared as they near retirement age. Unfortunately, just over half are forced into retirement due to circumstances beyond their control, such as health issues, unemployment or having to care for a loved one. Unexpected retirement is even more of a concern for pre-retirees in 2020.

Equip takes retirement readiness seriously, and each year it participates in CoreData's Best Possible Retirement study. The 2020 research consulted over two thousand pre-retirees and retirees, and found that more than 60% of participants aged 45 and over do not feel completely financially secure for the future, nor think they are on track to have enough money for a retirement they'll be happy with.

So, how can you help your employees become retirement ready and prepare them for a happy and stress-free post-career future?

Do they have enough super or even know how to access their money? Do they know what sort of benefits they're entitled to once they retire?

While there's no substitute for proper financial advice, we've created a checklist to help kickstart the conversation with your employees and give them a good head start on the road to retirement.

1. Do they have enough to retire?

According to ASFA (the Association of Superannuation Funds of Australia), a couple needs approximately \$640,000 in retirement savings for a comfortable lifestyle. For a single person that number is \$545,000. Those figures translate to an annual income of about \$62,000 and \$44,000 respectively.

When talking about the ASFA numbers it's important to remember two things: first, they assume people own their home outright and, second, they're based on take-home (after tax) income.

For an overview of retirement savings and what that means in annual income, the Retirement Calculator on the Equip website is a great place for your employees to start.

2. Do they know how to access their super?

Building up a healthy superannuation balance is important, but how that money is invested and accessed will determine how long it lasts.

Transferring super into an Account Based Pension is an easy and common way to start retirement. It allows those starting retirement to draw down an annual income from their savings while the balance continues to earn investment income in a tax-free environment. This is something Equip's financial planners can assist your employees with.

They also have the option of withdrawing their super when they retire (assuming the age requirement is met). Keep in mind that this may have significant tax and Age Pension implications. For example, withdrawing all of their super could mean they may not qualify for certain pension benefits.

3. What about the mortgage and other debts?

The ASFA numbers mentioned above assume outright home ownership. For someone paying rent or continuing to service a mortgage the numbers will vary, and they'll likely need more super to last throughout retirement.

Having outstanding debts approaching retirement isn't necessarily a problem, but it does require some planning. For example, should people use their super to pay off their mortgage? There's no simple answer; but speaking to a financial planner can help people understand their options and what they mean in the long term.

4. Are your employees who are looking to retire eligible for government benefits?

Depending on their superannuation balance, employees who are getting set to retire may be eligible for a variety of government benefits and subsidies. While the Government Age Pension is only \$24,554 per annum for individuals, many people live on a combination of the Age Pension and their superannuation savings in retirement. That means even a modest superannuation balance can be used to boost their age pension payments and enjoy a more comfortable retirement.

Our Retirement Calculator can show your employees how long their retirement savings may last them and when they may be able to claim a full or part pension.

As a first port of call, you can direct them to the Government's Age Pension website (www.servicesaustralia.gov.au/individuals/services/centrelink/age-pension).

If they're looking for additional assistance, Equip's financial planners can also help them understand their options, possible entitlements, and how to apply for them.

5. Lastly, how will they adjust to their new life without work?

People get so caught up in the financial side of retirement that they sometimes forget to ask themselves the most important question – what is it that I'd actually like to do with all that free time?

Most people are used to the comradery of work and seeing their friends every day, so losing that connection can be difficult. And couples that have spent decades following their own daily routines can also struggle when they find themselves spending a lot more time together at home.

None of this is unusual or unique. But the reality is that people are happiest when they have a sense of purpose, and a reason to get up and about. Retirement is an opportunity to rediscover those hobbies, interests, or talents that may have gone dormant while work life took precedence.

Volunteer work, social groups, fitness, or a new hobby are all ways for those who have retired to reconnect with themselves, and meet other, likeminded people. Or perhaps employers could consider alternatives that allow employees to continue working in a different capacity if they wish? For example, cutting back on their hours to allow them to ease into retirement.

If you have employees approaching retirement, whether they're 5 years or 12 months away, you can help them by starting the conversation and letting them know it's okay to talk about retirement by discussing the options available to them, without them fearing they're being pushed out the door.

The coronavirus pandemic means Equip's usual face-to-face retirement seminars are currently not able to take place in some states, however, our Relationship Managers and Financial Planners are still available to provide support to you and your employees.

You can share our pre-retirement videos with your employees which are available on the Equip website at www.equipsuper.com.au/digital-seminar-series

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Talk to us today...

Steve Rozic (QLD, NSW, ACT, Vic & Tas)
P 0488 988 072 | E srozic@equipsuper.com.au

James Harvey (WA, SA and NT)
P 0488 988 074 | E jharvey@equipsuper.com.au

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LOUISE VAN RISTELL

The year that was!

2020 has proven to be an exceptional year in a number of ways. The change to the way we live and work has meant traditional roles have been recreated. For traffic management this has truly been the case, as our role has broadened into the health sector, with our regular events management transformed into COVID testing events across the country.

Transformation has been key for traffic management this year, and our members' ability to bring to the table exceptional skills of efficiency and planning is to be commended. We are central to the infrastructure recovery works already in play in each state and territory, with projected additional works across the next few years.

States/Territories have played a huge role in funding these projects and at the forefront are our people. Sites can't open, works cannot commence, until we are in place. Australia has placed an onus on us to bring us out of the COVID recession, and we have risen to the challenge.

Of the many challenges we have faced this year, one is of particular relevance. The calibre and training of our people is paramount as we undertake the plethora of promised projects this year and next. It is a credit to the industry how many newly trained traffic controllers and planners have been introduced to the industry, forging new careers in our sector, during a time of crisis.

Training is one of the key ingredients in the traffic management mix, and our state/territory and federal Ministers acknowledge this. From the Deputy Prime Minister, Michael McCormack, and every state/territory Minister, there is acknowledgement for the work we do.

I recently had the pleasure of meeting Minister for Infrastructure and Transport, Corey Wingard, in South Australia. The Minister's recognition of our industry and his foresight into what will be required this year and in the coming years for infrastructure and roads was an acknowledgement of the pivotal role we play. He echoed the sentiments of other Ministers and road authorities regarding our safety and that of those we protect each day. Minister Wingard was quick to highlight the high risk nature of our industry and foreshadowed the need for more stringent safety on roads.

Safety has been our mantra this year, and the nationally funded Your Speed is Our Safety Campaign has been a highlight across Australian television screens since May. More recently, YSIOS featured heavily in the November, National Road Safety Week promotions, along with nearly 1 000 000 social media views. Keep sharing and revisiting our campaign as we move into the next phase of COVID recovery.

This year, the next phase of the pre-qualification project has been underway, with TMAA state/territory and national representation front and centre. It is our goal to ensure we meld training and pre-qualification into a compatible and operational platform for all those who work within the industry.

From this year to next, let's not forget the safety lessons we have learned in a year punctuated by shut downs, lock downs, border closures and openings, loss of life and mental health deterioration. As we close the door on a year like no other, we look forward to a healthy and prosperous 2021.

Louise Van Ristell
TMAA Executive Officer



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ROAD WORK AHEAD: PREPARING FOR A BUSY 2021

Minister Michael McCormack

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



As we near the end of 2020 it is time to reflect on a year like no other and consider the year ahead. As we implement our Economic Recovery Plan for Australia – which was set out in the 2020-21 Budget in October – it is clear that there will be a surge in road infrastructure spending over the next year.

The Government Scott Morrison and I lead is investing \$110 billion in infrastructure over 10 years, which is a record amount for any Australian Government. And of this, more than \$60 billion will be invested over the next four years as we front-end load our response to the economic shock of COVID-19.

This will not only be good for the traffic management sector, but for all Australians as we pave our way out of the COVID-19 recession, by leveraging our infrastructure agenda to create jobs and support businesses.

Through our Economic Recovery Plan we are increasing our investment in the transport infrastructure that Australians need, want and deserve. Essentially, it's a win-win situation – we're delivering jobs now while building the infrastructure of the future.

The impacts of the COVID-19 pandemic have stretched far and wide, affecting every industry in the country – including the transport management sector – in different ways. As a result of the health crisis and the necessary national response to it, the broader infrastructure industry has experienced workforce capacity issues, unavoidable delays and uncertainty about future projects.

This is why our Recovery Plan focuses squarely on creating jobs and providing long-term surety for businesses, with the infrastructure investments already supporting more than 100,000 jobs for projects currently under construction.

Importantly, these projects – and the jobs and businesses they will support – will be spread across all regions of the country. The pandemic has impacted all of us, which is why it is so important that major projects have been green-lit in all states and territories.

These projects include building the Singleton Bypass in New South Wales, which will support 1,370 jobs; duplicating Barwon Heads Road between Settlement Road and Reserve Road in Victoria, supporting 292 jobs; and delivering Stage 1 of the Coomera Connector in Queensland, generating 700 jobs.

We are also providing additional funding for the Wheatbelt Secondary Freight Network in Western Australia; to progress the Main South Road Duplication in South Australia; and to upgrade the Tasman Bridge in Tasmania, the Carpentaria Highway in the Northern Territory, the Molonglo River Bridge in the ACT; as well as many more critical projects all over the country.

We are focused on improving our national highways – the arteries of our national road network – including completing the final stage of Pacific Highway duplication, which is expected to reduce travel times along the 657 kilometre stretch by up to two-and-a-half hours; and continuing to deliver the life-saving upgrades to the Bruce Highway which, to date, have resulted in a 21 per cent reduction in accidents and a 49 per cent reduction in fatalities.

However, we also recognise the little capillaries in our road network are just as important as the arteries, and that in this economic climate, smaller infrastructure projects can play a vital role in stimulating local economies.

Local projects, such as fixing a road, can get jobs into the field quickly, which is why, in response to COVID-19, we have announced a number of new programs to fund local projects.

In May, we announced \$500 million for the Local Roads and Community Infrastructure Program to support projects nominated by local governments, and an additional \$1 billion was added to this program in the Budget.

This program leverages the ability of local councils to get projects up and running in a way that generates the greatest benefit to the community, both in terms of supporting local business and jobs, but also providing the infrastructure that locals need the most.

A further \$2 billion for a Road Safety Program was also provided in the Budget to be spent over two financial years, which builds on the \$500 million for Targeted Road Safety Works we announced in June this year.

While this year has been hard on all of us, and presented a number of unexpected roadblocks and detours, it has also demonstrated our ability to overcome these obstacles.

Our transport infrastructure program is the heart of our Economic Recovery Plan. It is a roadmap out of 2020 and into a brighter, more prosperous 2021, which, for the transport management sector is going to be a busy one.

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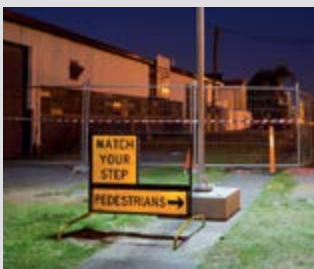
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The Defender 100FS free-standing steel barrier is the leader in safe, time-efficient, environmentally-friendly road barriers.

Approved across Australia and New Zealand for work zones up to 100kph, the Defender free-standing barrier doesn't require water for stability, has less deflection than other barriers and is quick to install.

And with Kennards Hire's safe, contactless delivery directly to any worksite, it's ready to go as soon as it's in position.

SUPERIOR PERFORMANCE TO WATER-FILLED BARRIERS

Kennards Hire is supplier of the Defender for hire in Australia and New Zealand, and Craig Evans, Branch Manager Traffic Brisbane, says it's fast becoming the preferred choice over water-filled barriers.

"Customers such as councils are asking for Defender steel barriers rather than water-filled ones because of their better deflection capacity and flexible hinges that allow them to be placed on sharper angles at corners," he said.

The free-standing design of the Defender barrier means it doesn't have to be pinned to the road for stability. So once it's lowered into place, it's ready for use — and there's no need to plug anchor holes after removal.

The Defender barrier's hot-dip galvanised steel frame comes with plastic crash cushions at either end for safety. Instead of water, it uses removable concrete ballast for stability.

BETTER DEFLECTION, SMALLER EXCLUSION ZONE

Craig points out that the Defender is a space saver on compact worksites. In five lanes of traffic, a water-filled barrier needs a 4.1 metre exclusion zone behind it, the distance it can deflect from a 25-degree vehicle impact at 70kph. A Defender barrier under the same conditions deflects 1.2 metres. This means less space is needed behind the Defender barrier, ideal if there's a steep embankment adjacent to the worksite.

Craig also cites the Defender's environmental credentials.

"It's better for the environment, because a plastic barrier wastes about 500 litres of water after being used, water that's just drained off at the site. The steel barrier also alleviates any risk to drivers and workers of water running across live traffic lanes or into a work zone."

For more on how Kennards Hire can support your project, whenever, wherever and for whatever, head to our website and find your nearest Traffic branch.

MASH-16 TESTED FROM THE GROUND UP

David Moule, General Manager for Defender at Safe Barriers, says the free-standing barrier is a new product from the ground up.

"It's specifically designed and tested to meet MASH-16 compliance," he said. "It's not an NCHRP 350-tested product that's undergoing an upgrade."

David explains that the Defender's purpose-built barrier lifter removes the need for a rigger to climb onto the back of a truck to get the barrier segments off and move them into place. It also has a patent-pending E joint for quick connection.

The Defender is ideal for urban roadworks where lanes are closed and space is limited.

"Workers have a barrier exclusion zone, but the open lanes have to be a certain width," David said.

"With a smaller exclusion zone, the less space you take up across the carriageway — which means it's easier to maintain the lanes at the correct width."

FLEXIBLE IN EXTREME CONDITIONS

Thanks to its shorter segment length, the Defender free-standing barrier is more flexible when it comes to following road curves or even forming a 90-degree angle — a single product that meets many needs.

"The Defender is the premium product," Craig said. "Other steel barriers come in lengths of 12 or six metres, which makes them harder to handle. Defender segments are 3.9 metres, giving more flexibility on corners and curves, and making them safer to handle roadside."

"The Defender is also the only barrier that can be locked at a right angle with a steel hinge. When you're making a sharp turn with other barriers, the barrier segment chain ends and the next segment has to start after the turn, because other barrier configurations don't link segments at the turning point."

Being steel, the Defender is ideal for use in bushfire situations where plastic, water-filled barriers face potential destruction from extreme heat. They also come in handy in freezing environments where water-filled barriers prove to be challenging.

The Defender is the steel barrier built for Australian and New Zealand conditions — flexible enough to make roadwork safer, no matter the size of the project.

For more information on the Defender free-standing barrier, get in touch with your local Kennards Hire branch.



TRAFFIC CONTROLLER
~ of the year ~
AWARD

TRAFFIC CONTROLLER OF THE YEAR **2019**



UPDATE



TRAFFIC MANAGEMENT
ASSOCIATION OF AUSTRALIA



April Colley

I have begun a new role as Project Engineer with Georgiou Group. We are working on one of Perth's major road projects and I have joined the team just over half way through. The project involves the construction of a grade separated intersection in which one road is lowered to pass beneath the other (no longer needing the original signalised cross road intersection), a new bridge, two new roundabouts, two new on and off ramps to / from the lowered highway and a new PSP taking cyclists off the highway. The project has already reached some critical milestones since I've started on site - opening the new bridge to traffic, opening one of the two new roundabouts, completing and opening the new PSP and completing and opening an additional extension of the PSP. I accompanied the Road Traffic Manager when he was doing a pre-opening road safety audit on the PSP.

During National Work Safe Month we were asked what we planned on doing that week to try achieve a healthy work life balance. My answers were exercising, cycling and meditation. We also ran a toolbox about plant and people interaction. A lot of incidents on roadwork sites involve moving plant. The tool box was arranged to allow all staff on site (contractors, subcontractors and the client) to enter various plant that is used on site. We were able to put ourselves in the seat of the operator and understand their range of vision (or lack thereof). I think this was an invaluable toolbox to all, in particular traffic controllers who regularly work in close proximity to moving plant.

My role on the project is heavily involved with traffic management but this time from a contractor perspective. Over the last 6 years, I have worked on many major road projects but through traffic management companies as a traffic controller, traffic planner or traffic manager. Now, I'm using this hands on experience and my engineering qualifications to be a part of a team delivering an \$86 million dollar project.

I have high expectations when it comes to traffic management and hope to inspire traffic controllers to be as passionate about the industry as I am. Traffic controllers put their lives at risk daily when trying to allow contractors to work safely and I will be reinforcing the need for a level of appreciation to the critical role that traffic management plays in the construction industry.

I wish all the current finalists for the TCOY all the best.





TRAFFIC CONTROLLER
~ of the year ~
AWARD

TRAFFIC CONTROLLER OF THE YEAR **AWARD**



TRAFFIC MANAGEMENT
ASSOCIATION OF AUSTRALIA

2020 FINALISTS



Rachel Budrys
Traffic Diversions Group VIC



Victoria Altintas-Sheldon
Workzone Traffic Control SA



Ben Killey
Prime Traffic Solutions WA



Rebecca Nazzari
Altus Traffic QLD



Ciara Griffin
TRAFFICWERX NT



Kara Geeves
Stornoway Maintenance P/L TAS

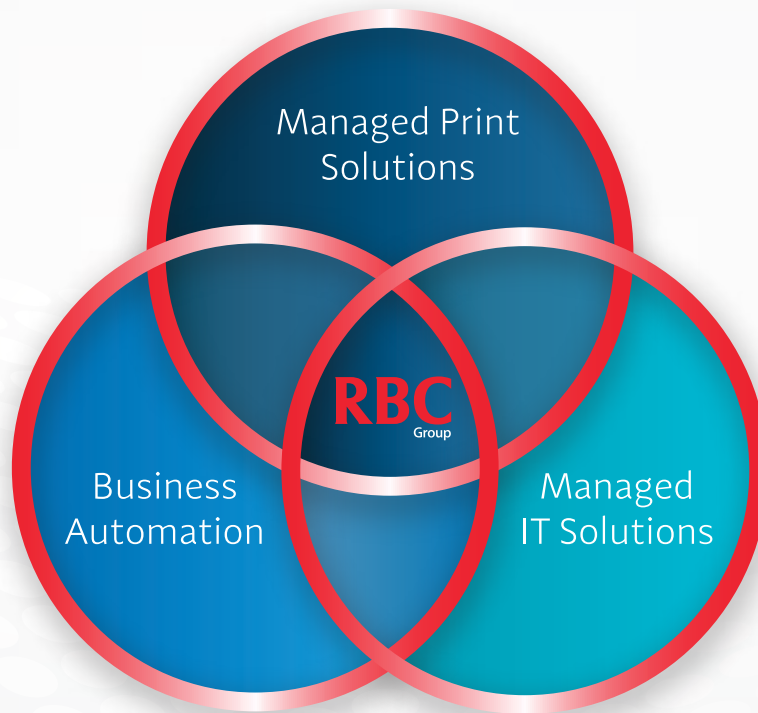


"Congratulations to all the finalists, I am looking forward to presenting the winner of the TCOY award at the Conference Gala Dinner in 2021 and I wish the best of luck to all the nominees."

– DANIEL WIEGOLD | KENNARDS HIRE.



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ROSI UPDATE

The next priorities along Queensland’s southern and northern Roads of Strategic Importance (ROSI) initiative corridors are a step closer to delivery, with consultations held with industry and stakeholders in Toowoomba and Townsville last month.

It is an important part of the process that we engage with and consult local stakeholders about the next priorities for upgrades. While we are already getting on with the job of delivering ROSI upgrades and have approved a number of early works projects, we want to make sure that the next projects to be delivered address some of the concerns raised at today’s meeting.

I know that Traffic Management Association of Australia members will play a critical role in ensuring these upgrades are delivered safely, for road workers and road users.

\$5.5 million boost for Safety

Australian heavy vehicle safety programs will receive another significant boost with the launch of Round 6 of the National Heavy Vehicle Regulator’s Heavy Vehicle Safety Initiative (HVSII).

The Federal Government has provided \$5.55 million to back submissions from community and industry groups to improve heavy vehicle safety on Australian roads.

Again, our Government is showing our support for heavy vehicle projects delivered by groups that want to make our roads and heavy vehicle operations even safer.

If you have a project, program or campaign that will increase safety awareness and compliance that requires funding or support to make it happen, we want to hear from you.

The Federal Government has delivered \$22.8 million for 89 grants over the past five years, including Industry Codes of Practice, specialist heavy vehicle safety information for farmers, caravanners, shippers and learner drivers, as well as training tools such as simulators.

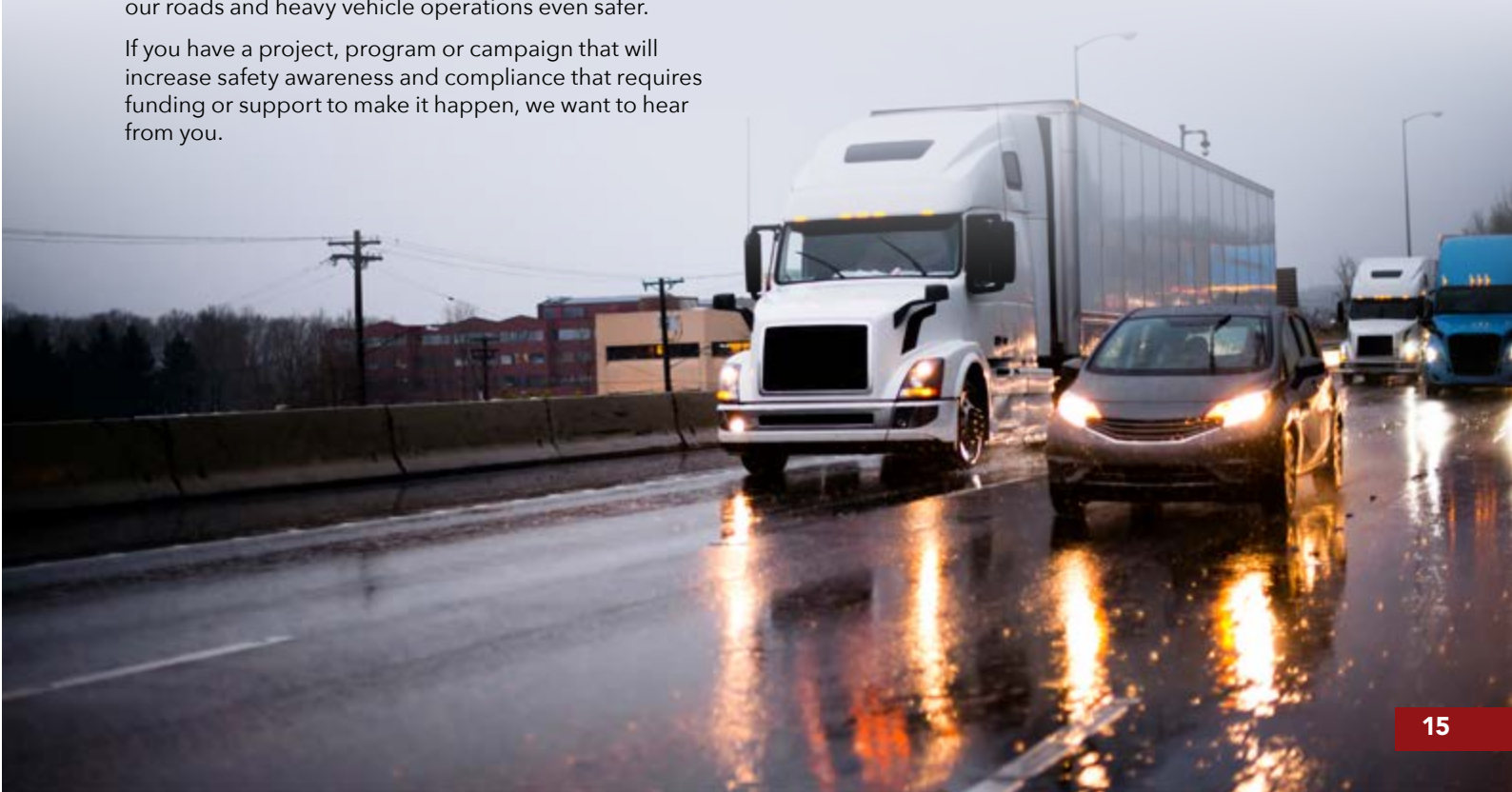
This funding is ultimately about saving lives and making our roads safer.

I know that Governments and regulators don’t have all the answers when it comes to road safety, which is why we’re calling on groups to put forward their value-for-money projects and ideas for consideration.

Applications for round six funding are open until 12 February 2021.

Projects must be implementable, commence in the 2021-22 financial year and be completed by 30 June 2024. For more information or to view the Heavy Vehicle Safety Initiative 2021-22 Submission Guidelines, visit www.nhvr.gov.au/hvsi

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



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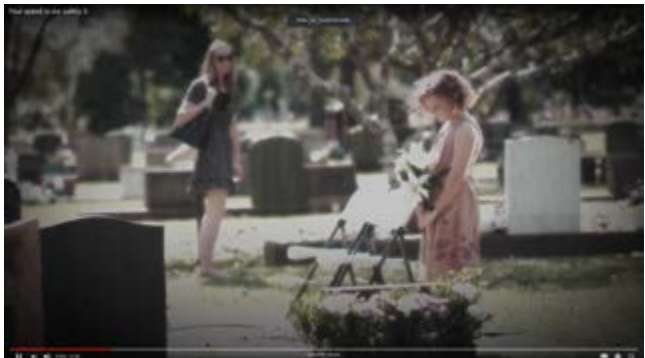
Your Speed is Our Safety – Videos



PART 1 youtu.be/QLwXOtrMsCg



PART 2 youtu.be/OWGSBA4LOW4



PART 3 youtu.be/4yzkIYJ1p4M

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PAUL KELLY

As we close 2020, it is my pleasure to report that the TMAA QLD Division remains a strong part of the Association along with the other six Divisions across the country. The membership growth and commitment by members, stakeholders and our collaborative partners has proven, once again, that the industry is forging ahead within a range of sectors: health, infrastructure, roads, emergency, recovery and utilities, to name a few. With the events sector undergoing renewal post COVID, all the pieces of the traffic management works puzzle are coming together to foster a strong start for 2021.

On a personal note, I would like to thank each and every member and associate this year for their hard work and support. To the AGTMM sub-committee, I salute your commitment to meetings across many months to ensure our group has operational understanding of the changes that lie ahead once this document is mandatorily adopted. I would like to thank Troy Hansen for his dedication to working with TMAA QLD and assisting us in obtaining solutions for our members and associates to key operational concerns across this past 12 months. Our solid relationship with TMR has been strengthened by your resolve. As well, I would like to thank John Cassel and Andrew Clements who have worked tirelessly with myself and a range of stakeholders to ensure we are recognised as the peak organisation for our industry. Thanks for stepping in to represent us on both a state and national level.

Congratulations also to the Stop/Slow Bar Award winner, Duane Bargwanna. I commend you on your work behind the scenes.

Our calendar for 2021 features in this edition of the magazine and is also online on our website events page. We have a plethora of events planned for the upcoming year and happily, I note the TMAA QLD Golf Day is back on the agenda.

We make a great team, TMAA QLD. Let's keep at the forefront of what is happening in our industry, keeping our members and associates informed. We will continue to assist wherever possible with the national works being undertaken by our Pre-Qualification and training representatives.

I look forward to working with you all in what will be a great 2021.

Paul Kelly
TMAA Qld Chair





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New second Bruce vision builds on Palaszczuk government's real Bruce plan



Mark Bailey
Qld Minister for
Transport & Main Roads

The Palaszczuk Government has backed a Real Bruce Plan that prioritises safety upgrades and takes trucks off the highway onto a 'Second Bruce' inland freight route, as part of Queensland's ongoing Economic Recovery Plan. The plan commits to building on the existing \$12.6 billion jointly-funded Bruce Highway partnership with the Federal Government supporting 2500 jobs, with the State funding its share of an additional \$500 million for priority upgrades between Proserpine and Gladstone.

Regional communities will also have a say in how funding is prioritised, with six new representatives from regional Queensland to be added to the Bruce Highway Trust.

Transport and Main Roads Minister Mark Bailey said 33 projects are already underway on the Bruce Highway thanks to Labor's record investment on Queensland's national highway.

"Since 2015, we've delivered \$3.7 billion in Bruce upgrades, supporting thousands of regional jobs," Mr Bailey said.

"We are transforming the Bruce around Cairns, Townsville, Mackay, Rockhampton, Gympie and the Sunshine Coast.

"The government will continue to increase the annual joint investment in Bruce Highway upgrades to almost \$2 billion by 2023.

"We'll also build on our existing \$125 million partnership with the Federal Government to improve the inland Townsville to Roma corridor by committing \$200 million for the 'Second Bruce' to take trucks off the Bruce Highway."

Under its Real Bruce Plan, Mr Bailey said the Palaszczuk Government would set a target to reduce fatalities by 60% by 2030 on the Bruce Highway.

"The Palaszczuk Government will continue delivering a \$1.5 billion safety package that targets known crash locations with priority upgrades that will save lives.

Mr Bailey said the government will commit \$200 million to inland road and bridge upgrades between Townsville and Roma to support freight moving on the Second Bruce.

"Our Real Bruce Plan will take trucks off the Bruce Highway by building capacity on the Second Bruce to improve safety and reduce travel times for freight."

"Encouraging trucks to head inland means less trucks heading through local communities along the highway, from Gympie to Townsville.

"Transport industry modelling has estimated trucks travelling between Far North Queensland and Melbourne on upgraded inland highways could save up to five hours on a single one-way trip.

Key opportunities of the Second Bruce plan include:

- Reducing truck movements on the existing Bruce Highway up to 49 per cent*
- Cutting freight travel times between North Queensland and key markets in Sydney and Melbourne
- Upgrading inland highway bridges to suit larger vehicle combinations
- Prioritising maintenance and highway upgrades to meet heavy haulage standards
- Offering a reliable alternate freight connection to access regional and remote communities cut off by natural disasters
- Generating new regional jobs at food, accommodation and rest stop businesses to meet demand from increased inland truck movements.

"The Palaszczuk Labor Government's strong action on COVID-19 has meant construction on major Bruce Highway upgrades have continued without any site shutdowns like we've seen in other parts of Australia and around the world." *Sourced from modelling and analysis conducted by the Queensland Transport Logistics Council.



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Risk Management in designing the Traffic Guidance Scheme Zoom Webinar



w Dr Dan Sullivan,
Founding Director, Solutions in Transport

This series of introductory webinars on risk management for TTM has been developed to assist practitioners and organisations in TTM understand the practical application of the guidance in AGTTM and AS/ISO 31000.

Steps and examples of industry best practice in risk management are stepped through in each of the three major steps of a TTM project.

COST

Member: \$77

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WHEN

Tuesday 19 January 2021

1:00pm - 2:00pm Brisbane (AEST) Time

BOOKING

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FUNDAMENTALS OF RISK MANAGEMENT

Dr Dan Sullivan



Risk Management is a fundamental element in the planning, design and implementation of temporary traffic management. It is also a core element in the operation of a business operating in temporary traffic management.

A comprehensive and correctly undertaken risk assessment will protect your business, your workers and the public. However in many cases the risk assessment checklist used often contains many irrelevant items and in order to quickly complete the task it simply becomes a matter of ticking off each of the items.

As an example of the importance of a risk assessment, I received a clear lesson during my university studies. In my final year, our project required that we design a new footbridge from our building to the new building across the road. We rushed into the task and came up with the most cost efficient design we could. It had slender steel elements, was a thing of beauty, incredibly cost efficient and in fact used 40% less steel than the industry average. We gleefully submitted our draft designs for feedback and were astonished when we all received a FAIL mark for our design. Why did we fail? Well, it was pointed out that we had failed at the very first step which was to determine the maximum load on the bridge. While we had designed it for a large crowd of people walking on the bridge, we had failed to consider that this was a university and drunk university students would be using the bridge, drunk students who like to leap up and swing from the bars across the top of the bridge. None of our bridge elements had considered this and our bridge would have failed after the first Friday night drinks.

This was a deliberate lesson that our instructors wanted to give us just to reinforce the importance of undertaking a comprehensive risk assessment for every project. It was a lesson well taught and has remained with me throughout my career.

This is a lesson that I carry through into my role in temporary traffic management.

In my discussions with workers across the industry, the biggest risk I hear about is the risk caused by members of the public not complying with our posted temporary speed limits, not driving safely according to the conditions or not obeying the instructions of traffic controllers. When I ask our workers how good they think drivers are, I usually get responses describing how bad they are and how nearly all drivers ignore them. Yet our temporary traffic management is usually set up on the basis that all drivers will comply with the signs and devices.

In a session I delivered a few years ago, I was asked the question "how do we plan our works to accommodate those unforeseen risks such as drunk drivers and drivers under the influence of drugs?" In my response I asked how often these things occurred to which the person asking the question responded that it happened all the time. Clearly, the case of drunk and drugged driver can therefore no longer be considered "unforeseen" as it is a known event and many of us have experienced it. We therefore must plan for it.

Risk management therefore is a task that requires far more comprehensive consideration and needs to be embedded in every part of our works,

Austroroads Guide to Temporary Traffic Management (AGTTM) Part 10 identifies that "the application of risk management for TTM at road works is appropriate at all levels of planning and operation, from the minor and routine schemes through to large scale and complex road work sites". The appropriate completion of a robust risk assessment and management process is also a key part of the Work Health and Safety (or equivalent) obligations for all organisations involved in temporary traffic management.

A key risk in the conduct of TTM is that the risk management process itself can frequently be perceived as onerous paperwork that interrupts completion of the works task. It is critical that employers in TTM ensure that risk management is more than simple application of generic checklists which can typically be simply ticked off.

Solutions in Transport is pleased to therefore be collaborating with the Traffic Management Association of Australia is run a three part Zoom webinar series on Risk Assessment for TTM, presented by Dr Dan Sullivan, Founding Director of Solutions in Transport.

This series of introductory webinars on risk management for TTM has been developed to assist practitioners and organisations in TTM understand the practical application of the guidance in AGTTM and AS/ISO 31000. Steps and examples of industry best practice in risk management are stepped through in each of the three major steps of a TTM project.

A description of the three webinars is as follows.

Webinar 1: Risk Management in Traffic Management Planning

This webinar was held on 26 November 2020. A repeat session can be run dependent on demand.

The traffic management planning (TMP) task and process is outlined in AGTTM Part 2. It is critical that for every TTM task that a level of planning be undertaken. Even for repetitive maintenance tasks, an overarching TMP should be prepared defining the basic rules and concepts to be complied with when implementing generic or organisational specific TGS. For major works, a complex TMP may well involve multiple stages and consideration of complex interaction of issues.

Risk management in the TMP concentrates on the initial identification of all foreseeable risks at a worksite. The risk management will then include a list of the typical risks to be considered at all projects but should also clearly identify the risks specific to the particular task being undertaken. The outcome of the risk management at this stage is an assessment of those risks that can be addressed in planning the works, and the identification / assessment of those relevant risks which should be considered in the next phase of the works – the development of the TGS(s).

Webinar 2: Risk Management in designing the Traffic Guidance Scheme

Tuesday 19 Jan 2021: 1pm - 2pm Brisbane (AEST) Time

The traffic guidance scheme (TGS) design task and process is outlined in AGTTM Parts 3, 4 and 5. It is critical that for every TTM task that an appropriate TGS be prepared. For repetitive maintenance tasks, generic TGSs may be selected through an appropriate process while for other works, site specific TGS will be required to address the multiple stages and issues at a site.

In developing the traffic guidance scheme(s) (TGS), the designer will undertake a detailed consideration of all risks identified in the planning (TMP) stage of the works and all new risks identified in developing the TGS. The designer should also consider all risks arising from the implementation of the design in the field. At this stage, the identification of risks that cannot be sufficiently addressed may require a reconsideration of the planning for the works.

The outcome of the risk management task with the TGS design is the documentation of the management of those risks that can be addressed in designing the TGS, and the identification / assessment of those risks relevant to the works which should be considered in the next phase of the works – the implementation of the TGS(s) in the field.

Webinar 3: Risk Management in implementing the Traffic Guidance Scheme

Tuesday 23 Feb 2021: 1pm - 2pm Brisbane (AEST) Time

The traffic guidance scheme (TGS) implementation task and process are outlined in AGTTM 6. Even for repetitive maintenance tasks applying generic TGSs selected through an appropriate process a risk management must be completed. For more complex works this will require the consideration of a detailed risk register which applies to each TGS to be implemented on site.

In implementing the traffic guidance scheme(s) (TGS), the implementer must undertake a complete consideration of all foreseeable risks at the worksite. This will include the consideration of all risks identified in the planning (TMP) and design (TGS) stages of the works and the documentation and assessment of any additional risks relevant to the works identified in site. It is at this stage that the risk management for a particular worksite is completed which should result in a documented approach to minimise all foreseeable risks to the highest practical level. If at this stage, risks are identified that cannot be sufficiently addressed there may need to be a reconsideration of the planning or design for the works.

The outcome of this task is the management of all remaining residual risks identified in the development of the TMP, designing the TGS, and on site. The implementer must undertake an evaluation of all remaining risks to establish if they can be addressed through on site practices, minor adjustments to the TGS, or whether additional design input is required.

Dan Sullivan
Founding Director
Solutions in Transport



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Brisbane



Brisbane



ANTHONY SIMMONS

2020 has been a challenging year for our State, our members and the TMAA Vic division. We have adjusted to holding our bimonthly meetings by Zoom and I thank members and guests for their attendance and support. We look forward to more face-to-face engagement in 2021 as we move into a *Covid Normal*.

As usual, we were pleased to welcome participation from our key stakeholders at our October and December meetings – Department of Transport (Katia Demosthenous, David Lane, Claire Potter, James Ritchie, and Ian Stokes) and Major Road Project Victoria (Justin Allen) - and our suppliers. We look forward to re-engagement with WorkSafe and Local Government in 2021.

Department of Transport (DoT) reported on the following matters at our December meeting:

Road Occupation Charges

This has been the subject of much discussion at recent meetings and DoT advised that an information update would be issued in Mid December 2020.

MOA Charging

There is no confirmed date for the implementation of MOA charging. The charges and business rules will be announced once the implementation date is known. It is anticipated that there will be a 2 - 3 months window for introduction. We understand that there will be no blanket MOAs which are especially useful for long term construction projects though, it is possible that the One View Portal may assist in managing these situations.

One View Portal

An additional software release was introduced on 28 November: This provides for an acknowledgement email for road reserve applications and MOAs - more details, ref no and points etc. Other enhancements being considered/planned: accessibility for customers, ability to self-serve online and save, order history, MOA history and map visibility.

Prequalification

The new accreditation scheme will commence on 1 January 2021 and details are likely to be issued to existing prequalified businesses in mid December 2020. At this stage, the name of the scheme is yet to be determined and there will be three categories - Local Roads, Arterial Roads, and Freeways/Tollways. Existing prequalified businesses will be recognized to 1 January 2022.

VicPol Trial of Mobile Road Safety Cameras

We have had some discussion with Victoria Police about a project to introduce mobile road safety cameras in roadworks zones, firstly as a pilot on the M80 in Thomastown. I hope to be able to provide members with an update on this matter early next year.

National Traffic Controller of the Year Award

We were pleased that six of the seven nominees and their employers were able to join our December meeting for the presentation of their certificates. Congratulations to the Victorian Finalist Rachel Budrys from Traffic Diversions Group. Also special thanks to our sponsor Kennards Hire and Chris Weitzel for organising the hosting of the presentation at Kennards Training Centre in Clayton.

Membership

We were pleased to welcome three new members to our meetings - Epsicon Traffic, Momentum Traffic Control and Solvable.

Golf Day 2021

Friday 15 October 2021,
Gardeners Run, Lilydale.

Xmas Greetings and good wishes for 2021 - stay safe.

Anthony Simmons
TMAA VIC Chair



Pandemic Leave Disaster Payment: Support for Victorians affected by COVID

COVID has rapidly been regaining its foothold in Victoria. Cases are growing daily, and restrictions are again being imposed on communities most affected. This has proven difficult for many Victorian workers.

To curb the impact by helping alleviate short-term financial stress on workers, the Federal Government has made available to Victorian residents the Pandemic Leave Disaster Payment ('the Payment'). This has replaced the Victorian Government's Coronavirus (COVID-19) Worker Support payment.

The Payment will be available to employees each time they are required to self-isolate between 2 August 2020 and 2 September 2020.

Those eligible for the Payment will have until 4 February 2021 to make a claim.

What is the value of the payment?

The Payment is paid at \$1,500 for each 14-day period that a worker becomes eligible.

Are your workers eligible?

To be eligible for the Payment, the worker must:

- be at least 17 years of age;
- live in Victoria;
- be incapable of going to work;
- have no sick leave entitlements (incl. pandemic sick leave); and
- be required to quarantine between 6:00pm on 2 August 2020 and 6:00pm on 2 September 2020.

This may be a result of mandated self-isolation, quarantine or care responsibilities.

Workers should be considering applying for the payment where they have contracted COVID-19, have been in close contact with a person who has COVID-19, or need to care for a child, of 16 years and under, who either has been infected by COVID-19 or has been in close contact with a person who has COVID-19.

It is important to note that where a worker is in a relationship and both persons become eligible, they will be able to make separate claims for individual Payments.

Which employees are not eligible?

On top of the above eligibility requirements, workers should consider whether the below exempt them from receiving the payment.

The Payment will not be made available to workers who:

- are required to stay at home because of Stage 3 or Stage 4 restrictions in Victoria;
- receive any income, earnings or salary from paid work;
- receive any income support payments, ABSTUDY Living Allowance, Paid Parental Leave or Dad and Partner Pay;
- receive a JobKeeper payment; and/or
- receive the Victorian Coronavirus (COVID-19) Worker Support Payment.

A worker should consider the above exemptions in determining their eligibility and before attempting to make a claim.

How can your workers make a claim?

As mentioned above, eligible workers will be able to make a claim for the period of 6:00pm, 2 August 2020 to 6:00pm, 2 September 2020 at any time up until 4 February 2021.

If a worker believes they are eligible and not exempt for the Payment, they are encouraged to call Services Australia on 180 22 66 (or on 131 202 where the worker speaks a language other than English).

Alternatively, they can make a claim through their myGov account.

Are other services available to your workers?

Should your worker not be eligible for the Payment, they should consider what other Government benefits are available. Their eligibility for these benefits will

again depend on their personal situation, but may include the [Youth Allowance](#), [JobSeeker Payment](#), [Parenting Payment](#), [Family Tax Benefit](#), [Crisis Payment - National Health Emergency \(COVID-19\)](#) or [Special Benefit](#).

Under certain modern awards, employees may be able to take unpaid pandemic leave. This will not be restricted to employees in Victoria. For example under the *Building and Construction Award*, employees will be able to take unpaid pandemic leave until 30 September 2020. The end date varies between modern awards.

What steps should you take as an employer?

You should be prepared to help any workers you believe may become eligible for the Payment. This will include familiarising yourself with what is available for eligible Victorian workers and how workers can go about making a claim.

Taking proactive steps such as this will greatly help your employees where they are placed in the difficult position of quarantining and not receiving other payments.

The team at WorkIQ understands how challenging this year will be for businesses, employees and the broader community alike. However, they are well equipped to guide you through your decision-making process. If you would like any assistance in understanding available benefits, or simply like further advice, please contact the team on 1300 496 754 or [here](#).



Traffic Management Survey for the Traffic Management Association of Australia (TMAA)

Lydia Thomas

1. Introduction

The Traffic Management Association of Australia (TMAA) is the peak body and a voice for the traffic management industry. The industry is involved in road management, infrastructure planning, road projects and networking. The various number of projects require mandatory safety, training and development practices within companies. TMAA has a total of 86 member organisations across Australia.

The purpose of this project is for The Australian Road Research Board (ARRB) to provide TMAA with independent statistics and facts on the current level of trainings that field traffic controllers are receiving across Australia. It also aims to investigate the availability of safety metrics amongst the industry. The information generated from this project may be used to identify and inform the future needs of relevant trainings or support from TMAA to their member organisations and other industry parties.

The survey received non-identifiable data to maximise the number of responses and protect user confidentiality. Both TMAA members and non-members in the traffic management industry was covered by this survey conducted in April-May 2020. The information generated would be used to identify and inform the future needs of relevant training or support from TMAA to their members and other industry parties.

2. Methodology

ARRB designed an online survey questionnaire which was split into three parts for respondents to navigate through effortlessly;

Part 1 – Basic details about the survey participant’s company (nine questions)

Part 2 – If the company has a system to record and report important safety metrics (thirteen questions)

Part 3 – Feedback and comments from companies regarding safety campaigns (seven questions)

Both online survey and telephone interview were conducted to gather high quality input from industry participants.

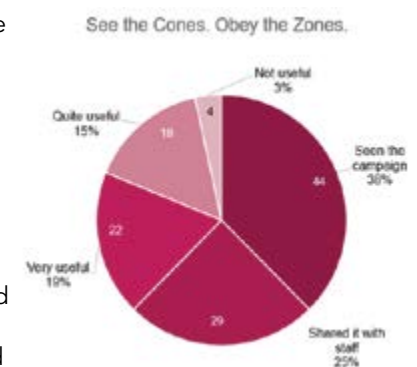
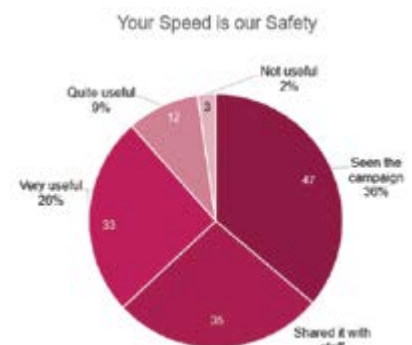
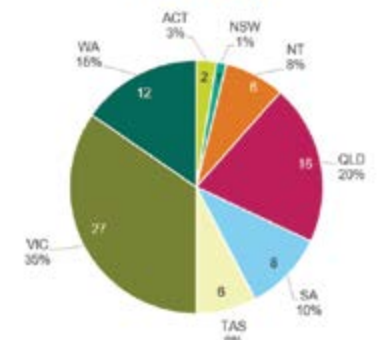
3. Results highlights

The survey received a total of 78 responses covering all Australian states and territories (Figure 1). Majority of respondents have less than 100 traffic controllers and only a small portion have more than 100. The research also investigated the details of training levels of traffic controllers in the industry.

Majority of the respondents have a system within their companies to record safety metrics such as Total Recordable Injury Frequency Rate (TRIFR), Lost-Time Injury (LTI), Lost-Time Injury Frequency Rate (LTIFR), Medical Treatment Injury (MTI) and Medical Treatment Injury Frequency Rate (MTIFR). However, there are more than 30 different systems that were used to record these safety metrics. Some recent values of critical safety metrics were also collected for TMAA.

The project also identified detailed feedback towards a few recent safety campaigns such as Your Speed is Our Safety (YSIOS) and See the cones, Obey the zones (Figure 2). Respondents commented that the top two most effective safety improvements introduced in the last 3–5 years in traffic management were the use of Truck Mounted Attenuators (TMA) and the use of portable traffic devices. The most common comments provided by respondents regarding important changes that could be made to improve the safety of traffic management work were: road user education and engagement, increased police presence and speed enforcement, the use of technologies and improved traffic management training.

State of the organisations that participated in the survey



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WENDY DOUGLAS

I attended the MRWA Works on Road advisory meeting in November and pleasingly MRWA is pro-active in transitioning away from stop-slow bats to temporary portable traffic control devices (PTCD's) to get our people off the road. It is expected that WA will transition towards the requirement to use PTCDs on all roads over the next two years. Until PTCDs are more readily available, PTCDs will be the preferred method of traffic control, for roads with:

- 1 A permanent speed limit of 90 km/h or more and over 2,000 vpd; OR
- 2 A permanent speed limit of 70 km/h and over 10,000 vpd*.

It will be mandatory to use PTCDs on these roads as of 1 July 2021, with the exception being at permanent traffic signals on flashing yellow where manual traffic control is permitted.

Illuminated flashing arrow signs: MRWA are proposing to mandate similar sizes to what was previously required in AS1742.3-2002 as per the table below:

Disappointingly the Certificate III in Traffic Management was recently taken off the list of approved traineeships and MRWA has sent a letter to CTF to offer support for the reinstatement of this traineeship.

The silly season is fast approaching and this year it will be different than previously, with COVID restrictions and families potentially not being able to be together, but as always the festive season tends to increase risk to our people, so please stay vigilant and most importantly, safe.

Wendy Douglas
TMAA WA Chair

Size	AS1742.3 - 2002	Proposed CoP – Feb 2021
Size A 1260 x 650 mm	Short term lane closures or mobile works on low speed roads (60 km/h or less)	Lane closures or mobile works on roads with a permanent speed of 60 km/h or less.
Size B 1500 x 770 mm	Short term lane closure or mobile works on high speed roads (above 60 km/h) Also suitable for mobile works on high speed multilane roads and freeways.	Lane closures or mobile works on roads with a permanent speed of 70 km/h or more.
Size C 2400 x 1200 mm	Medium and long term lane closures on high speed multilane roads, freeways and elsewhere where a high level of long distance advance warning is desirable for safety.	<u>Lane closures or mobile works on:</u> <ol style="list-style-type: none"> 1. Any freeway; or 2. multilane roads with a speed of 90 km/h or more and 15,000 vpd or more; or 3. where a high level of long distance advance warning is desirable for safety

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ACQUIRE Trade Credit Complimentary PPSR

Acquire Trade Credit will contribute to the full costs of loading new PPS registrations incurred going forward for your business. This is a cost we will absorb to assist with streamlining you charges.

ACQUIRE General Insurance "Reach"

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Billions of dollars of transport projects transforming Western Australia

Rita Saffioti
WA Minister for Transport; Planning

2020 has been a significant year for Western Australia transport, with an unprecedented number of major transport infrastructure projects underway across the state.

Even more road, rail, cycling and coastal works will get underway in 2021, greatly enhancing Perth's transport network and improving accessibility to many areas of the city.

Transport Minister Rita Saffioti said billions of dollars have been invested into major transport infrastructure projects to service growing populations, connect communities and provide thousands of job opportunities for local workers.

"The McGowan Government is transforming the State's transport network with an unprecedented \$12 billion investment over the next four years in road, rail and cycling projects to ease congestion and create local jobs," she said.

"We are spending more than \$260 million a month on major projects, \$100 million of which is being spent in regional areas. This will build to \$280 million a month in the 2021-2022 financial year."

METRONET, the biggest investment in public transport ever in Western Australia, will connect more Perth suburbs by rail with over 72km of new track and up to 18 new train stations planned.

Key features of this transformative project are the Forrestfield-Airport Link, creation of the new Morley-Ellenbrook line, adding 14.5km to the Joondalup line for the Yanchep Rail Extension and connecting Mandurah and Armadale lines with the Thornlie-Cockburn Link.

Several METRONET projects are due for completion during 2021;

- Mandurah Train Station multi-storey car park: a three storey car park providing 700 additional bays, bringing the total on site parking to 1800.
- Denny Avenue level crossing removal: the first of many level crossing removals planned, the raised rail and new vehicle underpass will reduce congestion and improve motorist, cyclist and pedestrian safety in and around the area.
- Forrestfield-Airport Link: linking the airport and eastern suburbs to the Perth CBD, the 8.5km three station line will ease vehicle traffic and congestion, and enable faster and affordable access to the airport, taking just 20 minutes to travel from the eastern foothills to Perth.

While enhancing Perth's rail network will assist in easing road congestion there are also many major road projects underway to improve traffic flow, safety and access across the state with many on track to be completed in 2021;

Metropolitan

Armadale Road to North Lake Road: the \$237 million freeway flyover project to link Armadale Road to North Lake Road includes construction of a new bridge over Kwinana Freeway

and two grade-separated roundabouts. The adjacent Cockburn Central Station car park will be enlarged to 1100 bays catering for ACROD, electric vehicle parking, motorcycle bays, bike lockers and a drop off zone.

Roe Highway and Kalamunda Road: congestion and road and pedestrian safety will be improved following the completion of an interchange at Roe Highway and Kalamunda Road. The interchange includes a new bridge, two roundabouts and on/off ramps.

Stephenson Ave: Stephenson Avenue extension will provide a new link between Scarborough Beach Road and Mitchell Freeway, joining the existing Stephenson Avenue from Jon Sanders Drive and Scarborough Beach Road to the State's freeway network.

Stirling Highway to Carrington Street: the construction of a new roundabout at the High Street/Stirling Hwy intersection and a wide median strip will ease congestion, improve safety and reduce travel times along High Street.

Regional

Broome Cape Leveque Road: the main transport link across the Dampier Peninsula, the road is susceptible to flooding with communities facing isolation during the wet season. Now this project has been completed, it will provide communities with a safer journey and open up year-round access to essential services.

South Coast Hwy: the third and final stage of this safety improvement program includes reconstruction and widening of the highway, and construction of two passing lanes between Bluff Creek and Kojaneerup West Road. Once complete the project will provide safer travelling opportunities and improved transport efficiencies.

Great Eastern Highway (Walgoolan to Southern Cross): is an important transport link to the eastern states with up to 1,800 vehicles travelling through the Wheatbelt section every day, of which 40% are heavy vehicles. Safety upgrades include sealing shoulders, road widening, construction of overtaking lanes and bridges and improvements to intersections.

During the program of works there will be necessary disruptions to road users.

"While all efforts are being made to coordinate works with minimal public impact, an investment of this scale will undoubtedly cause disruptions to commuters in the short-term and we apologise in advance for this," she said.

"I understand these disruptions are frustrating for people and will cause delays, but all I ask is for some extra patience as we build this infrastructure that will deliver long term benefits for all."

Visit buildingfortomorrow.wa.gov.au to check the projects planned and under construction in your area.



We are proud to support all members of TMAA

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

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



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

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



Queensland Government

Department of Transport and Main Roads

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

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STUART NOBLE

Well it certainly has been a busy few months. I was invited along to the Board Dinner in November at the Riverview Restaurant in Adelaide.

It was a humbling experience for me to rub shoulders with Corey Wingard, Minister of Infrastructure and Transport.

For me, it was the first time I have met a politician and I was pleasantly surprised on how passionate he is about the Industry and was willing to listen and take onboard the Industry's feedback. Well done Andrew White, for following up.

I would like to thank Louise, Andrew and Mel from CCF for the invite.

Congratulations to Rebecca Pickering on her new position as CEO of CCF. We are all looking forward to what innovations you will bring to our industry; exciting times ahead for you and your team.

The budget has been set and the spend on South Australian roads, bridges and Jetty infrastructure will be a great relief to all.

A lot of hard work ahead in 2021, but I am sure we are all up to the challenge.

TMAA SA memberships have doubled in the past couple of months. We are always excited to welcome new Traffic Companies on Board and show them how we can work together as an Industry.

A huge Congratulations to Victoria Altintas - Sheldon from Workzone for being South Australia's Finalist for the Traffic Controller of the Year. Good luck next year at the Conference.

A special thanks to Kennard's Hire for making this award possible.

Finally, I would like to wish everyone a safe and Merry Christmas. Bring on 2021.

Stuart Noble
TMAA SA Chair



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This has definitely been a year that none of us saw coming. But despite the unprecedented challenges that 2020 has thrown at us, South Australia is resilient and united. The Marshall Government has tackled the COVID-19 pandemic head on.

Our economic recovery will be led by our constructions industry - backed by a record-breaking investment in infrastructure. We are in the midst of a never before seen \$16.7 billion building boom, including an array of important road projects right across the state.

Works are already underway across all corners of the South Australia, and there's plenty more in the pipeline and that means jobs. Not just those on the tools but also those working in traffic management and traffic control. These roles are an essential part of each of these projects to ensure all road upgrades are delivered efficiently, safely and on time.

As we continue to roll out these important stimulus works, demand for traffic management services will undoubtedly increase. The Marshall Government will be working closely with the Traffic Management Association of Australia and traffic management organisations to deliver excellent services at each and every work site.

Over the next ten years, the Marshall Government is embarking on the biggest infrastructure project South Australia has ever seen - the final section of the North-South Corridor from the River Torrens to the Darlington Interchange. This build is a once-in-a-generation opportunity to redefine how South Australians commute and make their way around Adelaide. Thousands of jobs and opportunities will be created and exceptional traffic management will be vital to keep pedestrians, motorists and workers safe as works move through each stage and closer to completion.

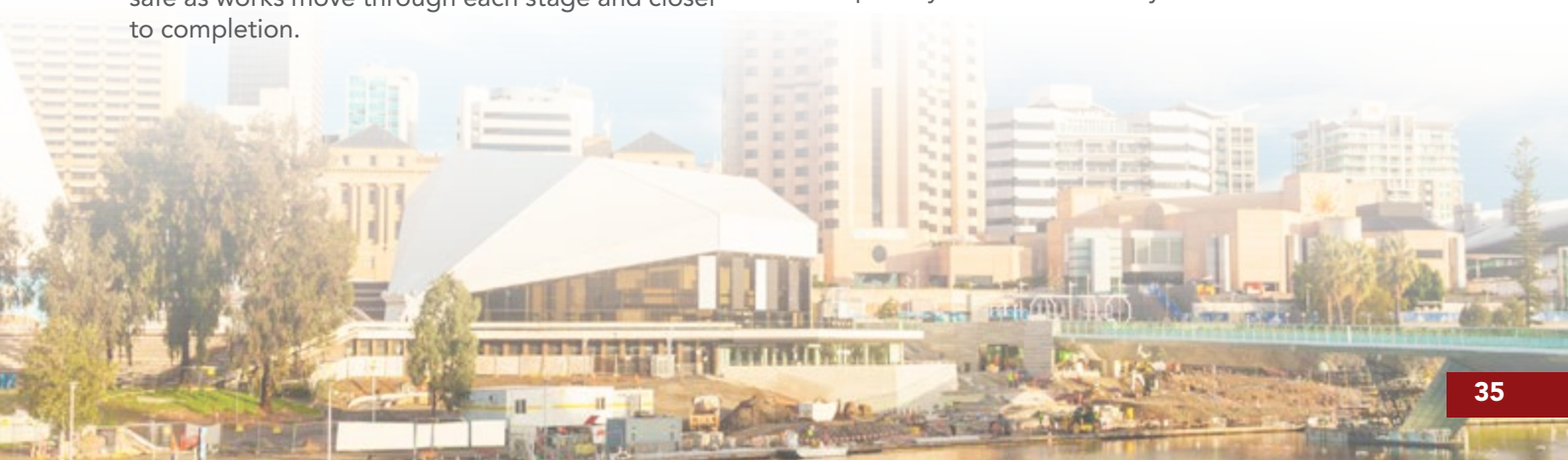
Well over \$1.1 billion has been committed to upgrading regional road corridors throughout South Australia including Victor Harbor Road, Horrocks Highway, Sturt Highway, Barrier Highway and Eyre Highway. Part of this funding will go towards improving the road safety of rural roads including pavement works, new and upgraded rest areas and the installation of shoulder sealing, new and upgraded safety barriers, audio tactile line marking and new overtaking lanes.

Road corridors will soon be duplicated at two vital regional gateways – the Port Wakefield Highway and the Joy Baluch AM Bridge at Port Augusta. These projects will rely on careful traffic control and management as major freight and tourist routes are diverted and new roads are created.

Intersections throughout metropolitan Adelaide are undergoing major upgrades, with projects totalling more than \$700 million. Works are either already underway or soon to begin to improve intersections at Hove Crossing, Ovingham Crossing, Springbank, Daws and Goodwood Roads, Portrush and Magill Roads and Main North and Nottage Road intersections.

The South Australian Government is currently fast tracking \$10 million in planning studies to determine potential infrastructure upgrades on key arterial roads, intersections and transport corridors, as well as public transport infrastructure in South Australia. Once planning has been finalised, we'll have plenty of infrastructure projects ready for funding by our Government and the Commonwealth.

The Marshall Government is excited to build our way through the COVID-19 response with billions of dollars in infrastructure projects and every step of the way we'll be ensuring that road safety remains the priority on each and every work site.





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📞 1300 836 733

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CHRIS BOYER

2020 has been an amazing year here in the NT with the impact of COVID-19, a Territory Election, and our main road authority Department of Infrastructure Planning and Logistics (DIPL) receiving an enforceable undertaking from NT WorkSafe, yet despite all that our members report having enjoyed a busy last half of the year.

DIPL has had to make significant changes within as a result of their enforceable undertaking and this has had major flow on effects to Traffic Management companies. The NT TMAA Division has a close relationship with the department and this has allowed changes to move quickly and be embraced without too much pain.

And with all this going on we have still had some positive results with the progress of our list of goals:

Traffic Management Registration Scheme

With our roads classifications now finalised we are getting closer to establishing a Registration Scheme. Talks are currently underway for a third party to manage the scheme which is great news.

Multi Message Signage (MMS) trials

With a high demand for signage at road closures and border closures during COVID-19, DIPL elected to use some MMS. This has been a great way for all to observe the pros and cons of their use here on Territory roads and I believe we will see some positive changes in this space not too far into the new year.

Permits and plan processing and approvals

The association enjoys a close relationship with the DIPL Roads Operations team who attend all our meetings where all present can air any concerns and work as a team to discuss and overcome any issues.

Compliance Audits and roadwork site inspections

DIPL has set up a panel of Qualified Auditors and also added additional staff to the road operations team to facilitate conduct of frequent site visits. The road operations team has been fantastic in passing their experience on to Traffic Controllers on site instead of just growling at them and this is having a visible effect on site tidiness, safety and compliance.

Our Safety awareness advertising campaign

This campaign promoting the safety of Traffic Controllers is still going strong and we are in the middle of running another TV advertising package. We can never say thank you enough to Ady DiPierro at Roadside Services and Ian Smith at DIPL, for without their hard work and dedication to the programme this would not have been the great success that it is.

Consistency across council roadwork sites and requirements

Our last visit to the Territory by Dr Dan Sullivan to update us on the progress of the AS1742.3 was attended by the Local Government Association of the Northern Territory (LGANT) which oversee 17 local government councils across the NT. After taking part in Dr Dans presentation the LGANT determined that they needed to do a lot of work with their councils with regard to the use of compliant traffic management. Unfortunately COVID-19 has stalled this initiative, so this is also something the division will be looking to progress further in the new year.

A level playing field for industry

Always an issue when you have a small group of businesses in the same area all vying for the same work, but we do have a good group of people with a common understanding all striving for consistency and a level playing field.

This is the 5th year of operation for TMAA NT and as we are all owner operators we have never before been able to get together for an end of year event. This year we have a dinner planned for end of year with presentation of the TCOY Award for the NT as part of the festivities. RSVPs are flowing in and it looks like being a fantastic night of members, road authority representatives, suppliers and guests. A rewarding end to what has been a challenging year for all in the industry.

Chris Boyer
TMAA NT Chair



TMAA Calendar of Division Meetings/Events 2021



TRAFFIC MANAGEMENT
ASSOCIATION OF AUSTRALIA

Events will be updated across 2021. For webinar and event invitations visit www.tmaa.asn.au news and events.

2021	January	February	March	April	May	June	July	August	September	October	November	December
TMAA WA	No Meeting	Thursday 11 February Meeting			Thursday 13 May Meeting	Chair Election local TMAA Conference 3 & 4 June, Melbourne	Thursday 8 July Meeting				Thursday 11 November Meeting	
TMAA SA	No Meeting	Thursday 4 February Meeting	Thursday 4 March Meeting	Thursday 8 April Breakfast	Thursday 6 May Meeting	Chair Election local TMAA Conference 3 & 4 June, Melbourne	Thursday 1 July Meeting	Thursday 5 August Breakfast	Thursday 2 September Meeting	Thursday 7 October Meeting	Thursday 4 November Meeting	Thursday 2 December TCOY Dinner
TMAA VIC	No Meeting	Wednesday 3 February Meeting	Wednesday 31 March Meeting		Wednesday 26 May Meeting	Chair Election local TMAA Conference 3 & 4 June, Melbourne		Wednesday 4 August Meeting		Wednesday 6 October Meeting Friday 15 October Golf Day		Wednesday 1 December Christmas Lunch
TMAA NSW	No Meeting	Thursday 4 February Meeting	Wednesday 31 March Meeting & Lunch		Wednesday 12 May Meeting	Chair Election local TMAA Conference 3 & 4 June, Melbourne		Wednesday 11 August Meeting & Lunch		Wednesday 13 October Meeting		Friday 3 December Christmas Lunch
TMAA NT	No Meeting	Wednesday 10 February Meeting	Wednesday 10 March Meeting	Wednesday 14 April Meeting	Wednesday 12 May Meeting	Chair Election local TMAA Conference 3 & 4 June, Melbourne	Wednesday 14 July Meeting	Wednesday 11 August Meeting	Wednesday 8 September Meeting	Wednesday 13 October Meeting	Wednesday 10 November Meeting	Friday 3 December TCOY Dinner
TMAA QLD	No Meeting	Thursday 11 February Meeting (Hosted by TMR)	Thursday 4 March Breakfast	Thursday 1 April AGM + Meeting	Thursday 6 May Meeting Thursday 13 May Regional Lunch/Presentation	Chair Election local TMAA Conference 3 & 4 June, Melbourne	Thursday 1 July Meeting (Hosted by TMR)	Thursday 5 August Meeting	Thursday 2 September Breakfast	Friday 1 October Golf Day Thursday 14 October Regional Lunch/Presentation	Thursday 4 November Meeting (Hosted by TMR)	Thursday 2 December Christmas Lunch
TMAA TAS	No Meeting	Friday 12 February Meeting 11.00am Zoom		Friday 16 April Meeting 11.00 am		Chair Election local TMAA Conference 3 & 4 June, Melbourne Friday 18 June Meeting 11.00am		Friday 13 August Meeting 11.00am		Friday 8 October Meeting 11.00am		Friday 10 December Meeting 11.00am and Christmas Lunch
TMAA BOARD	No Meeting	Thursday 4 February Board workshop, Board dinner Sydney		Thursday 1 April AGM Board Meeting, Board Dinner Brisbane		Board meeting 3 June, Melbourne Conference 3 & 4 June Melbourne		Thursday 5 August board meeting and Dinner, Darwin			Thursday 11 November General Members Meeting Board Meeting and Dinner Hobart	

Please note: dates are subject to change.



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- IN HOUSE VEHICLE SIGN WRITING



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CAMILLE O'MEARA

With work hitting full stride in Tassie for our construction and sealing season, we're seeing increased crews working state-wide. Unfortunately, we're still seeing a lack of compliance at our work sites though, and it's disappointing that this continues, despite the new AGTTM going live here in January 2021.

The State Roads Temporary Traffic Management Working Group are continuing to meet and have been assisted by Vic Roads staff in sharing our journey towards go live date.

Department of State Growth have had training and awareness sessions with WorkSafe and are educating the Inspectors of the new requirements. They are also working with other departments about the potential impacts on stakeholders of the AGTTM change. Our roads are being classified and we expect to see this mapped by late December.

National Road Safety Awareness Week was celebrated in November and TMAA National Secretary, Camille O'Meara, did radio interviews to speak to why it's so important to slow down for road workers.



JAKE VLASVELD

We welcomed the message sharing with the City of Launceston branding their chipper truck with Your Speed is Our Safety imaging, and we thank the City of Launceston and the City of Hobart for donations to the campaign. We welcome the news that the Department of State Growth has also promised a \$50,000 contribution, and have erected additional YSIOS signage throughout road work site areas.

Our State Chair, Jake Vlasveld from ATC, welcomed a baby girl, Indigo last month and we wish him well on the adventure of parenthood.

Our final event for 2020 featured Minister Michael Ferguson. The Minister attended our TCOY dinner announcing Kara Geeves, from Stormoway as our finalist. Congratulations Kara.

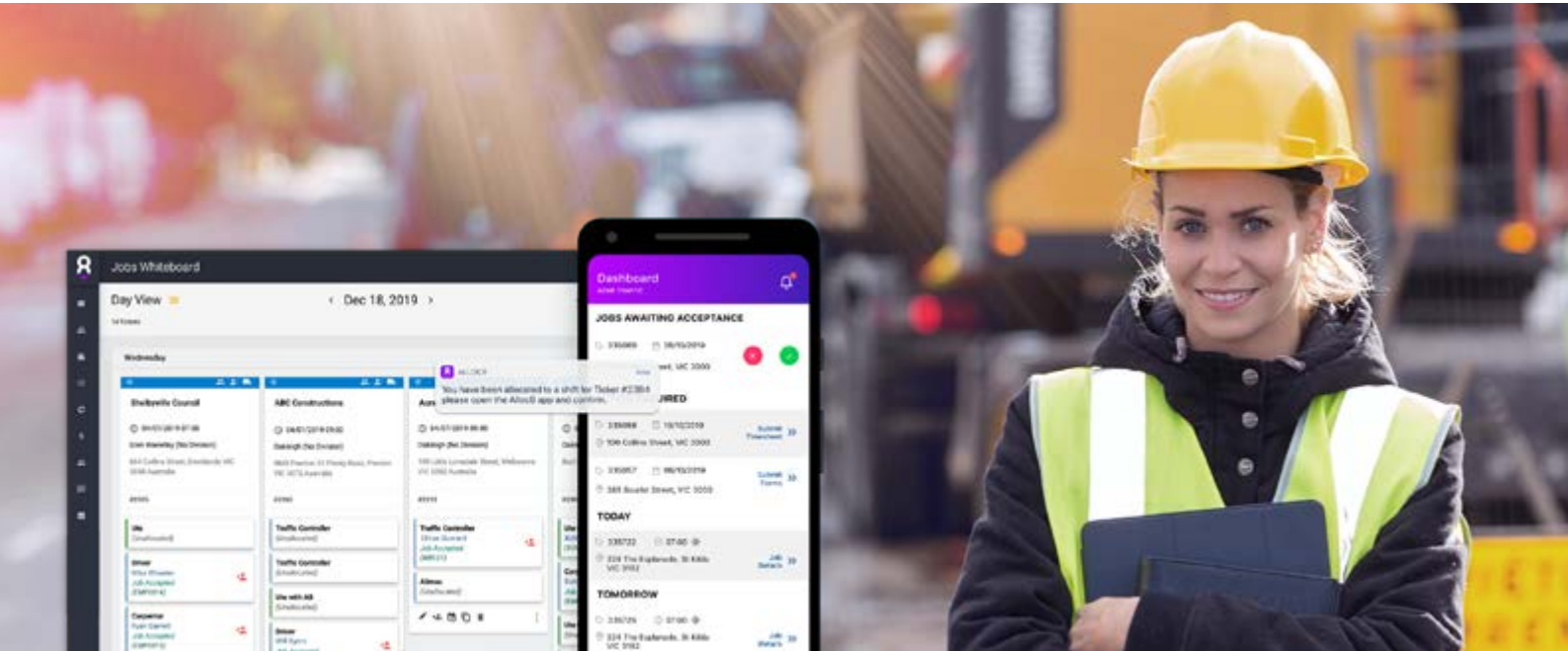
Wishing everyone a safe and merry Christmas. Stay safe at work and on our roads and we look forward to welcoming in 2021 in a covid free way !

**Jake Vlasveld, TMAA TAS Chair &
Camille O'Meara, TMAA TAS Board Member &
TMAA Secretary**





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Peter Gutwein

Tasmanian Premier & Treasurer

2020-21 BUDGET: DELIVERING TASMANIA'S LARGEST AND MOST SIGNIFICANT INFRASTRUCTURE PROGRAM

The 2020-21 State Budget is about jobs, confidence and the community, and over the next four years the Tasmanian Liberal Government will invest in a landmark \$5 billion infrastructure program.

This is the largest and most significant infrastructure program in the State's history and will provide the economic platform to create jobs and provide the certainty and confidence to rebuild Tasmania.

Over the Budget and Forward Estimates, this investment includes \$4.1 billion in the General Government sector and an investment of nearly \$800 million through our government businesses. A record \$1 billion of infrastructure investment is budgeted for this year alone.

Across the next four years, this landmark infrastructure package will support around 6,000 jobs annually, and a total of around 25,000 jobs.

Our program invests a record \$2.4 billion into building better roads and bridges. It drives the delivery of intergenerational assets like the Sorell and Midway Point Causeways, the new Bridgewater Bridge, and the Midland, West Tamar and Bass Highway upgrades.

We're building education, health, justice and correctional facilities and providing \$160 million for TasWater to continue accelerating its infrastructure pipeline around the State. \$218 million will go towards our commitment to replace the TT-Line vessels, as we continue to maximise Tasmanian jobs.

This Budget builds the intergenerational infrastructure our communities need; backs Tasmanian business; supports their recovery and growth; and creates more jobs for Tasmanians.



Michael Ferguson

Tasmanian Minister for Infrastructure and Transport

2020-21 BUDGET: LANDMARK INFRASTRUCTURE PROGRAM WITH A FOCUS ON ROADS AND BRIDGES

The Tasmanian Liberal Government's plan to rebuild a stronger Tasmania is underpinned by a landmark \$5 billion infrastructure program to create jobs, bolster confidence and invest in our community. The plan is already being aggressively implemented, with tenders being progressed and Tasmanians being employed.

Over the four year period of the State Budget and forward estimates we expect this infrastructure package to support around 25,000 jobs, as well as provide significant opportunities for Tasmanians.

Our massive \$2.4 billion State roads and bridges program will support jobs, give the construction and engineering sector the confidence it needs to keep employing Tasmanians, and continue to improve safety and travel times on our roads.

The 2020-21 State Budget includes:

- \$553 million over the next four years towards the \$576 million new Bridgewater Bridge, with the procurement, planning approval and consultation processes already underway;
- \$65 million to match funding from the Federal Budget for the \$130 million Tasman Bridge project, which will improve pedestrian and cyclist safety, and provide for future traffic growth;
- \$20 million as the first investment into the \$37 million duplication of the Midway Point and Sorell causeways, to complement the \$150 million in funding from the Federal Budget. In combination with the \$162.5 million South East Traffic Solution, this will deliver a continuous four-lane highway from Hobart to Sorell;
- The joint State-Federal \$46 million infrastructure stimulus package, together with \$40 million in the Tasmanian Government's COVID-19 Economic Support Package, both designed to keep our economy moving during COVID-19 recovery;
- \$130 million over four years for the Greater Hobart Traffic Solution, including the fifth lane on the Southern Outlet, the Derwent River Ferry Service trial, Kingborough Park and Ride facilities and bus improvements, active transport upgrades and improvements to Macquarie and Davey Streets;
- More than \$147 million in upgrades to the Bass Highway over four years as part of our \$200 million joint commitment between Deloraine and Marrawah;
- Over \$37 million in continued road upgrades to support the visitor economy across the State; and
- \$189.9 million in continued upgrades to the Midland Highway as part of our 10 Year Action Plan.

We are also providing \$208.8 million over four years to TasRail to deliver Tranche 2 and 3 of the Rail Revitalisation.

This Budget focuses on boosting infrastructure activity to stimulate the economy, create jobs and give businesses the confidence they need to keep investing and employing Tasmanians. This is how we will recover and rebuild a stronger Tasmania.



Michael Ferguson

Tasmanian Minister for Infrastructure and Transport

There's no doubt that the COVID-19 pandemic has been one of the largest shocks to our way of life, our economy and our Budget.

And there's no doubt that the Tasmanian Government needed to respond with a State Budget for our times – to meet the challenges thrown at us by the global pandemic and place our State in the best possible position to recover strongly.

At its heart, the Budget unleashes a landmark \$5 billion infrastructure program. As part of our massive infrastructure blitz, there's a \$2.4 billion State roads and bridges program to support jobs and give the construction and engineering sector the extra confidence they need to keep on employing Tasmanians.

Importantly, the Roads Program now includes \$150 million of the State and Federal Government's contributions towards the \$187 million duplication of the Midway Point and Sorell Causeways, which will now be constructed between 2021-22 and 2024-25.

This brings the total investment in the Hobart to Sorell corridor to nearly \$350 million, providing a continuous four lane highway that will make a massive difference to those living in Midway Point, Sorell and the southern beaches.

The 2020-21 Budget also includes the State Government's commitment to the \$130 million upgrade of the Tasman Bridge, which will improve pedestrian and cyclist safety, whilst strengthening the bridge to accommodate future traffic growth over the next 50 years.

The Budget provides \$553 million over the next four years towards the \$576 million new Bridgewater Bridge.

We've started geotechnical investigations, we've started the procurement process and we've also started the planning process, with the Major Project Proposal recently submitted to the Minister for Planning.

This historic project is on track, consistent with the Government's commitment to having Tasmanians driving on the new bridge in 2024.

The 2020-21 Budget delivers on Tasmania's commitments to the \$46 million joint State-Federal infrastructure stimulus package, and our own \$40

million COVID-19 Economic Support Package, with funding committed for projects such as the Campbell Town Underpass, the Sandfly intersection upgrade and a new overpass at Leith.

We continue to deliver on our Midland Highway 10 Year Action Plan, with around \$190 million in continued upgrades.

Over the Budget and Forward Estimates, we will also ramp up the delivery of upgrades to the Bass Highway, with more than \$147 million in works scheduled over the next four years as part of our \$200 million joint commitment from Deloraine right through to Marrawah.

We are also continuing to roll out our investment in the North, with more than \$141 million over four years for roads projects such as the West Tamar Highway, the Launceston traffic vision, the Sideling and the Northern Roads Package.

However, it's not all about new projects – it is also critically important that we continue to invest in infrastructure maintenance, and this Budget is no exception.

Over the next four years, the Government will invest more than \$311 million of State and Federal funding into infrastructure maintenance, which is over \$20 million more than was allocated in the 2019-20 Budget.

These are historic investments – Tasmania has never seen such a dedicated investment in roads right across Tasmania.

In terms of safety initiatives, an important strategy was launched in November to improve rest area facilities for heavy vehicle drivers on the State's key freight routes.

The Heavy Vehicle Driver Rest Area Strategy outlines a long-term approach to planning and investment in a safe operating environment for the Tasmanian road freight sector.

Tasmania's freight and road transport systems underpin the State's business activity and are key to our economic recovery and growth.

This sector provides an essential service to many critical parts of the Tasmanian economy, including agriculture, aquaculture, construction, emergency and recovery management, energy, forestry, manufacturing, mining, retail and much more, with freight volumes forecast to increase by 35 per cent over the next 20 years.

Managing driver fatigue and keeping workers safe is vital, and the strategy, developed in consultation with the Tasmanian Transport Association, identifies priorities for the upgrade of existing infrastructure and the establishment of new facilities.

The Tasmanian and Australian governments have committed a total of \$5 million to implement the strategy, with the first five rest areas already in the design stage and construction on the first expected to start in the first half of 2021.

These include:

- Bass Highway, Howth
- Bass Highway, Forest Farm weighbridge (north of Elizabeth Town)
- Glenstone Road, Brighton
- Midland Highway, Pontville
- Southern Outlet, near Kings Meadows

Concept designs for a further 14 sites are expected to be completed by mid-next year with another 18 sites identified for inclusion in future road infrastructure projects.

Providing infrastructure to support drivers is a key contribution to the industry's efficient operations by helping them meet their needs for rest breaks, and load and vehicle checks. The facilities will also support the industry's efforts to attract and retain the workforce needed for the future.

Investment in infrastructure is a critical part of the Tasmanian Liberal Government's plan to support Tasmania's economic recovery from the COVID-19 pandemic.

It is also a generational investment that will ensure Tasmania's road network is efficient and safe, helping our businesses to get products to market, our tourists to enjoy our beautiful state and our friends and families to safely get to work, school and home.

I look forward to continuing the Tasmanian Liberal Government's track record of delivering on our infrastructure program, as we roll out these many exciting projects.

The Government is creating the jobs, the confidence and the certainty Tasmanian businesses and the community needs to recover, reinvigorate our economy and rebuild a stronger Tasmania.





Josh Hallam
General Manager
The Institute of Civil Infrastructure (AUS)



LESSONS FROM 2020: BE PROACTIVE WITH YOUR CONTROLLABLE RISKS

2020 will go down as quite the year. We have had bushfires, floods, drought, a pandemic, a recession ... the hits simply kept coming. As an industry, contractors in civil infrastructure and maintenance have been a major part and at the forefront of the recovery efforts throughout the year. None of these we saw coming and the associated risk had to be managed as these events arose.

As we reflect on the year, what learnings or lessons can we take away from 2020? As we have all seen, there is plenty of media around the future of working from home, the benefits of an enhanced work/life balance and increased family time. As organisations operating in a highly competitive industry, the key learning of 2020 is to be proactive with the risk we can control and manage whether that it be in safety, technical, people or business.

With huge investment across Australia in civil construction and maintenance, the need for a sustainable industry, a safe industry and consistent high standards across the industry is of crucial importance; while the need for all

operators in the industry to reduce their risk profile is paramount. Safety optimisation on site, WHS initiatives, people management and general business operations, to name a few, are areas which require an ongoing focus to reduce project and organisational risk.

The diverse range of areas highlight the importance of a how a whole-of-business approach is needed.

In terms of people management, with increased government investment and training incentives comes a growing workforce and many new entrants joining the industry, particularly in areas such as Western Australia. Supervising and managing these new entrants will be a key determining factor in the success of projects across safety, performance, profitability and quality.

One solution that provides this whole of business approach and that was created by the civil infrastructure industry, is the Institute of Civil Infrastructure.

REDUCING RISK THROUGH UPSKILLING

Supervisors and managers overseeing construction of Australian infrastructure projects now have their own continual professional development program with the launch of the Institute of Civil Infrastructure (ICI) in 2019.

ICI will give anyone managing people in the civil construction and maintenance industry a structured, continual learning and professional development program that will also provide recognised standards.



ICI, which was created for the industry, by the industry, provides civil specific, flexible short course and event-based learning for the new or experienced manager. These courses are for all industry: leading hands, site supervisors, project managers, contractors, engineers and chief executives. They are for customers, designers, government and contractors. They are for the whole industry.

More than 70 courses are available so that contractors can pick and choose what options suit their needs without committing to long term curriculums and staff downtime. A complete course list and booking portal is on the website at www.iciaustralia.com with all learning course available via live stream across the whole country.

The ICI Learning Program provides a means to continually learn about:

- **Technical Management**, including project management, environmental management and site control.
- **People Management**, including WHS, leadership, workers compensation, performance management and diversity.
- **Business & Operations Management**, including financial management, commercial contracts, risk management and systems.

Learning Courses are between 2-4 hours duration delivered in a small group. All Courses are undertaken via a Live Webinar so the participants can interact with each other and the presenter.

Based on a low total cost model, in less than 4 hours, employees can upskill in targeted areas to add value to projects, identify and mitigate risks, and lead stronger project solutions. With the courses delivered by civil industry experts via live stream, real solutions to your team's current issues can be addressed through the live webinar setup.

Through our Employer Portal, companies have full control of their continual professional development plan for their team. You can explore, book and manage Learning Courses for their teams and monitor attendance and progression. A lot of employers utilise this for the Annual Review process with employees to support the growth of both the individual as well as the company.

As we go into 2021, the importance of being proactive with your controllable risks is essential for a sustainable industry.



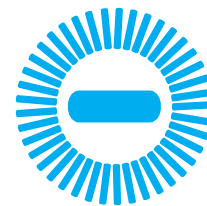
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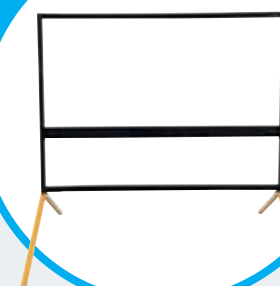


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BEN MARSONET

Who would have thought this time last year we would be sitting back reflecting on the year we've just had? It's unlikely we'll ever see another year with challenges of this scale. However out of the challenge, comes tremendous opportunity for our industry and its employees. Opportunities to grow our businesses, create tremendous employment opportunities and innovate in our delivery are all set out for us over the coming years. The traffic management industry was obviously incredibly fortunate with the impact on our volumes being relatively minor throughout the pandemic. Our ability to navigate 2020 has set us up for an exciting future. Government investment in infrastructure, maintenance and improvement projects will now again reach record levels in the coming years as New South Wales looks to lead the economic recovery. This significant investment, coupled with the likelihood of significant industrial relations reform in the coming months, should enliven all business owners and managers in our industry as we move into 2021.

The last 12 months for the TMAA in New South Wales has also seen a number of significant regulatory changes, which over the long term, will significantly benefit the industry and the thousands of people that are employed within it. I'd like to personally thank the members and Registered Training Organisations that have remained highly engaged over the last 12 months as we have navigated through a significant overhaul to the training of our staff and recruits. The consultation and engagement with SafeWork was first class and the transition, to what was quite a significant change, has gone about as well as could be expected.

The release of the latest issue of TCaWS in November is potentially one of the most exciting documents our industry has seen in over a decade. Transport for NSW and their RMS colleagues have consulted brilliantly with industry to produce a set of guidelines that I think we can all agree start to push our industry forward to the point where we can again be leaders on a national scale.

It remains incredibly important that our current membership lead the way with our clients and employees to drive the change that we have all asked for over past years. Transport for NSW have done their part and it is now up to us! I'd like to again acknowledge Kellie McGilvray, Nicole Boyce, Craig Walker and their teams for their tireless effort in getting this document released over the last 12 months.

Finally, we must reflect on the people that make this industry what it is, the traffic controllers. Their commitment throughout the year has allowed our industry to flourish and thrive in very difficult circumstances. Nick Amone from Altus Traffic who was Commended in the TMAA Traffic Controller of the Year Awards is just one example of the champions we all employ, I'd like to pass on our collective congratulations to Nick for all he has achieved throughout the year.

Our traffic controllers should know that as an Association we remain intensely focused on creating safer worksites for them and their colleagues. In a year where we sadly lost two traffic controllers interstate, it should never be lost on any of us the significant responsibility we have to our people to ensure we get them home safely each and every day.

I'd like to thank all the NSW members for their support throughout the year and I wish all our members and suppliers a safe, happy and prosperous Christmas and 2021.

Stay safe, go well.

Ben Marsonet
TMAA NSW Chair



OTHER ROAD USERS

other drivers may not be malicious
avoid blaming others
be forgiving and patient
resist 'getting even'



BE MINDFUL AND REMEMBER

speeding won't get you there faster
breathe and speak to yourself calmly
focus your attention on safe, calm driving
learn to let go of the stress and struggle



POSITIVE COMMUNICATION

courtesy encourages cooperation on the road
say thank you
gesture an apology if you make a mistake - this diffuses anger



ENJOY THE JOURNEY

it's your time
remember - it's not worth it!



TIPS FOR MANAGING ROAD RAGE

REMEMBER...
IT'S NOT WORTH IT.





Robin Jackson

Chief of Infrastructure Prioritisation, Infrastructure Australia

Eyes on the road to recovery, boots on the ground

Making our road networks smarter and safer will be critical to Australia's recovery from the rolling series of crises we've recently faced: drought, flood, extreme heat, bushfires and the COVID-19 pandemic.

As traffic management and control professionals, you are acutely aware of the need for improvements to Australia's transport network infrastructure. While the main challenge facing our urban roads is congestion, our regional and remote networks are ageing and under strain with many rural assets in need of urgent maintenance.

Infrastructure Australia advises governments, industry and the community on the investments and reforms needed to deliver better infrastructure for all Australians. Since our establishment in 2008, we have highlighted the need to improve safety and accessibility of our transport networks to meet the demands of our growing population.

As an independent body, we evaluate investment proposals seeking more than \$100 million in Commonwealth funding according to national significance; in terms of their ability to improve living standards and potential to unlock economic productivity. Our Infrastructure Priority List publication comprises Projects and Initiatives marking them as either Priority or High Priority, reflecting their urgency and potential impact.

Projects are advanced proposals that have undergone a full business case assessment by Infrastructure Australia. They must address a nationally significant infrastructure problem, and deliver robust economic, social or environmental outcomes. Initiatives are proposals that potentially address a nationally significant problem, but which requires further development. The aim here is to prompt decision makers to think strategically about future challenges and opportunities, and how potential investment solutions fit within broader networks.

The Infrastructure Priority List currently showcases an extended pipeline of investment, now worth more than \$65 billion. These investment opportunities for the near, medium and long-term to improve the safety of our road infrastructure will remain on the list until they become projects with boots on the ground.



www.infrastructureaustralia.gov.au/map/network-optimisation-program-roads (Image 1)

National Network Optimisation Program – Roads – High Priority Initiative

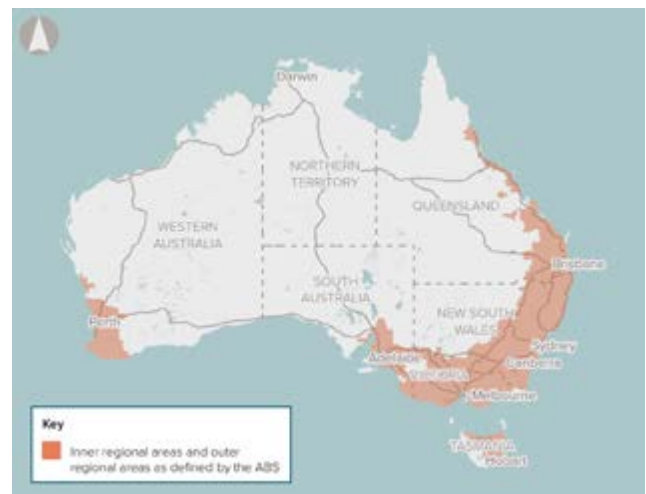
The 2019 Australian Infrastructure Audit found that cost of road congestion and public transport crowding could increase from \$19 billion in 2017 to \$39.6 billion by 2031 without continued investment in infrastructure across multiple corridors in Australian cities.

To help address this, we recommend a network optimisation program on urban roads with a comparatively high public transport and freight use.

In a constrained budgetary environment, Australia's governments must ensure that existing infrastructure is used more efficiently. Embedding technology in existing infrastructure can provide operators with rich data on network performance and use, which in turn drives improvements in efficiency and reliability.

On urban roads, Intelligent Transport Systems are already collecting, storing and analysing data on traffic counts, travel times, congestion, incidents and faults through sensors at intersections to enable better management of traffic flows.

We want to see continued investment in projects that use data and technology to improve network operations. This could include optimising traffic flow through intersection treatments or improving traffic light sequencing, clearways an incident management.



www.infrastructureaustralia.gov.au/map/regional-road-network-safety-improvements (Image 2)

Regional Road Network Safety Improvements – High Priority Initiative

Relative to population size, between 2008 and 2016, the majority of road fatalities in Australia occurred in regional areas, leading investment to improve the safety of rural and remote networks to be identified as a national priority by Infrastructure Australia.

Well-designed infrastructure with features such as safety barriers and appropriate placement of roadside objects such as embankments or poles can help mitigate the consequences of road accidents.

In addition to our call for safer rural and remote networks nationally, there are separate road safety proposals featured on the Infrastructure Priority List for specific regions, reflecting investment programs currently being developed in those jurisdictions.

Queensland: Of the 245 lives lost on Queensland’s roads in 2018, over 65% of the crashes occurred outside of the major cities, with 15% of ‘fatal and serious injury’ crashes taking place on certain sections of regional, high-speed, narrow-shouldered, two-lane highways with minimal safety features. We propose an initiative to address the identified sections that could include providing increasing shoulder-widths as well as implementing audio-tactile line marking and roadside barriers.

New South Wales: Traffic volumes on NSW Roads increased by 14% from 2008 to 2017. Each year in NSW, over two-thirds of all fatalities occur on country roads. In NSW these locations have been identified and assessed based on road crash data. Making safety improvements, such as introducing new safety barriers and wide centrelines, has been a High Priority Initiative since February 2019.

Western Australia: Safety improvements to regional and rural roads in WA is also a High Priority Initiative, added to the list in February 2019. With 61% of fatalities on WA’s road network occurring in regional and rural areas, the initiative involves similar safety treatments to the other states’ regional road networks including increasing their shoulder-width and widening centrelines to reduce the chance of crashes and mitigate their consequences.



<https://www.infrastructureaustralia.gov.au/map/national-road-and-maintenance-strategy> (Image 3)

National Road and Maintenance Strategy – High Priority Initiative

Capacity constraints in high-growth areas are putting pressure on Australia’s road network. The Priority List highlights the need to make our transport networks safer, starting with a comprehensive review of road conditions across Australia, then targeting those roads in the poorest condition.

From increasing Shoalhaven River crossing capacity with the construction of a four-lane bridge for northbound traffic, to relieving congestion on the M1 Pacific Motorway through widening an 8.5 km section of the motorway, there’s a number of Priority Projects to address capacity set for delivery in the short-term.

Infrastructure improvements in several sections along the Bruce Highway in Queensland will help remove traffic bottlenecks for commuters, improving national connectivity. Improvements include building parallel bridges at the Deception Bay interchange and expanding from two to three lanes to enable Smart Motorways technology infrastructure between the Caboolture-Bribie Island Road interchange and the Steve Irwin Way interchange.



www.infrastructureaustralia.gov.au/map/m12-motorway (Image 4)

Priority Project: M12 Motorway

The population in Western Sydney is anticipated to increase from 2.1 million in 2016 to 3.0 million by 2036. This growth, and a number of planned developments, is expected to put significant pressure on the existing transport network.

Construction of M12 Motorway is a High Priority Project on the Infrastructure Priority List as it will connect the Westlink M7 Motorway to The Northern Road, a major north-south corridor, reducing travel time across the city.

Brisbane northern suburbs corridor capacity

By 2041, 46% of people living in the Moreton Bay area north of Brisbane (about 141,000 people) are expected to commute to Brisbane for work. Improving the capacity of the transport corridors between the Brisbane CBD and northern suburbs will be critical in accommodating residential growth and employment growth across the city.

Options to address the initiative could include upgrading intersections and enhancing existing roads through additional lanes. The application of modern computer and communication technologies could further increase efficiency, reduce pollution and other environmental impacts of transport and increase the safety of the travelling public.

Road to recovery...

The Priority List is a living document, which we update regularly as we receive and assess new business cases. Our website includes an interactive map of the Infrastructure Priority List, presents a detailed view of Projects and Initiatives, and allows you to see which infrastructure solutions from around the country have been positively evaluated. The map provides an up-to-date view of the nationally significant investments Australia needs to meet its infrastructure challenges.

Whether you're interested to see a specific Project or Initiative progress, or keen to understand the big picture for the nation's planned social and economic recovery, stay tuned for another update to Infrastructure Australia's Priority List in early 2021.



www.infrastructureaustralia.gov.au/map/brisbane-northern-suburbs-corridor-capacity (Image 5)
Brisbane northern suburbs capacity – High Priority Initiative

Visit <https://bit.ly/21CCFD> for details



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Infrastructure Priority List

High Priority Projects

Project name	Problem/opportunity description	Delivery timeframe (years)	Category	Evaluation date
New South Wales				
M12 Motorway	Motorway capacity in Western Sydney	Near term (0-5 years)	Urban Congestion	18 June 2020
M4 Motorway upgrade (Parramatta to Lapstone)	Connectivity in outer western Sydney	Near term (0-5 years)	Urban Congestion	14 April 2016
Sydney Metro: City and Southwest	Sydney rail network capacity	Medium term (5-10 years)	Urban Congestion	14 June 2017
Western Sydney Airport	Sydney aviation capacity	Medium term (5-10 years)	National Connectivity	21 October 2016
Victoria				
M80 Ring Road upgrade	Melbourne M80 Western Ring Road congestion	Near term (0-5 years)	Urban Congestion	7 September 2016
North East Link	Connectivity between M80 and M3 in outer north-east Melbourne	Medium term (5-10 years)	Urban Congestion	18 October 2018
Queensland				
Brisbane Metro	Brisbane inner-city public transport network capacity	Near term (0-5 years)	Urban Congestion	16 February 2018

Priority Projects

Project name	Problem/opportunity description	Delivery timeframe (years)	Category	Evaluation date
New South Wales				
More Trains, More Services - Stage 2	Sydney rail network capacity	Near term (0-5 years)	National Connectivity	18 June 2020
Nowra Bridge	Connectivity in the south coast of NSW	Near term (0-5 years)	National Connectivity	23 August 2019
Port Botany Rail Line Duplication and Cabramatta Passing Loop	Sydney freight rail network capacity	Near term (0-5 years)	National Connectivity	20 February 2020
Queensland				
Beerburum to Nambour Rail Upgrade	Queensland north coast rail congestion.	Near term (0-5 years)	National Connectivity	13 June 2019
Bruce Highway – Cooroy to Curra Section D: Woondum to Curra	Road capacity between Cooroy to Curra, Queensland	Near term (0-5 years)	National Connectivity	23 August 2019
Bruce Highway: Caboolture-Bribie Island Road to Steve Irwin Way	Road capacity	Near term (0-5 years)	National Connectivity	17 October 2019
Bruce Highway: Cairns Southern Access Corridor – Stage 3: Edmonton to Gordonvale	Road capacity from Edmonton to Gordonvale in Cairns	Near term (0-5 years)	National Connectivity	13 June 2019
Bruce Highway: Deception Bay Road Interchange Upgrade	Road capacity at Deception Bay, South East Queensland	Near term (0-5 years)	National Connectivity	23 August 2019
Bruce Highway: Maroochydore Road Interchange	Road capacity at Maroochydore in the Sunshine Coast	Near term (0-5 years)	National Connectivity	23 August 2019
Gold Coast Light Rail: Stage 3A	Gold Coast public transport capacity	Near term (0-5 years)	Urban Congestion	23 August 2019
M1 Pacific Motorway, Varsity Lakes to Tugun	Road capacity from Varsity Lakes to Tugun, South East Queensland	Near term (0-5 years)	National Connectivity	13 June 2019
M1 Pacific Motorway: Eight Mile Plains to Daisy Hill	Brisbane to Gold Coast motorway capacity	Near term (0-5 years)	National Connectivity	13 June 2019
Peak Downs Highway Realignment: Walkerston Bypass	Freight connectivity in central Queensland	Near term (0-5 years)	National Connectivity	3 December 2019
Western Australia				
Bindoon Bypass	Freight connectivity between Perth and north-west Western Australia	Near term (0-5 years)	National Connectivity	3 December 2019
METRONET: High Capacity Signalling	Perth's existing signalling and train control systems.	Near to medium term (0-10 years)	National Connectivity	7 April 2020
METRONET: Morley–Ellenbrook Line	Perth transport network connectivity.	Near term (0-5 years)	National Connectivity	7 April 2020
Myalup-Wellington water project	Opportunity to develop industry and agriculture in south-west Western Australia.	Near term (0-5 years)	Opportunity for Growth	6 November 2016

Priority Projects

Project name	Problem/opportunity description	Delivery timeframe (years)	Category	Evaluation date
South Australia				
Eyre Infrastructure Project (Iron Road)	Eyre Peninsula freight capacity	Near term (0-5 years)	Opportunity for Growth	27 July 2016
Tasmania				
University of Tasmania: Hobart Science and Technology Precinct	Opportunity to stimulate economic growth and productivity in Tasmania	Near term (0-5 years)	Opportunity for Growth	9 February 2017
University of Tasmania: Northern Transformation Program	Opportunity to stimulate economic growth and productivity in Northern Tasmania	Near term (0-5 years)	Opportunity for Growth	13 June 2019

High Priority Initiatives

Initiative name	Problem/opportunity description	Problem/Opportunity timeframe (years)	Category	Evaluation date
New South Wales				
Chullora Junction upgrade	High Priority Initiative: Sydney freight rail network capacity	Near term (0-5 years)	National Connectivity	17 February 2016
Corridor preservation for Outer Sydney Orbital road and rail/M9, and Castlereagh Connection	Future connectivity between Western Sydney and Central Coast/Illawarra	Near term (0-5 years)	Corridor Preservation	17 February 2016
Corridor preservation for Western Sydney Airport fuel pipeline	Future fuel connection to Western Sydney Airport	Near term (0-5 years)	Corridor Preservation	17 February 2016
Corridor preservation for Western Sydney Freight Line and Intermodal Terminal access	Future freight rail capacity to Eastern Creek intermodal and Sydney Main West Line	Near term (0-5 years)	Corridor Preservation	17 February 2016
Preserve corridors for Western Sydney Airport rail connections	Future rail connection to Western Sydney Airport	Near term (0-5 years)	Corridor Preservation	17 February 2016
Public transport capacity: Parramatta Road and Victoria Road corridors	Sydney corridor congestion: Northern Beaches, Parramatta Road, Victoria Road	Near term (0-5 years)	Urban Congestion	17 February 2016
Regional NSW road network safety improvements	Safety on regional roads in New South Wales	Near term (0-5 years)	Road Safety	14 February 2019
Southern Sydney to CBD public transport enhancement	Connection between inner south urban growth area and Sydney CBD	Medium term (5-10 years)	Urban Congestion	17 February 2016
Sydney Gateway: Connection between WestConnex at St Peters and Sydney Airport/Port Botany	Connection from WestConnex to Sydney Airport and Port Botany	Near term (0-5 years)	Urban Congestion	17 February 2016
Sydney Metro West: Mass transit between Parramatta and Sydney CBD	Connectivity between Parramatta and Sydney CBD	Medium term (5-10 years)	Urban Congestion	17 February 2016
Sydney rail network capacity	Sydney rail network capacity	Near term (0-5 years)	Urban Congestion	26 March 2018
Sydney rail network capacity	Sydney rail network capacity	Near term (0-5 years)	Urban Congestion	26 March 2018
Victoria				
Corridor preservation for Melbourne Outer Metropolitan Ring Road/E6	Future connectivity between Melbourne outer south-west and outer north	Near term (0-5 years)	Corridor Preservation	17 February 2016
Improve the connection between the Eastern Freeway and CityLink	Connectivity between Melbourne's Eastern Freeway and CityLink	Near term (0-5 years)	Urban Congestion	17 February 2016
Melbourne rail network capacity	Melbourne rail network capacity	Medium term (5-10 years)	Urban Congestion	26 March 2018
Queensland				
Brisbane northern suburbs corridor capacity	Capacity for Brisbane's northern transport corridors	Near term (0-5 years)	Urban Congestion	7 April 2020
Ipswich Motorway Upgrade: Rocklea to Darra (remaining sections)	Southern Brisbane to Ipswich road network capacity.	Near term (0-5 years)	Urban Congestion	17 February 2016
M1 Pacific Motorway: Eight Mile Plains to Tugun	Brisbane to Gold Coast motorway capacity	Near term (0-5 years)	National Connectivity	17 February 2016

Infrastructure Priority List

High Priority Initiatives				
Initiative name	Problem/opportunity description	Problem/Opportunity timeframe (years)	Category	Evaluation date
Queensland				
Port of Brisbane dedicated freight rail connection	Freight rail access to Port of Brisbane.	Medium term (5-10 years)	National Connectivity	17 February 2016
Queensland National Land Transport Network maintenance	National Land Transport Network upgrade	Near term (0-5 years)	Asset Renewal	26 February 2020
Queensland regional road network safety improvements	Road safety on regional and high-speed roads	Near term (0-5 years)	Road Safety	7 April 2020
Western Australia				
Mitchell and Kwinana freeways upgrade	Perth road network capacity	Near term (0-5 years)	Urban Congestion	26 March 2018
Perth CBD to north corridor capacity	High Priority Initiative: Perth northern corridor capacity	Near term (0-5 years)	Urban Congestion	17 February 2016
Perth water security	Water supply and resilience for Perth	Near term (0-5 years)	Resilience	26 February 2020
Regional and rural WA road network safety improvements	Safety on regional and rural roads in WA	Near term (0-5 years)	Road Safety	26 February 2020

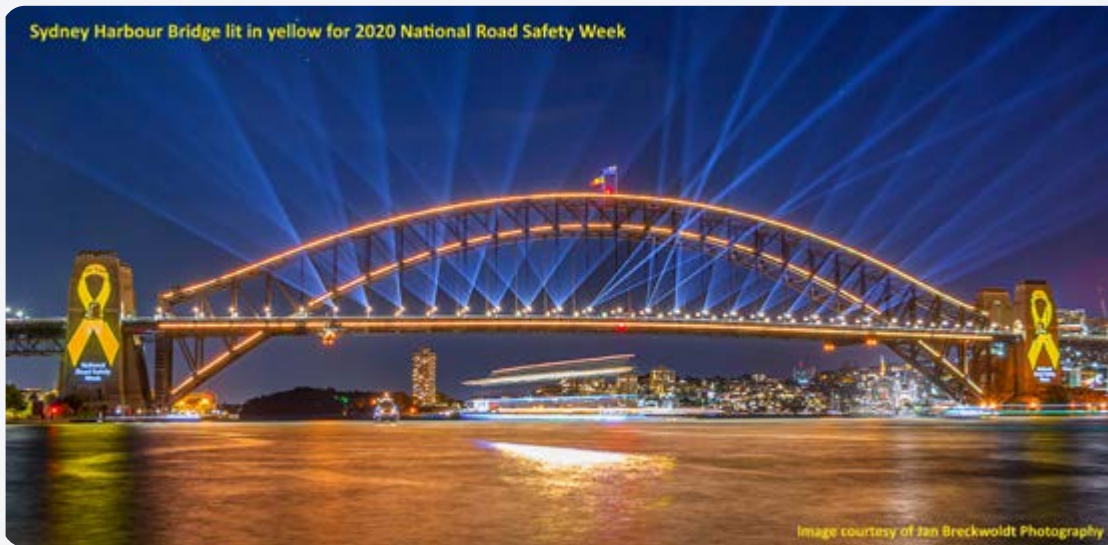
Priority Initiatives				
Initiative name	Problem/opportunity description	Problem/Opportunity timeframe (years)	Category	Evaluation date
New South Wales				
A3 and A6 corridor capacity	Southern Sydney to Ryde road network capacity	Near term (0-5 years)	Urban Congestion	14 February 2019
Active transport (walking and cycling) access to Sydney CBD	Inner city access to Sydney CBD	Near term (0-5 years)	Urban Congestion	17 February 2016
Central Station redevelopment: Rail and station infrastructure	Connection between urban and intercity rail, buses, light rail and metro	Medium term (5-10 years)	Urban Congestion	27 February 2017
Freight rail access to Port Kembla	Freight rail access to Port Kembla	Near term (0-5 years)	National Connectivity	17 February 2016
Great Western Highway improvements: Katoomba to Lithgow	Connectivity between Katoomba and Lithgow	Near term (0-5 years)	National Connectivity	26 February 2020
Hawkesbury-Nepean Valley flood management	Flood mitigation in Hawkesbury-Nepean Valley	Near term (0-5 years)	Resilience	17 February 2016
John Hunter Health and Innovation Precinct capacity	Capacity constraints and opportunity for new services	Longer term (10-15 years)	Social Infrastructure	26 February 2020
M6 Motorway: Connection between the M1 Princes Motorway at Waterfall and the Sydney motorway network	Connectivity between Wollongong and Sydney CBD	Medium term (5-10 years)	Urban Congestion	17 February 2016
Moorebank Intermodal Terminal road connection upgrade	Road network connectivity to Moorebank Intermodal Terminal	Near term (0-5 years)	National Connectivity	17 February 2016
New England Highway upgrade	Connectivity between Sydney and Brisbane	Medium term (5-10 years)	National Connectivity	17 February 2016
Newcastle-Sydney and Wollongong-Sydney rail line upgrades	Connectivity between Newcastle, Wollongong and Sydney CBD	Longer term (10-15 years)	National Connectivity	17 February 2016
Newell Highway upgrade	Melbourne-Brisbane connectivity	Near term (0-5 years)	National Connectivity	17 February 2016
Northern Sydney Freight Corridor Stage 2: Additional track West Ryde to Rhodes and Thornleigh to Hornsby	Sydney freight rail network capacity	Medium term (5-10 years)	National Connectivity	17 February 2016
Pacific Highway (A1) - Coffs Harbour bypass	Sydney-Brisbane connectivity	Near term (0-5 years)	National Connectivity	17 February 2016
Pacific Motorway (M1) - Extension to Raymond Terrace	Sydney-Brisbane connectivity	Near term (0-5 years)	National Connectivity	17 February 2016

Priority Initiatives				
Initiative name	Problem/opportunity description	Problem/Opportunity timeframe (years)	Category	Evaluation date
New South Wales				
Picton Road safety and capacity	Connectivity between Wollongong and south-west Sydney	Medium term (5-10 years)	National Connectivity	14 February 2019
Princes Highway safety and capacity: Nowra, NSW to Victorian border	Connectivity between Nowra and Victorian border	Near term (0-5 years)	National Connectivity	26 February 2020
Prospect Highway capacity	Western Sydney road network capacity	Near term (0-5 years)	Urban Congestion	14 February 2019
Public transport access to Parramatta CBD	Public transport access to Parramatta CBD	Medium term (5-10 years)	Urban Congestion	17 February 2016
South Creek integrated land use and water cycle management	Opportunity for integrated water cycle management benefits	Near term (0-5 years)	Efficient Markets	26 February 2020
Sydney CBD motorways optimisation	Inner Sydney road network capacity	Near term (0-5 years)	Urban Congestion	14 February 2019
Sydney cruise terminal capacity	Berthing capacity for cruise ships in Sydney	Near term (0-5 years)	Opportunity for Growth	17 February 2016
Western Harbour Tunnel and Beaches Link	Sydney road network cross-harbour and Northern Beaches connectivity	Medium term (5-10 years)	Urban Congestion	17 February 2016
Western Sydney Airport public transport connections	Access to Western Sydney Airport	Medium term (5-10 years)	National Connectivity	17 February 2016
Victoria				
Cranbourne Line capacity	Melbourne rail network capacity	Medium term (5-10 years)	Urban Congestion	14 February 2019
Cycling access to Melbourne CBD	Cycling access to Melbourne CBD	Near term (0-5 years)	Urban Congestion	26 February 2020
Frankston public transport connectivity	Public transport connectivity to Frankston	Near term (0-5 years)	Urban Congestion	26 February 2020
Hurstbridge Line capacity	Melbourne rail network capacity	Medium term (5-10 years)	Urban Congestion	14 February 2019
Melbourne Airport third runway	Priority Initiative: Melbourne aviation capacity	Near term (0-5 years)	National Connectivity	17 February 2016
Melbourne Airport to the CBD public transport capacity	Access to Melbourne airport	Medium term (5-10 years)	Urban Congestion	17 February 2016
Melbourne container terminal capacity and land transport access	Melbourne container terminal capacity	Longer term (10-15 years)	National Connectivity	17 February 2016
Melbourne level crossings removal	Melbourne urban road network congestion	Near term (0-5 years)	Urban Congestion	17 February 2016
Melbourne outer northern suburbs to CBD capacity upgrade	Melbourne outer northern suburbs access to CBD	Longer term (10-15 years)	Urban Congestion	17 February 2016
Melbourne-Geelong rail capacity enhancement	Melbourne-Geelong rail capacity	Longer term (10-15 years)	National Connectivity	26 March 2018
Melton Rail Line upgrade	Melbourne outer western suburbs access to CBD	Medium term (5-10 years)	Urban Congestion	17 February 2016
Public transport access to Fishermans Bend	Connection between Fishermans Bend growth area and Melbourne CBD	Medium term (5-10 years)	Urban Congestion	26 March 2018
Queensland				
Brisbane to Gold Coast transport corridor upgrades	Brisbane-Gold Coast transport capacity	Near term (0-5 years)	Urban Congestion	14 February 2017
Browns Plains to Beaudesert road capacity and safety	Capacity and safety issues	Near term (0-5 years)	Urban Congestion	7 April 2020
Browns Plains to South East Busway public transport connectivity	Improving public transport connectivity	Near term (0-5 years)	Urban Congestion	7 April 2020
Bruce Highway Upgrade	Queensland coastal cities connectivity	Near term (0-5 years)	National Connectivity	17 February 2016
Centenary Motorway capacity	Southern Brisbane to CBD road network capacity	Near term (0-5 years)	Urban Congestion	14 February 2019

Infrastructure Priority List

Priority Initiatives				
Initiative name	Problem/opportunity description	Problem/Opportunity timeframe (years)	Category	Evaluation date
Queensland				
Corridor preservation for Salisbury to Beaudesert rail connection	Future urban rail connection to Beaudesert	Near term (0-5 years)	Corridor Preservation	27 February 2017
Cunningham Highway – Yamanto Interchange to Ebenezer Creek	Cunningham Highway (Yamanto to Ebenezer/Amberley) congestion	Near term (0-5 years)	National Connectivity	17 February 2016
Gold Coast rail line and station improvements	Brisbane-Gold Coast network capacity	Near term (0-5 years)	Urban Congestion	27 March 2018
Lower Fitzroy River water infrastructure development	Opportunity to develop industry and agriculture in Fitzroy region	Near term (0-5 years)	Opportunity for Growth	17 February 2016
Mooloolah River Interchange capacity and safety	Traffic demand during peak period	Near term (0-5 years)	National Connectivity	7 April 2020
Mount Isa–Townsville rail corridor upgrade	Mt Isa–Townsville rail capacity	Medium term (5-10 years)	National Connectivity	17 February 2016
Port of Gladstone land and sea access upgrade	Land and sea access to Port of Gladstone	Medium term (5-10 years)	National Connectivity	17 February 2016
Queensland inland freight route capacity and safety	Capacity and safety improvements	Longer term (10-15 years)	National Connectivity	7 April 2020
Queensland inland road network upgrade	Improvements for national, state and local roads located in inland Queensland	Medium term (5-10 years)	National Connectivity	26 February 2020
Warrego Highway east corridor improvements	Connectivity between Brisbane and Toowoomba	Near term (0-5 years)	National Connectivity	14 February 2019
Western Australia				
Armadale Road bridge	Perth road network capacity	Near term (0-5 years)	Urban Congestion	26 March 2018
Bunbury Outer Ring Road	Western Australia regional freight network capacity	Medium term (5-10 years)	National Connectivity	26 March 2018
Canning Bridge crossing capacity and interchange	Perth transport network capacity	Longer term (10-15 years)	Urban Congestion	14 February 2019
Great Northern Highway improvements: Broome to Kununurra	Connectivity between Broome and Kununurra	Near term (0-5 years)	National Connectivity	26 February 2020
Land transport access between Karratha and Tom Price	Connectivity between Karratha and Tom Price	Near term (0-5 years)	National Connectivity	14 February 2019
Liquefied natural gas research facility	LNG capability and innovation	Near term (0-5 years)	Opportunity for Growth	26 February 2020
Perth Airport new runway	Perth airport capacity	Medium term (5-10 years)	National Connectivity	17 February 2016
Perth container terminal capacity and land transport access	Perth container terminal capacity	Longer term (10-15 years)	National Connectivity	17 February 2016
Perth rail network capacity	Perth rail network capacity	Near term (0-5 years)	Urban Congestion	26 March 2018
Perth south-east corridor capacity improvements	Perth road network capacity	Near term (0-5 years)	National Connectivity	14 February 2019
Port Hedland port capacity	Opportunity for increased cargo exports	Medium term (5-10 years)	Opportunity for Growth	26 February 2020
Road access improvements for remote WA communities	Constrained road access to remote Western Australia communities	Near term (0-5 years)	Remote Infrastructure	17 February 2016
South Coast Highway improvements: Albany to Esperance	Connectivity between Albany and Esperance	Medium term (5-10 years)	Efficient Markets	26 February 2020
Western Australia				
South West Interconnected System transformation	Provision of affordable and reliable electricity services	Near term (0-5 years)	Efficient Markets	16 February 2020
Swan River crossing capacity	Perth road network capacity	Near term (0-5 years)	Urban Congestion	14 February 2019
Wheatbelt Secondary Freight Network improvements	Western Australia freight network capacity	Near term (0-5 years)	National Connectivity	26 February 2020
South Australia				
AdeLINK tram network: Adelaide tram network expansion	Adelaide public transport capacity	Medium term (5-10 years)	Urban Congestion	17 February 2016
Adelaide North–South Corridor upgrade (remaining sections)	Adelaide north–south urban road network capacity	Near term (0-5 years)	Urban Congestion	17 February 2016
Gawler Craton rail access	Freight rail connection to Gawler Craton mineral province	Longer term (10-15 years)	National Connectivity	17 February 2016
South Australian regional bulk port development	South Australia bulk port capacity	Medium term (5-10 years)	National Connectivity	17 February 2016
Spencer Gulf crossing capacity	Connectivity in Port Augusta	Near term (0-5 years)	National Connectivity	14 February 2019
Strzelecki Track upgrade and mobile coverage	Access to Cooper Basin (South Australia)	Near term (0-5 years)	National Connectivity	17 February 2016
Sturt Highway High Productivity Vehicle capacity enhancement, including Truro bypass	South Australia road freight network capacity	Medium term (5-10 years)	National Connectivity	17 February 2016
Tasmania				
Burnie to Hobart freight corridor improvement	Tasmania freight network planning	Medium term (5-10 years)	National Connectivity	17 February 2016
Derwent River Crossing Capacity	Tasmania Derwent River crossing capacity	Medium term (5-10 years)	National Connectivity	17 February 2016
Tasmanian irrigation schemes: Tranche 3	Opportunity to develop industry and agriculture in Tasmania	Medium term (5-10 years)	Opportunity for Growth	14 February 2019
Tasmanian sewerage infrastructure upgrades	Tasmanian wastewater treatment environmental compliance	Near term (0-5 years)	Waste Water Treatment	17 February 2016
Australian Capital Territory				
Australian Institute of Sport modernisation	Sport and research social infrastructure	Near term (0-5 years)	Social Infrastructure	18 June 2020
Canberra public transport improvements	Canberra public transport capacity	Medium term (5-10 years)	Urban Congestion	17 February 2016
Northern Territory				
Darwin region water supply infrastructure upgrades	Darwin water supply security	Medium term (5-10 years)	Resilience	17 February 2016
Enabling infrastructure and essential services (Wadeye, Tiwi Islands, Jabiru)	Infrastructure services for remote NT communities	Near term (0-5 years)	Remote Infrastructure	17 February 2016
Tanami Road upgrade	Constrained access to the Tanami region	Near term (0-5 years)	Remote Infrastructure	17 February 2016

WHY SHOULD I GET INVOLVED IN NATIONAL ROAD SAFETY WEEK?



Each May, Safer Australian Roads and Highways (SARAH) conducts Yellow Ribbon National Road Safety Week, but due to the COVID-19 pandemic, this year we had no option but to postpone it. Yet delaying the Week actually provided a poignant opportunity to not only talk about why protecting those who are vulnerable on or beside the roads is our shared responsibility, but moreover, allowed us to stand in solidarity with those who grieve the loss of their loved ones.

As you may recall, in previous years, SARAH has commemorated United Nations World Day of Remembrance for Road Victims which falls on the third Sunday in November. Within the traffic management industry, we have referred to this as "Care Sunday". Given our previous focus on this, we thought it would be very appropriate to have 2020 National Road Safety Week specifically start on this incredibly important global date.

So, on 15th November 2020, Yellow Ribbon National Road Safety Week was launched. This year it was jointly hosted by the NSW Minister for Transport and Roads, Hon. Andrew Constance MP and NSW Minister for Regional Transport and Roads, Hon. Paul Toole MP. We will be forever indebted to the Ministers, as well as both Transport for NSW and NSW Centre for Road Safety, for co-ordinating the national launch and actively supporting the Week.

The launch itself was held at the Museum of Contemporary Art in Sydney, a location specifically picked because not only could you see the Sydney Harbour Bridge, which would be lit in yellow for the Week, but incredibly this year, the Sydney Opera House, was also lit in yellow! Two international icons to symbolise Australia's commitment to getting everyone home safe to their loved ones ... every day ... no exceptions!

In addition to the lighting of the Opera House and the Sydney Harbour Bridge, we were so very proud to see SARAH's road safety motto, "Drive So Others Survive!", displayed on each of the Bridge's Pylons, along with what has become the public symbol of national road safety, the Yellow Ribbon. What an incredible statement of road safety leadership, not just for New South Wales, or even Australia, but a declaration to the world!

Witnessing these international icons turn yellow to highlight our shared commitment to road safety was very moving. But on that Day of Remembrance, the launch was all the more emotional because Transport for NSW had invited the Abdallah and Sakr families to speak to us. I'm sure you'll remember that back in February this year, the Abdallah family lost three of their children, Antony who was 13, Angelina who was 12 and Sienna who was just 8 years old, while the Sakr family lost Veronique who was 11 years of age and the cousin to the other children.

I cannot over emphasise the countless tears that were shed at the event, as the families told their stories. It literally broke our hearts to hear them speak about the tragic loss of their four children, killed by a speeding driver affected by alcohol and drugs. I spoke directly after them, and as you can imagine, I found it almost impossible to keep it together. My first, and indeed lingering thought, was how different their lives would be had that driver chosen to "Drive So Others Survive!"

To Leila and Danny Abdallah, Bridget Sakr and Craig Mackenzie, from my loved ones to your loved ones, I would like to thank you for your extraordinary courage in sharing your stories, and for showing the love you have for your children. Your words and actions continue to motivate that change of heart that is so necessary, so that one day, every driver and rider will choose to actively protect all those who are vulnerable on, and beside, our roads and highways.



In a nutshell, it's about saving vulnerable lives, including the people who matter to you!

How will you show your road safety advocacy?

Too many of our fellow Australians have been killed and seriously injured on our roads. Indeed, so many fatalities and serious injuries occur that we often overlook the fact that these crashes should never have happened. Take a moment and ask yourself, how is it that around 1200 people can be killed and over 40,000 seriously injured each year across Australian roads, and yet this is still seen as a regrettable but normal situation? Like those two beautiful families, indeed like the tens of thousands of families whose loved ones are killed or seriously injured on our roads each year, the crashes that took those lives are totally and absolutely avoidable.

When we think about the traffic management industry, too many traffic controllers continue to be seriously injured or killed, yet this situation remains mostly hidden from the public's view. Even when a fatality occurs, the TC's name is sometimes not even mentioned. As a case in point, on 20 October 2020, a TC was killed while setting up for traffic control on the onramp to the Western Highway in Trawalla, Victoria, yet his death was just seen as collateral damage. If you don't believe me, google what has been reported about this avoidable crash... and at the time of writing this (two months after his death), his name has not even been publicly mentioned. Yet like all those lost on our roads, he mattered! His loved ones matter!

Isn't it time that we come together and say with one voice *"Enough is Enough!"* Isn't it time every industry player demonstrates they are not only looking after our Traffic Controllers, but indeed are instruments of change for all who are vulnerable on and beside our roads and highways?

SARAH is honoured that National Road Safety Week has arguably become Australia's most important annual road safety event. We are proud of the work that our Principal Partners (*Altus Traffic, AAA, Ennis Flint, Roads Australia, Volvo Cars*) and Major Supporters (*TMAA, 3M, ATA and SG Fleet*) have done and continue to do in promoting road safety, but especially their commitment to SARAH's National Road Safety Week. We are also delighted that so many corporates, unions, associations, NGOs, educational institutions, as well as Commonwealth, State and Local Governments have not only come on board but are making the Week their own.

SARAH's mission is to make our roads and highways safe for all who are vulnerable, but we can't do it by ourselves and we need your active support! Showing your advocacy can be as simple as displaying yellow ribbons or yellow ribbon "Drives So Others Survive!" stickers on your vehicles to let the public see your commitment to get everyone home safe. (*While National Road Safety Week is always our major focus, you can, and should, display those ribbons and stickers on your vehicles 365 days of the year!*)

Next year National Road Safety Week returns to its normal time, so make sure you mark **16 to 23 May 2021** on your calendar. The Week will not only coincide with, but will also be an event of United Nations Global Road Safety Week.

While there is still so much more to do, let's also pause and thank each TMAA member for what they did to publicly show their advocacy for 2020 National Road Safety Week. So, here's your chance. Please email info@sarahgroup.org and tell us how you promoted the Week, how you involved your family, your colleagues and workers... perhaps you could send us a photo with your vehicles displaying a yellow ribbon or a yellow ribbon sticker! Tell us about holding a toolbox or maybe speaking at an industry event or even at your kid's school. And just as important, tell us what you plan to do next year to show you are a road safety champion!

You see, the reason we all need to be proactive is really quite simple:

"Everyone has a right to get home safe to their loved ones ... Every day ... No exceptions!"



Peter Frazer,
President SARAH



Twelve months ago, in December 2019, I was fortunate to be at the launch of the Austroads Guide to Temporary Traffic Management. The Guide and the related Australian Standard AS 1742.3:2019 Manual of uniform traffic control devices, Part 3 had taken four years to develop.

The launch of the Guide to Temporary Traffic Management was held in Brisbane, in large part to reflect Queensland's commitment to the project.

In 2014, Neil Scales, the Director-General of Queensland Department of Transport and Main Roads, realised that he needed to improve the way his department had managed road works sites. A year earlier, Suzanne Caudell, a traffic controller who had been working on the Bruce Highway near Rockhampton, was struck and killed by a truck driver travelling 46 kilometres an hour over the speed limit.

Neil didn't want other people working on road sites in Queensland to face the same risks as Mrs Caudell. He worked with departmental staff to significantly improve the way road work sites are managed.

Neil has applied the same passion for road safety in his role as an Austroads Board member. Austroads is the association of Australian and New Zealand road and transport agencies. In 2015, the Board agreed to work towards harmonising the approach to temporary traffic control at road worksites across Australia and New Zealand. They wanted to ensure that the national approach improved temporary traffic management practices to establish safe work areas for construction, maintenance and other activities which occur on or near a road.

At the same time, Austroads worked with Standards Australia to update the Australian Standard AS 1742.3:2019 Manual of uniform traffic control devices, Part 3: Traffic control for works on roads.

Developing the Guide to Temporary Traffic Management took enormous effort from industry (including TMAA and

its members), from road agencies and from Austroads staff and consultants. I would particularly like to thank Dr Dan Sullivan from Solutions in Transport for managing the project. Dan coordinated a team of consultants Point8, Wave International, Aurecon and Safe Systems Solutions to develop the initial version of the Guide.

While producing and launching the Guide was an essential, it alone could not achieve the goal of harmonising the approach to temporary traffic control at road worksites across Australia and New Zealand. In accordance with the Austroads Strategic Plan 2020-2024, the Guide needs to be adopted and then implemented.

I also appreciate that TMAA members are eager to understand how the Guide is being adopted in their jurisdictions.

The latest on the jurisdictional adoption plans is as follows:

South Australia Department of Infrastructure and Transport adopted the Guide on its release in December 2019.

Tasmania Department of State Growth will formally adopt the Guide from 1 January 2021.

Main Roads and Main Roads Western Australia will adopt the Guide from 1 February 2021.

Queensland Department of Transport will adopt the Guide from 1 August 2021 with recommended but voluntary use of the Guide from 1st January 2021.

In NSW, the Traffic Control at Worksites manual remains the primary guide for temporary traffic management and references the AGTTM and relevant Australian Standards.

Waka Kotahi New Zealand Transport Agency is considering the Austroads Guide in the current review of their Code of Practice for Temporary Traffic Management. Further collaboration between the Australian and New Zealand agencies will be organised after July 2021.

The Victoria Department of Transport, Roads ACT and the Northern Territory Department of Infrastructure, Planning and Logistics are all committed to adopt the Guide but are currently confirming their approach and timing based on their resources and local contexts.

Austroads continues to seek agreement from road agencies and work safe agencies to adopt the Guide and minimise jurisdictional differences

Beyond the Guide, the design of the national prequalification and training schemes is progressing well. Recent workshops have allowed us to better understand industry perspectives and potential impacts. In December we will be bringing together representatives from local councils to provide an update on the national prequalification and training schemes and explore impacts and interest from a local government perspective.



Sample layouts from Guide to Temporary Traffic Management Part 9.

Dr Dan Sullivan presents at the launch of the Guide to Temporary Traffic Management.



One of the good things about my role is that I get to work with dedicated professionals from across the road construction sector. Richard Delplace, Austroads Program Manager and I have had regular meetings with TMAA National President Stephen O'Dwyer and other prominent industry figures such as Jeff Doyle from Altus Traffic and Chair of the Roads Australia Road Workers Safety Working Group. Working together in a constructive and professional manner is key to the success of this national harmonisation initiative.

I encourage you to keep up to date with the development of the Guide and the prequalification and training schemes by keeping an eye on <https://austrroads.com.au/network-operations/temporary-traffic-management>. You can also keep connected by signing-up to receive an email when we post project updates.



◀ The Guide to Temporary Traffic Management has 10 parts and can be downloaded at no charge from the Austroads website.

▼ Industry representatives reviewing Guide to Temporary Traffic Management at the launch.



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OUR TRAFFIC MANAGEMENT FAMILY ACROSS THE DITCH

Firstly a massive thank you to the Traffic Management Association of Australia for inviting us to share a little news from the Temporary Traffic Management community in New Zealand!

We feel lucky to be able to share some of the work that is going on over here in support of our industry and hope by doing so that you will all feel invited to be a part of, have an opinion about and consider us to be part of the “family” that is the Temporary Traffic Management industry. Together we can hold a vision to make sure the **Australasian** team is heading toward building our industry into one that people are inspired to join through the hard work of all of us who are already doing some of the heavy lifting.

We were lucky enough recently to be able to participate in a nationwide TTM Conference in New Zealand in Nelson, which as an aside, is one of the most beautiful parts of the country. This was the first time a TTM specific conference has been run in the South Island, and in general, away from some of the more sizeable cities.

Given the worldwide challenges we all have shared in 2020, we were thrilled to end up with nearly 200 people from all aspects and parts of the TTM industry in New Zealand. We were treated to speakers who brought a strong message from the perspective of “outside looking in”. Here is what was sent out to industry through various communication channels...

TTM Conference 2020 “Forming the Connection”

The theme of the 2020 TTM Conference is Forming the Connection. It is all about making the connection between people and organisations in all aspects of temporary traffic management and the risks that need to be managed through planning and implementation at worksites. With the current review of CoPTTM and the Worksafe “Guide to Roadworker Safety” what better time to get together to ensure safety in our roles is realistic.

It has been an extraordinarily difficult year for everyone alongside an exciting and significant amount of change for the industry. Let's bring the industry together to hear from key people and discuss the changes and how you can help shape the outcomes.

We were supported in bringing the conference together through the unwavering and eager support of our sponsors. There were almost a dozen companies that put their hand up without hesitation, to show their support as suppliers to the wider industry. Our trade show was amazing considering the logistical challenges of a less familiar and smaller city being the venue. The financial support of these sponsors made it possible for people from all over the country to have the opportunity to attend.

In terms of the speakers and presenters, we were treated to some of the most highly skilled and accomplished people from many of the interfacing industries and agencies that work with and around TTM.

We were also very lucky enough to have Dan Sullivan present virtually and help build the connections we are so eager to promote throughout our very unique and special part of the globe. More in a short while about that...

One of the things we are most happy to see coming into reality is the Aotearoa Temporary Traffic Management Association.

A lot of good people from many parts of the industry have given up their time and put in the effort to get the Association off the ground.

The vision is to provide a voice to ALL people within the industry, around the industry or perhaps just with an interest in the industry. We know we have many thousands of people on the frontlines of the work and many more again in behind the physical work planning and managing this most important work we do.

As things have really only just started to be brought together, we welcome and invite anyone with an interest in the industry as it is in New Zealand to go to the website. We are currently in a period where registration is at no cost and building our numbers to ensure that when the Association is formalised and committees formed that we will be able to bring even the most timid of voices into the discussions that will help to continue shaping our industry into the future.

Part of the mission we have set for ourselves is to work very hard to help people who have not previously felt empowered to be a part of change to be assisted to bring their thoughts, experiences and ideas into the platform where they can be used in the pursuit of safer and more effective processes for our next generation to work from.

We will have an AGM early to mid-year in 2021, and from that will start to really get the work underway to have the association assist our whole community in being a “part of change, rather than being subjected to change”.

We know that until the people have the chance to steer where their association goes into the future we still have much work to do. The platform of thinking is that the Association will be about people as individuals working collectively. We are not planning any memberships for organisations or entities, simply for those that want to be a part of it. Eventually a membership fee is expected for full members, while retaining the ability for people to be non-financial members and keep themselves in the flow of information. In the meantime, there is no cost to registration, and that means people from all over the Pacific can be a part of what is being built!

<http://attma.org.nz/>

Well, as a first chance to say “g’day” from all of us across the water, and to our tens of thousands of colleagues next door, we thank you each and all for the opportunity to be included.

Be safe, be kind and be well!

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Mindfulness Can Drive Workplace Vehicle Safety – And Productivity

The global pandemic may have grounded many flights in recent months. But when planes do venture into the skies, we prefer to keep them there for the expected duration. In occupations where other people's lives are 'in your hands', significant effort goes in to preventing mistakes and accidents.

In the airline industry, for example, distractions are kept out of the cockpit, and procedures are designed to allow for full attention on the task rather than multi-tasking.

But what about driving for or to work? We know the potential consequences of distraction and inattention behind the wheel. So does your organisation have safe workplace driving procedures to keep workers safe? For example, calling drivers on a mobile phone to find their location can be distracting, using telematics to get the same information is not.

Mindfulness, and encouraging mindful driving, is one way to reduce vehicle crashes in your fleet and improve road safety performance in your workplace.

"In certain work environments where safety and preventing errors and accidents is really important, like in the airline industry, they understand mindfulness very well, although they may not always use that term," says Monash University Associate Professor Craig Hassed.

"But they manage attention very effectively in the cockpit. They do not complex multitask, they do not break the flow of complex tasks, they do not distract themselves with unnecessary things."

Operating On Auto Pilot?

Mindfulness can help us maintain attention when we're driving and to recognise if we're getting distracted, or operating on 'auto pilot', so we bring our focus back to driving.

It also helps us manage emotions, like anger and frustration, so we accept rather than react to the mistakes other road users will inevitably make.

Research has shown mindfulness is linked to improved driver safety by reducing internal and external distractions as well as unsafe driving behaviour, both intentional (for example, speeding) and unintentional (for example, driver error).

On the road, this translates to fewer crashes, injuries, infringement and road rage. The benefits of mindfulness also extend into the workplace, improving worker productivity and wellbeing.

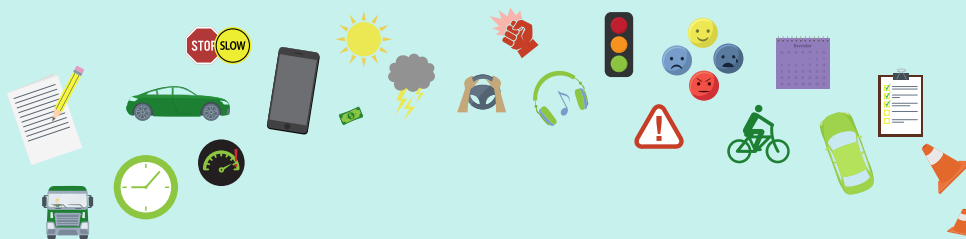
Researchers at Monash University and its Accident Research Centre (MUARC), who are keen to develop and test a driver-specific mindfulness program, will present an NRSPP webinar in mid-November on the road safety and wider workplace benefits of mindfulness.

Mindfulness And The Pandemic

MUARC Associate Professor Sjaan Koppel adds that being a mindful driver can be even more important when people may be feeling more anxious or stressed. By a global pandemic, for example.

"The environment with COVID at the moment and all of this uncertainty, there might be added stressors on drivers or workers and so mindfulness might be a way to help mitigate some of that stress while they're driving or while they're in the workplace," she says.

"Even as we emerge from restrictions, we're going to have a tough road economically ahead of us. If people are worried about whether their contracts are going to be renewed or whether they're going to be paid next week, that can often play on their mind when they should be focusing on driving."



"Mindfulness, and encouraging mindful driving, is one way to reduce vehicle crashes in your fleet and improve road safety performance in your workplace."



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Madison Technologies has created the next generation light-weight portable traffic signal system as a safer alternative to STOP/SLOW signs. More visible temporary traffic control means protection for workers and road users. The design is robust and easy to use. The Portable Traffic Light (PTL) is approved for use in Queensland and Western Australia, with more states and territories to come. The PTL has a dedicated sales and support team, please contact us for technical questions or training.

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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.

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Mindfulness and Road Safety Behaviour

QUICK FACTS

NRSP
NATIONAL ROAD SAFETY

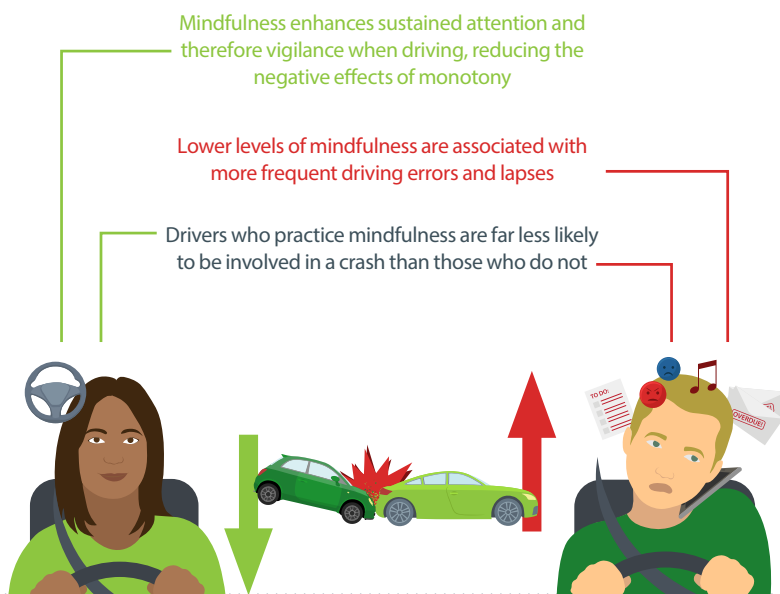
PARTNERSHIP
PROGRAM

Definition: What actually is Mindfulness?

Being fully engaged with the present moment, purposefully paying attention with a non-judgmental and open mind.

Mindfulness is an everyday thing. When we engage with our hobbies, this usually connects us with our sense and brings us fully into the present moment. At work, when we pay full attention, we get 'in the zone'. But it is also something that we can strengthen through practice.

Everyday mindfulness and driving performance



Benefits of mindfulness include:



Improves attention, focus and memory
Enhances cognitive performance, leading to better work and study performance



Enhances physical and psychological well-being
Increases situational awareness (more logical risk assessments)



Enhances behavioural inhibition
Reduces negative emotional reactivity



Improves relationships with others (encourages empathy and non-judgmental attitude)

How to become more mindful

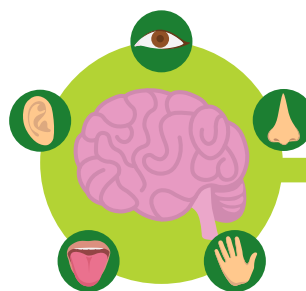
Some individuals are naturally more mindful than others, but this doesn't mean that you cannot improve your ability to be mindful. You can definitely hone this skill through the formal and informal practice of mindfulness.

To actively become more mindful, just notice that your mind has wandered off, and bring it back.

One mindfulness intervention can combat multiple distractions at once, having a positive influence over distraction-related road incidents.



'Wandering off' means things like worrying about the future, reliving the past, being lost in daydreams, or thinking about yourself.



You 'bring it back' to the senses (like what you can see, hear, feel, etc.)



You will get better at this after a while (like practicing a skill) as the brain wires itself to be more mindful. So just practise consistently and patiently, without getting frustrated.



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Includes:

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Infographic: Safe and Unsafe Drivers

Fact Sheet: Road Trauma Statistics – in 7 Charts



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Traffic Force

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TTF REPORT HIGHLIGHTS THE STATE OF THE CONNECTED NATION

Darren Capes FIET FIHE, Manager of Transport Technology Forum writes...

Data dividend

When the Covid pandemic hit in February and the British Government first initiated lockdown restrictions in March, it was clear that transport was one of the ways we could gauge public adherence to the rules and how human behaviour was changing.

Very quickly, through Highways England and the UK Department for Transport's existing data sources, details of travel on the interurban road network was analysed, while passenger numbers on national rail and on London's tubes and buses were readily available.

However, because hundreds of different transport authorities run the city and



town centre roads, and the non-major inter-urban roads in the UK, knowledge of vehicular use on these local roads, and changes to cycling, were harder to come by. But this information was just as critical to informing the government response - by understanding how and when the public was travelling around towns as well as on longer journeys, it could understand how the virus might spread and how effective restrictions might be.

The DfT worked with the Transport Technology Forum, supported by Arup and White Willow Consulting and assisted by ITS (UK) and its members, to fill in those gaps. We collected information from existing Local authority traffic monitoring systems across more than a hundred different districts and boroughs, sharing data on weekly, daily and hourly changes to transport use. 84 local authority areas reported cycling use, including towpath use data from the Canals and Rivers Trust. Backed up by some data from commercial traffic providers, this delivered an overview of how public behaviour changed and what new patterns were experienced.

Data was gathered from 6,000 sensors, including Automated Traffic Counters, Bluetooth devices, ANPR and CCTV cameras and UTC systems. The work represented the first time anyone has brought together these datasets from around the country to create a more complete picture of the local transport network.

To continue promoting a collaborative culture, the TTF publishes outcomes from these datasets through weekly digests, which also provide examples of best practice shared by Local Authorities before and during Covid crisis. The results have been so impressive, the work won Project of the Year at the ITS (UK) Awards and was Highly Commended at the British Construction Industry Awards in the Covid-19 response category.

The data showed the almost immediate drop-off in daily average traffic flow when lockdown was first introduced. In fact, traffic had already fallen by 30 per cent thanks to the work-from-home request by the Government, and this then dropped to around 25 per cent of baseline when the full lockdown was enforced. This equated to a decrease in road traffic to June 2020 of 51.7 billion vehicle miles and traffic levels similar to those last seen in the 1950s. As restrictions eased, the traffic flow slowly increased up to around 10 per cent less than pre-lockdown levels.

What was also very interesting was the hourly traffic flow comparisons, which showed that the morning peak has never really re-appeared since it disappeared in April. There were signs of a small return in September when schools went back, but nothing like before. If this continues long-term, this has big implications for transport planning which for decades considered provision of peak hour capacity as a key design principle and has been based around managing people movement as they head to and from work each morning and afternoon.

Regarding cycling, the figures confirmed what common sense may suggest, that the amount of cycling is extremely weather-dependent. On some days during an exceptionally dry spell in late spring during peak lockdown, cycling levels grew 300 per cent, but always dipped when it rained. Overall, cycling levels remain well above baseline, especially at weekends.

Local Authorities have benefited by being able to compare what is happening in their areas with the national picture, allowing local and national comparisons to be drawn. The next step will be to work both increase the numbers of authorities involved, and on more data sharing in real-time, and on ways to improve the efficiency of the network and to share best practice through real-time data sharing.

As we have lived through our second national lockdown, figures on transport use have been invaluable to see whether the public remains as keen to stick to the rules as they did during the first set of restrictions in the spring, and if not, why not.

The Transport Technology Forum is funded by the UK Department for Transport and Innovate UK to give leadership, direction and support and to stimulate investment in innovation and technology solutions, particularly sharing expertise and experiences between Central Government and local highways authorities

To read the full report head to: <https://www.ttf.uk.net/wp-content/uploads/2020/11/25-LA-travel-and-transport-data-Weekly-Digest-23-Nov-20.pdf>





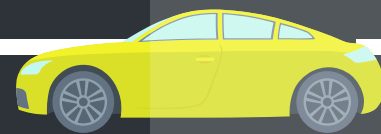
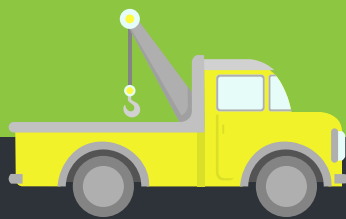
The most dangerous part of their job each day is ... your driving.

Slow down to the posted speed zone whenever you see roadworks
and help keep Australia's roadworkers safe.



See the cones.
Obey the zones.





A Year Of Hard Knocks, Gives Way To Opportunity

2020 was always going to be an exciting year of change for NRSP, with the program moving to a new home. But no one could picture a year like the one we've had.

The constant theme throughout 2020, for all of us, was adaptation.

But looking forward, one positive way to view the closing of this year is perhaps that it has presented us with an opportunity for change. A year where organisations, businesses, government and communities were all forced to create better transport habits for a better future.

Reconsidering Travel And Work Trips

One of the key ways to reduce workplace road safety risk is to reduce exposure. But have we ever really asked ourselves:

- Can the meeting be accomplished without travel?
- Can the journey be avoided through technological contact facilities?
- Does the solution offer the best safety outcomes?
- Is the choice effective, affordable and sustainable?

The new COVID-19 world has demonstrated that we don't need to travel as much. And, in a lot of cases, that car, bus, train or plane journey can be replaced with a virtual alternative, reducing risk.

Consider how that time spent travelling has suddenly become far more productive, whether in work output or in more personal time. Being locked down empowered organisations to become nimble and move online. COVID-19 adaptation has demonstrated work time can be flexible and productive.

Many organisations have begun to decentralise to adapt to the new normal, providing real flexibility where workers can work from home and the office. Ironically, COVID-19 may have provided us the biggest productivity increase in a century.

We have also re-discovered the value of time lost to the commute in our 'old' world. Those simple low-cost mobility options of cycling and walking have become the norm. Just look at the record sales of bicycles. For some, we became reacquainted with our own neighbourhoods by exploring streets, parks and creeks and during periods of social distancing, people built alternative communities.

Challenging Times Bring Possibility

It has been tough, and often exhausting. For some sectors, there has been little work and, where possible, Australians have rallied around them. Some organisations have got lost in the pandemic, focusing on just the COVID-19 risk to the detriment of all other risks to their mobile workforce. In some cases, doubling or tripling movements of workers in separate vehicles to keep workers safe from COVID-19 has unwittingly increased exposure, without considering fatigue.

However, as was constant in 2020, after a while adaptation came along and through discussion better systems emerged. So, moving forward, as a good friend explained to me:

"Do not let the disaster that is 2020 go to waste. Seize on it and use it to embed the systems, approaches and people you need to build the culture you want for the future. Use it to create a positive change and get rid of what is not working."

So, as your workers head off for a well-deserved break, let them know 'a job well done'. Ask them to take care on the roads and avoid being impatient or aggressive, to be mindful, and to come back to the new year in one piece.

Looking to 2021 and taking something positive from 2020, keep the habits we want and strive to improve workplace road safety. Then, in years to come, we might look back on 2020 as one that forced positive change amid all the challenges, as there is nothing like 2020 hindsight.

– Jerome Carslake, Director of the NRSP



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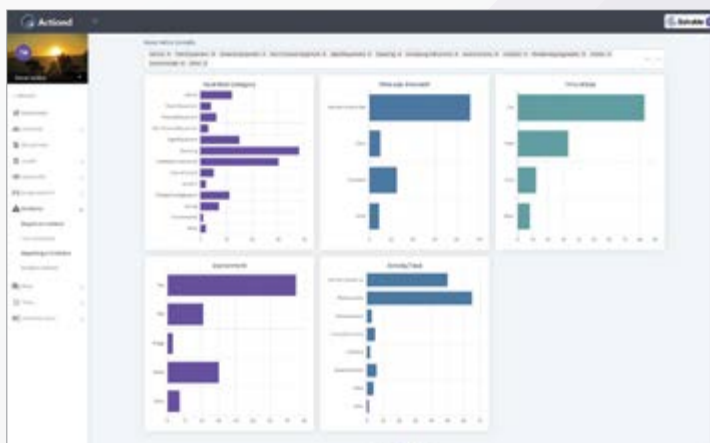
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Know how sun glare affects your vision.

BE PREPARED. BE CAUTIOUS.

BE PREPARED

Install tinted windscreens or wear sunglasses



Keep your windshield and dashboard clean



Plan your trip schedule to avoid driving in the direction that faces the sun



BE CAUTIOUS

Drive at a safe speed



Know your eyes may not be able to properly perceive objects and you may have to brake unexpectedly



Adapting to new light conditions takes some seconds. If discomfort persists, take a break.





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