

TMAA DETOURS

QUARTERLY MAGAZINE | EDITION 36 | DECEMBER 2021



TRAFFIC MANAGEMENT
ASSOCIATION OF AUSTRALIA

Celebrating

SINCE 2011



THIS ISSUE

- Barnaby Joyce Deputy Prime Minister
- Assistant Minister Scott Buchholz
- Minister Mark Bailey
- Minister Michael Ferguson
- Minister Ben Carroll
- SARAH Group
- EO Update
- Presidents Report
- Chair Reports
- TMAA Conference

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STEPHEN O'DWYER

As an industry we are all shocked and upset by two more traffic controllers losing their lives to dangerous drivers for whom there is little we can do to mitigate the risk they pose. Actions by industry, key buying groups and Government will continue to centre around removing traffic controllers from high-risk areas and increase the use of devices and technology. Additionally, it's well noted that the setup and take down of TTM sites is a time of much higher risk. Road authorities are investigating improved options for these periods with some already having changed methodologies. Our hearts go to the families and friends of Brendan and Timmy, I personally knew Timmy and he always made a room smile and brought the same to our industry; they will both be missed.

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

The Regional Roadworks Signage Review recently completed and tabled in WA Parliament has had all 13 recommendations endorsed and agreed to for implementation. MRWA has already begun work on the recommendations with a commitment change in current procurement of traffic management through tenders.

AustRoads has appointed a Project Manager to work with all industry stakeholders to finalise harmonised practise and the introduction of national training and prequalification frameworks. This will result in a more consistent approach to service delivery and training across the country and provide a much better mechanism for overall industry engagement and improvement.

In a major collaboration, TMAA, along with AfPA, RA, SARAH, and AustStab, has jointly supported the introduction of speed cameras at road work sites. In an open letter signed by all the Associations, we have highlighted the risky behaviour of drivers through worksites and that this behaviour has not changed. To curb speeding once and for all we have requested the support of all stakeholders to assist in bringing speed enforcement to worksites. This has now been agreed to and endorsed by a number of states.

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

Stephen O'Dwyer
TMAA President



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The ability to earn an income is likely to be one of your employees' most valuable assets. And insurance through superannuation is a cost-effective way for your employees to protect their income and provide a safety net if something were to happen unexpectedly and they could no longer work.

As an employer, you play a crucial role in providing a super fund that offers fit-for-purpose insurance cover for those who have not selected a fund of choice or are not stapled to an existing fund.

According to ASIC's Insurance in Superannuation 2019-20: Industry Implementation of the Voluntary Code of Practice report, out of the 15.6 million Australians with superannuation only 12 million hold life insurance, potentially leaving those without cover exposed to financial hardship. Plus, many of those with insurance cover are unaware it's included in super.

Employers can honour your fiduciary obligations by choosing a super fund with optimal insurance to equip your employees for their future. When reviewing your default fund, there are many factors for you to consider, including several related to insurance:

- Insurance premium rates and extent of cover
- Diverse types of insurance offerings
- The claims history of the insurer

A holistic overview of your fund's insurance offering will allow you to select a provider that suits your business needs and the various life stages of your employees.

TYPES OF COVER IN SUPER

Coverage and premiums vary between superannuation funds. However, there are standard types of cover, including:

- **Death cover:** provides a lump-sum payment to your employee's dependents if the employee dies, or to the employee if they become terminally ill.
- **Total and Permanent Disablement (TPD) cover:** offers a lump sum benefit paid to your employee if they become totally and permanently disabled and are unlikely to be able to work again.
- **Income Protection:** also known as Salary Continuance, provides

a monthly payment, up to a maximum percentage of their usual income for a specified period if they cannot work due to illness or injury. Many funds provide this on an opt-in basis.

KEY BENEFITS OF INSURANCE HELD IN SUPER

- **Lower premiums:** insurance in super usually offers lower premiums because the insurer mitigates risk across multiple policyholders.*
- **Tax-effective:** premiums automatically deduct from your employee's super balance, making the fees tax-deductible and avoiding out of pocket expenses.*
- **No health checks for default cover:** superannuation funds supply standard cover based on age and gender, instead of looking at members' individual health.

*Although insurance through super offers these advantages, it's worth remembering that the, even with the benefit of tax deductions and lower premiums than an insurer might charge for a personal policy, the premiums deducted from an employee's account do affect the final super balance available when they retire.

PERSONAL INSURANCE OUTSIDE SUPER

Personal insurance outside super that an individual applies for themselves is slightly different. Before deciding on cover eligibility, insurers consider age, gender, health, lifestyle, and family medical history through a process known as 'underwriting' - making it difficult for some people to obtain insurance. The personal insurance option may suit an employee if they are looking for a broader range of benefits than cannot be provided through a super fund's group arrangement.

However, your employees may still be able to tailor their cover held through their super fund by applying for a higher level.

DO ALL OF YOUR EMPLOYEES HAVE INSURANCE COVER IN THEIR SUPER?

Under the new Putting Member's Interest First Legislation (PMIF), from 1 April 2020 insurance is no longer automatically supplied for super fund members under the age of 25 or to members with balances under \$6,000 unless they:

- opt-in to receive insurance cover through super
- work in a high-risk occupation, and the fund automatically provides insurance

INFORMATION AROUND CLAIMS

To help you review the quality of your super fund's insurer, you can look at:

- the claim percentage an insurer pays out
- the length of time it takes the insurer to pay a claim

Please refer your employees to their superannuation fund for more information to see how they will help your employees and their loved ones throughout the claim process.

FIT FOR PURPOSE COVER

Historically, insurance in super was provided on a 'one size fits all' basis to suit the 'average member', and the level of cover a member received was usually based on the member's age and gender. However, with many super funds now open to employees from various industries and occupations, it's important to ensure your default fund offers fit for purpose cover that is appropriate to the needs of your employees.

Equip has been a proud partner of TMAA and as a result has created a TMAA specific product. For more information, please visit equipsuper.com.au/tmaa/join

START THE CONVERSATION

At Equip, we believe insurance is an important part of super that can support your employees and their families when the unexpected happens.

Help your employees today by starting a conversation around the importance of insurance. You can refer them to their super fund to fully understand the extent of their coverage.

WE'RE HERE TO HELP

We're here to answer any questions you may have about insurance in super. Feel free to reach out to us via the details below.

Steve Rozic

Equip Relationship Manager
(QLD, NSW, ACT, Vic & Tas)
P 0488 988 072
E srozic@equipsuper.com.au

James Harvey

Equip Relationship Manager
(WA, SA and NT)
P 0488 988 074
E jharvey@equipsuper.com.au

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2021



TRAFFIC MANAGEMENT
ASSOCIATION OF AUSTRALIA

Redefining Traffic Management

Keynote presenters, product demonstrations and workshops will change your thinking and change the way you work.

SPEAKERS

DR GEOFF ALLAN
Chief Executive,
Austroads

ROBYN SEYMOUR
Deputy Secretary
Network Planning, Head
of Road Safety Victoria,
VicRoads

ROBIN JACKSON
Chief of Infrastructure
Prioritisation,
Infrastructure Australia

MICHAEL KILGARIFF
CEO, Roads Australia

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LOUISE VAN RISTELL

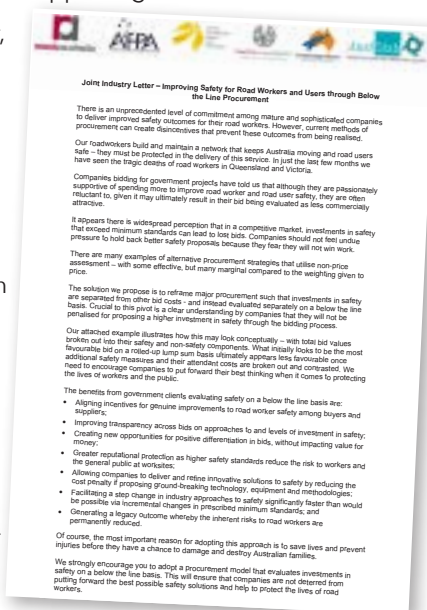


This year, as TMAA celebrates its 10th anniversary, it has been my privilege to work with and for our members and associates and in close collaboration with all levels of government around the country. In addition, on behalf of our Association, I continue to forge relationships with other likeminded Associations and Organisations as well as strengthen those ties we already have. To this end, I have had the pleasure of working with Roads Australia, AfPA, CCF, AustStab, RIAA, SARAH, ALGA, LGAQ, LGASA, DiT, DIPL, TMR, MRWA, State Growth, TfNSW and DoT, to promote safety, innovation and best practice within our industry. Working with these organisations we have also been able to press go on initiatives such as speed camera trials and more recently a review of the process for roadworker safety and procurement. My thanks to Roads Australia for this joint statement and to SARAH, AfPA, RIAA and AustStab for supporting.

Sadly, again this year, we have had traffic controller fatalities on roads and sites across Australia. TMAA has extended its hand to the businesses, families and colleagues of those who have been killed or seriously injured this year, and every year across this industry. This year, our members in each Division held a minute's silence as part of their 10 year events, to remember those who have lost their lives within our industry. I

can assure you that both myself and the TMAA Board continue to drive our four pillars in each Division, to ensure traffic controller safety is front and centre as a discussion for anyone planning works on any site. I have been fortunate to be involved with discussions for new initiatives to assist with the education of motorists as well as the disciplinary action that can and will be taken against errant driver behaviour at our sites. I will continue this advocacy along with my colleagues in other related organisations with a view to no other lives being lost within our industry. I quote my dear friend and colleague, Peter Frazer (SARAH Group President), "Everyone deserves to get home safely. No exceptions."

Safety will continue to be our focus in 2022, with our Conference focussing on 'Redefining Traffic Management', bringing new initiatives to the traffic management space to keep our people out of live traffic, educating the public and pursuing measures to enforce speed limits and penalties for dangerous driving in and around roadwork sites.



It is not, however, just roads where our members work. Our people are on emergency, utility, events, construction and infrastructure works and continue to be vital during periods of state of emergency orders. Our industry is certainly in the spotlight with government as one of the key industries to progress recovery across Australia. We are the vital link to the commencement of any of the aforementioned works.

With the surge of projects and works across the country, now, more than ever, we need to trial innovative technology to keep the public, workers and our teams safe. I thank all our Associate suppliers for their gamechanging technology in PTCs, Barriers and TMAs.

There is more to come. I urge you to stay ahead of the technological legislation and products by subscribing to our TMAA Detours quarterly magazine and by attending our March Conference in Melbourne. With borders opening, we are relishing the opportunity to catch up with all our members, government and stakeholders face to face to launch new technology and methodologies, as well as revise current practices and legislation. Bookings for the 24 & 25 March 2022 Conference can be made at www.tmaaconference.com.au.

As the year draws to a close, so too, does the two year tenure for the TMAA Board. The Board (or Management Committee as it is known) elections are underway from December through to February, so please ensure you check your emails and post boxes and follow the instructions outlined by the AEC for this election.

Working with the current Board has been a privilege and together we have built the four pillars of TMAA and committed to implementing them for the benefit of our members, associates and industry.

Never before have our members enjoyed such a plethora of educational events, webinars and safety information as has occurred across 2021. Expect more as we progress into 2022.

I remind us all of our mission, vision and voice.

"The TMAA's mission is to lead, unify and achieve best practice within the traffic management industry on behalf of all members."

"The TMAA's vision is a safe and zero harm traffic management industry across Australia."

TMAA - THE VOICE OF THE TRAFFIC
MANAGEMENT INDUSTRY.

I wish you all a safety and happy festive season and caution all to take care of those at work and at home.

Louise Van Ristell
TMAA Executive Officer



SINCE NOVEMBER 2011

Celebrating 10 YEARS AS THE VOICE OF TRAFFIC MANAGEMENT

JOIN US FOR TMAA's 10 YEAR ANNIVERSARY CELEBRATIONS
FROM OCTOBER AND THROUGHOUT NOVEMBER 2021.

CHECK THE TMAA EVENTS PAGE FOR FURTHER DETAILS ACROSS
THE SECOND HALF OF THE YEAR.

THE TMAA'S MISSION

*"TO LEAD, UNIFY AND ACHIEVE BEST PRACTICE WITHIN
THE TRAFFIC MANAGEMENT INDUSTRY ON BEHALF OF ALL MEMBERS."*

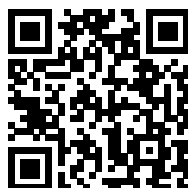
THE TMAA'S VISION IS A SAFE AND ZERO HARM TRAFFIC MANAGEMENT
INDUSTRY ACROSS AUSTRALIA.



TRAFFIC MANAGEMENT
ASSOCIATION OF AUSTRALIA



TMAA 2021 UPCOMING EVENTS



TRAFFIC MANAGEMENT
ASSOCIATION OF AUSTRALIA

tmaa.asn.au/upcoming-events/

Keeping Australians safe on the roads



Barnaby Joyce,

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



As we head into the festive season, many Australians will be travelling to visit loved ones and friends.

With borders open again and restrictions easing, we are likely to see more people on the roads, capitalising on having their freedom back.

While the holiday period in Australia is a wonderful and happy time for most, it can also be a dangerous one on the roads, particularly if you drive while tired.

Fatigue is a major cause of road crashes, related injuries and fatalities worldwide. In Australia, approximately one in five road incidents are due to fatigue and daytime sleepiness.

Driver fatigue contributes to many avoidable crashes on our roads which end in injury or death. It can affect judgement, reduce attentiveness and slow reaction times – all of which can result in tragedy.

Drivers with only four hours of sleep in the last 24 hours are 11.5 times more likely to crash than those with seven hours of sleep or more.

In a country as big as ours, driving long distances is unavoidable, particularly if you live in the regions like I do.

What we can do is help combat driver fatigue by providing somewhere comfortable for drivers and passengers to stop and rest along the journey.

That's why our Government is investing \$7.2 million to upgrade more than 70 roadside rest areas across the country through a second round of our Driver Reviver Site Upgrade program.

Under the first round, 22 organisations shared in nearly \$700,000 to purchase portable electronic variable message signs for 34 Driver Reviver sites around Australia. These signs promote new awareness for operational sites and are available for other road safety messaging when not required at the Driver Reviver sites.

The funding for round two will see upgrades rolled out at 71 sites to improve amenities and equipment such as shelters, picnic tables, power and water facilities, barbeques, parking, lighting and kitchen facilities.

Driver Reviver sites provide a place for safety and fatigue breaks for drivers and their passengers. The upgrades are aimed at making rest sites more welcoming and comfortable for drivers, helping them to overcome fatigue and reach their destination safely.

While our Government is committed to tackling the major challenge of fatigued driving, it is just one of a number of road safety challenges we are working to address.

We are continuing to work toward our goal of 'Vision Zero' – zero deaths and serious injuries on our nation's roads by 2050. This includes funding a \$3 billion Road Safety Program, a \$500 million Targeted Road Safety Works initiative, and a number of innovative road safety technologies and education campaigns.

We continue to work closely with states, territories and local governments to develop the National Road Safety Strategy 2021–30 because one life lost as a result of road trauma is one too many.

No family should have to endure the loss of a loved one on our roads. That is why road safety is everyone's responsibility.

It is important that we all work together to ensure there are no Australians missing from Christmas tables around the country because of road crashes – this year and every other year.

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



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

When it comes to **Scorpion® TMA's**, the answer is a resounding **YES** – for BOTH TL-2 and TL-3 attenuator.

In fact, the Scorpion II® Metro MASH TL-2 TMA is not only **THE FIRST** TL-2 TMA to be fully tested and approved to the latest MASH Standards, it is currently **THE ONLY** TL-2 Truck Mounted Attenuator to be successfully **TESTED, PASSED & ELIGIBLE** to the current MASH Standards.

So, whether it's TL-2 or TL-3, when it comes to selecting a fully MASH tested, passed and eligible TMA that has also been **ASSESSED, APPROVED & RECOMMENDED FOR ACCEPTANCE** throughout Australia by ASBAP, the only name you need to remember is Scorpion® from A1 Roadlines.



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MAKING OUR ROADS A SAFER PLACE FOR EVERYONE

November to January is always a busy time on the roads. Whether it is an increase in trucks, moving goods around the country to meet higher demand in the lead up to Christmas OR an increase in cars on their way to visit family and friends – particularly this year as borders start to open up.

Of course, roads are the workplace for traffic managers all year round, so anything we can do to increase road safety is a positive thing. Which is why our government is doing a lot, which will, over time, make the roads a safer workplace.

Just last month, we introduced changes for Automated Emergency Braking (AEB) in Australia, which will require the fitment of AEB in light vehicles – from March 2023, for newly-introduced vehicle models, and from March 2025, for all models on sale in Australia.

These mandates will ensure that in the very near future, all new vehicles in Australia will be equipped with this life-saving technology.

We are also taking action to improve road safety by continuing to invest in programs which are having a proven impact.

Recently, we invested almost \$5.5 million in 28 road safety projects through a sixth round of our Heavy Vehicle Safety Initiative (HVSI).

This funding boost will back new education, research, training and technology initiatives, which aim to deliver improved safety outcomes for the heavy vehicle industry and the wider community.

Some examples of these initiatives include education programs for younger drivers on how to share the road with heavy vehicles and field-testing safety chain solutions to prevent heavy vehicle trailer separation incidents.

Overall, our highly successful HVSI has allocated around \$28 million to support 117 projects across the six rounds.

Projects across the first five program rounds have delivered beneficial outcomes in mental health, driver safety, road user awareness, codes of practice, chain of responsibility and driver education.

They have also driven the development, delivery and adoption of new technology and innovation relating to fatigue management, safety management systems, load restraint, safety cameras, seeing eye machines, rest stop areas to name a few.

And round six will continue this work, improving road safety as part of our government's ongoing commitment to move towards zero fatalities and serious injuries on our roads.

In addition to this, we're making the actual roads themselves safer, by investing in transport infrastructure. Our government has committed over \$25 billion over the next four years towards road projects with direct and indirect road safety benefits. Last month, we announced another \$250 million for Bridges Renewal and Heavy Vehicle Safety and Productivity Programs.

Some of the life-saving investments we are rolling out to

provide a more reliable and safe road network include our more than \$10 billion commitment to the Bruce Highway Upgrade Program, our commitment to duplicate the Pacific Highway from Hexham near Newcastle, to the Queensland border, and our \$4.9 billion Roads of Strategic Importance program that is upgrading our key freight roads.

The Office of Road Safety is also continuing its important work in addressing the epidemic of deaths and serious injuries on our roads.

I was incredibly saddened to hear about the deaths of two traffic controllers in as many months, which has understandably sent shockwaves across the industry, and I send my sincere condolences to their families, friends and colleagues. These are tragedies the likes that I, as Assistant Minister for Road Safety am working hard to prevent every day.

I want all road users – whether they are truck drivers, regular motorists, or traffic managers – to be safe on our roads and I assure you that I and Morrison Government will continue to work tirelessly, to this end.

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



1 <https://www.ancap.com.au/media-and-gallery/releases/aeb-adr>
2 https://tmaa.asn.au/wp-content/uploads/2021/10/Press_Release_-_Shockwaves_through_industry_as_another_traffic_controller_is_killed_-_26_October_2021.pdf
<https://tmaa.asn.au/wp-content/uploads/2021/11/Press-Release-Second-hit-and-run-in-as-many-weeks-sends-shockwaves-across-industry-9-November-2021.pdf>

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Benefits of Portable Traffic Lights for Road Projects

While temporary traffic management is designed to create safe areas for road projects and maintenance to go ahead, Austroads describes it as a high-risk activity for traffic controllers.

Traffic controller accidents and injuries (not to mention near-misses) can happen due to vehicles failing to stop, poor visibility in bad weather, driver aggression, and driver or worker errors.

That's why it's necessary to provide innovative, quality equipment, such as the eSTOP portable traffic signal system, which will help eliminate the safety concerns of traffic controllers.

Across Australia, there are some pretty sobering news reports on incidents that highlight why it's so crucial to improve workplace safety for the 250,000 or so people Austroads estimates work in temporary traffic management around Australia.

One way to vastly improve safety for traffic controllers is by removing them from the road into a safer position away from vehicles.

A portable traffic light system can make this happen by eliminating the need for workers to use hand-held stop/go batons at work sites.

HOW PORTABLE TRAFFIC LIGHTS IMPROVE TRAFFIC CONTROL SAFETY

Craig Evans, Specialist Manager Traffic at Kennards Hire in Brisbane, said the key benefit of portable traffic lights was getting controllers out of live traffic situations.

"With portable traffic lights, drivers take their cues from the device rather than traffic controllers. These systems are more visible than workers with batons in foggy, overcast or wet weather," he said.

"They can be used not only for road projects and maintenance, but also for events that require control of traffic movement."

The safety benefits of portable traffic lights include:

- The lights can be seen from a greater distance away than hand-held signs, giving motorists more time to slow down and/or stop.
- They enable traffic controllers to stand two metres or more away from the road, which is in line with some state road laws (for example in NSW).
- Drivers are used to obeying traffic light signals on the roads in general, so they may be more inclined to follow instructions when lights are used.
- They provide greater protection for workers not only against injuries, but also from sunburn, heatstroke, dehydration, fatigue and driver abuse.

Portable traffic light systems at Kennards Hire

Kennards Hire offers the eSTOP portable traffic signal system, which is Australia's first Type 1 approved signal system of its kind.

Features of the eSTOP system include:

- It can be used to control more than one lantern, but also



comes with fail-safe features to prevent two green lanterns lighting up at the same time.

- Ergonomic design.
- Robust while still being light in weight (maximum 8.4 kg).
- Easy to assemble, pack up and move from one job site to the next.
- Long battery life (15 hours).
- UV-protected hand remote controller, which is rated IP65 and comes with a range of up to 400 metres.
- Adjustable height and adjustable tripod legs for uneven surfaces.
- Load tested for winds of up to 100km/h.
- Full encryption-enabled for greater cyber security.
- Flexible pairing modes - e.g. they can be controlled by one person in 'pair' mode and by two people when independently paired.

Daniel Wiegold, Specialist Manager Traffic at Kennards Hire in Sydney, said the eSTOP system also meets new regulations in NSW that were introduced in May 2021.

"The new rules stipulate that hand-held signs are no longer permitted and that a traffic light or boom gate system must be used instead," he said.

"This means that if something does go wrong on the worksite, the vehicle hits the lights and not the traffic controller - a far safer scenario."

WHY CHOOSE PORTABLE TRAFFIC LIGHTS FROM KENNARDS HIRE?

Kennards Hire not only prides itself on hiring out the highest quality equipment but also in the exceptional service it provides through Trade Easy. This includes:

- Two-hour delivery (or delivery fee waived).
- On-site service and ability to swap equipment if things go wrong.
- Immediate response to queries and round-the-clock support.
- Equipment that is clean, checked, safe, and ready to go.
- Flexible drop-off within 50km of where equipment was picked up.

Portable traffic light systems make your traffic control workers so much safer. Check out the range of traffic management equipment available from Kennards Hire, including portable traffic lights, signs, bollards, barricades, ramps, road plates and electronic boards.

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T-Top Bollard Post Long lasting UV stabilised construction. High visibility. 16-71008

Hexagon Base 6kg 16-7009

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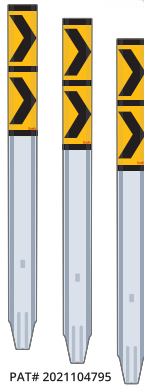
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Standard Barrier Mesh Orange 1x50M Roll 16-70029

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PACK OF 4



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Patented, Fully Reflectorised GuideX "WorkSITE" DELINEATOR is the perfect partner to temporary YELLOW line marking. Now mandatory for delineating traffic safely through ROAD WORK sites in all conditions. Fully reflective over their entire surface area these posts provide 5 time the reflectivity of standard delineators. Provides motorists with instant recognition of WORK ZONES. Quick to install and Easy to drive into compacted roadbase.

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\$16.80

PACK OF 20



REDUCE SPEED, INCREASE SAFETY, EDUCATE ROAD USERS



Solar Option
\$4,850.00



SAFETY

RadarX Electronic Speed radar signs are proven to have a massive impact on Road-User compliance with Speed restrictions in Work Zones. This means your crews are many times safer when Dynamic, Active speed detection signs are deployed. Driver awareness is heightened, and motorists alerted in real time of any non-compliance.



SIMPLE & EASY TO DEPLOY

This very portable device is set up in minutes providing immediate traffic calming and compliance. Units are robust, self-charging and maintenance free.



RECORDS TRAFFIC DATA

RadarX has the ability to record traffic data including traffic speeds and times.



ENHANCES DRIVER AWARENESS AND SAFETY

Motorists benefit from being alerted to their actual speed in real time. Speeding drivers are sent additional High Alert messages in various colours and graphics.



THE INNOVATIVE SOLUTION TO SAFE TRAFFIC CONTROL AT WORKSITES



SAFETY

Remove workers directly in the area of risk. Barrow Light V2 can be operated either manually at a safe distance from running lanes or be easily programmed to operate autonomously and automatically thereby eliminating catastrophic risk of worker death or injury.



TIME SAVING

Simple, Easy to Use and Set Up in minutes, the highly portable Barrow Light V2 will save your crew an enormous amount of down-time and the ability to quickly provide a safe and orderly traffic environment for your employees. In addition, the Public will appreciate the count-down timers all contributing to a professional and well managed work site.



BEST PRACTISE

Barrow Light V2 is the leading Portable Traffic Light in Australia and provides the safest and most effective way of Short-Term Traffic Management. With unique, ergonomic and practical features the Barrow Light V2 is used by Road Authorities and Contractors throughout Australia to safely control many traffic conditions from simple to complex.



VALUE

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100km/h CF606-100
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Prepare To Stop CF606-23
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Rough Surface CF606-08
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Changed Traffic Conditions CF606-61
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Road Closed Ahead CF606-41
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YOUR SPEED IS OUR SAFETY DURING COVID 19 AND BEYOND

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

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

Please share them as a story set in order.

Spread the safety message



Your Speed is Our Safety – Videos



PART 1 youtu.be/QLwXOtrMsCg



PART 2 youtu.be/OWGSBA4L0W4



PART 3 youtu.be/4yzkIYJ1p4M



Australian Government
Office of Road Safety

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Office of Road Safety



TMAA ROAD SAFETY CAMPAIGN REACHES OVER 12 MILLION AUSTRALIANS

When the Traffic Management Association of Australia decided to invest in developing an advertising campaign aimed at encouraging the public to be “roadworker aware”, the aim was to reach the broadest possible cross-section of Australian drivers. That aim has now been well and truly achieved, as in 2021 alone more than 12 million Australians have been exposed to the TMAA’s successful ‘Your Speed Is Our Safety’ campaign either on TV or via social media.

In response to growing concerns about the safety of workers within the traffic management industry, in 2019 the TMAA paid to develop a community service announcement encouraging drivers to slow down through roadwork sites. Telling the story of a roadworker who is hit by a negligent driver as seen through the eyes of his young daughter, the video introduced the ‘Your Speed Is Our Safety’ theme to the Australian public for the first time. The concept was to demonstrate the deadly impact which speeding can have on Australia’s road workers when a driver fails to slow down through a roadwork site.

The response to the initial ad from both the public and the traffic management industry was overwhelmingly positive and two further community service announcements were subsequently developed by the TMAA which extended upon the ‘Your Speed Is Our Safety’ theme.

The second community service announcement showed the full consequences of the fatality depicted in the first ad, including the attendance of paramedics at the scene, the emotional impact on the man’s traffic controller colleagues and the arrest of the driver by police. The third ad in the campaign then reinforced the point that drivers can’t turn back time if they kill a roadworker. It demonstrated this by “rewinding” the fatal accident and showing the crash and its distressing aftermath in reverse.

All three of the campaign ads complimented each other and drove home the vital message of the importance of Australian drivers slowing down through roadwork sites.

In order to ensure the campaign reached the widest possible audience, the TMAA successfully sought funding from both state and territory road authorities and other key industry stakeholders. Ultimately, additional funding was secured by the TMAA from the Office for Road Safety, as well as the Northern Territory government and the Tasmanian government. A1 Roadlines, who are one of Australia’s leading suppliers and manufacturers of line marking and traffic control equipment, also delivered additional financial investment in the campaign.

This invaluable support provided an injection of funding which enabled the extension of the campaign’s budget, allowing the TMAA to run carefully targeted campaigns across multiple high-impact channels over three separate weeks during 2021.

The first week of the campaign for 2021 launched to coincide with National Road Safety Week in May. This ensured that the public were exposed to the ‘Your Speed Is Our Safety’ messaging during a period when road safety was uppermost in drivers’ minds. A second week was subsequently scheduled to run in September with a third week in November.

In order to maximise audience size, the campaign comprised strategic investment in both TV and social media. The ads aired to mass audiences nationally through Southern Cross Austereo on the Seven and Ten networks across both their main free-to-air and digital TV channels. The campaign videos also ran across Facebook and Twitter, reaching carefully targeted national audiences.

Across the three weeks of the 2021 campaign, the ‘Your Speed Is Our Safety’ ads reached more than 10.7 million TV viewers nationally in both metropolitan and regional areas of Australia. The TMAA’s ads ran in numerous popular high-viewership shows such as ‘Sunrise’, ‘The Project’, ‘Better Homes and Gardens’ and both the Channel Seven and Channel Ten news.

In addition, 1.4 million total social media users across Australia over the age of 18 were reached by the campaign’s videos during the three campaign weeks in 2021.

TMAA Executive Officer Louise Van Ristell said the TMAA was delighted with the broad reach the campaign was able to generate.

“We couldn’t be happier with audience size we were able to reach with the Your Speed Is Our Safety campaign in 2021,” Van Ristell said. “The fact that we were able to reach 12 million people - or half the total Australian population - across the three weeks the campaign ran is a truly outstanding result. Hopefully, a significant percentage of those 12 million who have seen our campaign will now understand the dangers of speeding through roadworks and start to modify their driving behaviours.”

“Sadly, the final week of the campaign for 2021 in November ran shortly after the incidents which tragically claimed the lives of Australian traffic controllers Brendan Moreland and Timmy Rakei and injured their colleagues,” Van Ristell added. “This only served to underline the vital importance of the TMAA and our member organisations continuing to work together to raise public awareness of the dangers of speeding through roadwork sites.”

The TMAA would like to thank all those who provided funding for the Your Speed Is Our Safety campaign as well as those who shared the campaign videos on social media.

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ANDREW CLEMENTS

December 2021 marks a turning point for our industry here in Queensland, with the mandatory adoption of all things AGTTM/ QGTTM. Throughout this year, we have been preparing our members and their teams, with face to face workshops, live streamed webinars and EDM news to assist with this uptake.

As the next few months progress, it is TMAA who will be there to assist with queries and responses to any challenges experienced by our members and associates.

TMAA QLD members and associates are a safety first professional group who work together to seek solutions from our governing bodies via the association. It is great to see our members coming together to assist each other during this busy year, with a plethora of projects, continuing to drive the economic recovery.

This recovery will take us into the next decade and TMAA will be there to work with its members to bring change, innovation and safety leadership to the work we do each day. With safety as our primary focus, it is extraordinarily sad that this year and in the many years of this industry's growth and development, that we have lost many traffic controllers to errant drivers. I stand united with our association in non tolerance of reckless and dangerous driving, and know that the government and TMAA are seeking solutions to, where possible, removing our teams from any line of fire on their worksites. This is an ongoing battle and I urge you all to take care each day.

As we trial new products in the market, we hope that this will assist us in keeping our people safe and those whom we protect. As well, penalties for errant motorists will go a long way in enforcement of speed around our sites.

In this crazy time of year on our roads, keep your people safe and let's get everyone home safe. No exceptions.

Andrew Clements
TMAA QLD Chair





TMR's focus on sustainability recognised



Minister for Transport and Main Roads
The Honourable Mark Bailey MP



Major road projects across Queensland have set the bar for sustainability, through an ongoing commitment to innovation.

The trans-Tasman Infrastructure Sustainability Council (ISC) has recognised nine projects throughout the state through its ratings scheme.

Transport and Main Roads Minister Mark Bailey celebrated the work undertaken by the Department of Transport and Main Roads to achieve these ratings.

"To have nine projects be awarded honours through the council is no small feat and is an accomplishment I am proud to see," Mr Bailey said.

"The ISC rating scheme provides an independent, verified assessment of the sustainability of infrastructure projects with an aim to optimise infrastructure projects' economic, environmental and societal outcomes for the long term.

"And shining bright among the pack, the \$1 billion M1 South upgrade between Varsity Lakes and Tugun (VL2T) has become the first roads program in the country to receive a "Leading" design rating.

"This record rating is setting a high standard for future road programs and will inspire the next generation to continue creating sustainable projects."

Mr Bailey said the three projects that made up the

10-kilometre, M1 South upgrade had all been awarded the "Leading" rating, reflecting a score of more than 75 out of 110.

"Projects must provide evidence of an ongoing commitment to maximising sustainability and delivering enhanced environmental, social and economic outcomes for the community," he said.

"Between Varsity Lakes and Tugun, Australian-first innovations are being rolled out, including trial of a new pavement rubblisation method.

"This method involves cracking the existing concrete road surface and testing the remnants for use as road base for new motorway lanes.

"Repurposing these materials during construction aims to reduce waste material removal costs and lower overall carbon impacts.

"And in another Australian first, fauna exclusion shields on the noise barriers have been installed between Burleigh Heads and Elanora."

Minister for the Environment and Member for Gaven Meaghan Scanlon said undertaking the ISC rating process was another example of the Palaszczuk Government's commitment to a sustainable future for Queenslanders.

"The state government is backing sustainability and



renewables across industries like never before, including roads and transport," Ms Scanlon said.

"By 2025, every new urban bus we add to the fleet in South East Queensland will be zero-emissions and by 2030 we'll roll that out to the rest of the urban fleet.

"Better yet, these buses will be built here in Queensland, starting with 16 new buses to be built at BusTech on the Gold Coast.

"This isn't just a good deal for commuters and our environment, it's a boost to our state's manufacturing sector too."

ISC's chief operating officer Patrick Hastings commended TMR for adopting such a strong sustainability focus and labelled it a "significant player in the market".

"The significant investment in Queensland infrastructure in the last few years has seen state government agencies adopt the IS rating scheme to drive sustainability considerations and outcomes," he said.

"This provides government with the assurance that benefits realisation is quantified and can be confidently communicated."

Mr Hastings said the M1 South upgrade - funded through the Federal Government contributing \$680 million and Queensland Government \$320 million - was the first Australian road program to receive a "Leading" design rating with a score of 80.49.

Of the individual projects in the program, Burleigh to Palm Beach scored 82.7, Varsity Lakes to Burleigh Interchange 81.6 and Palm Beach to Tugun 79.1.

"This is a testament to TMR's commitment to sustainability," Mr Hastings said.

"The Infrastructure Sustainability Council congratulates TMR and its contractors on this achievement and for their commitment to sustainable infrastructure.

"The M1 Motorway Upgrade had some outstanding sustainability achievements including significant ecological enhancement including fauna sensitive road design considerations, the utilisation of the TMR waste and recycling calculator, which allows for better decision making around waste management and reuse, and the Australian-first use of concrete pavement rubblisation."

In addition to the VL2T program, ISC recognised the M1 North Upgrade project with Sports Drive to Gateway Motorway receiving a "Leading" rating and Watland Street to Sports Drive acknowledged as "Excellent".

Two Sunshine Coast Bruce Highway projects - the Caboolture to Steve Irwin Way upgrade and Maroochydore-Mons Road interchange upgrade - the M1/M3 Gateway Merge and Houghton River Floodplain Upgrade also received "Excellent" ratings.

For more information, visit www.tmr.qld.gov.au/projects



Spotlight on motorcyclist safety in Mount Mee Road trial

A new safety trial is underway in Mount Mee to improve the safety of motorcyclists, following a shocking 30 per cent increase in lives lost.

Transport and Main Roads Minister Mark Bailey said the trial would aim to reduce the number of tragic incidents involving motorcyclists on mountainous roads.

"This year is likely to be the worst year on the roads in over a decade, with 242 deaths recorded already (as at 4 November 2021)," Mr Bailey said.

"Of this, 60 were motorcyclists which is a significant rise compared to the previous year.

"We want every single Queenslanders to get home safely, and that's why this two-part trial will help us understand how linemarking can help guide motorcyclists on mountain environments."

Mr Bailey said roadside cameras played a big role in recording how motorcyclists naturally manoeuvred around the bends.

"The cameras have been set up at selected curves along Mount Mee Road where new linemarking has now been installed to monitor how this changes a motorcyclist's position in the traffic lanes at these positions," he said.

"Austroads has been a major partner in getting this trial off the ground and findings will be provided to Austroads, the association of Australian and New Zealand road transport and traffic authorities

"We're very proud to be involved in this safety trial which may bring broad benefits for motorcyclist road safety in Queensland, as well as the rest of Australia and New Zealand."

Mr Bailey said the trial coincided with the recent RideCraft campaign that focused on motorbike riders.

"In September, the RideCraft campaign was launched to encourage riders to tune up their craft to reduce their chances of being involved in a crash," he said.

"Something as simple as wearing the right protection, regularly maintaining your bike and reducing speed can save your life.

"This needless loss of life has got to stop so I ask everyone to jump online and take a look."

The line marking trial is being delivered by the Centre for Automotive Safety Research and is expected to be completed by mid-2022.

For information on the RideCraft campaign, check out streetsmarts.initiatives.qld.gov.au/motorcycles/ride-craft

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Brisbane



Brisbane



ANTHONY SIMMONS

As we come to end of a very challenging year in Victoria it has been refreshing to begin refining our plans for 2022 and I look forward to recommencing face to face meetings and events.

The recent death of TC Timmy Rakei cast a shadow over our Industry as a whole, but especially locally. We were pleased that we were able to assist in some small way with the organisation of the memorial motorcade and the engagement of DoT. We will shortly be participating in discussions with other stakeholders and the Minister's office about traffic management safety - and welcome the State Government's Humans of the Road digital advertising campaign launched on 26 November.

As usual, we were pleased to welcome participation from key stakeholders at our October and December meetings - Department of Transport, WorkSafe Victoria, Major Road Projects Victoria, City of Yarra, and our Supplier Members.

There were some new faces at our December meeting: Matt Briggs who has replaced Claire Potter as Director Planned Disruptions, Transport Services (DoT); David Eales, Director Network Transformation and Acting Senior Manager Real Time Management (Field Operations); and Michael Egglestone, Inspector - Construction Hazardous Industries & Industry Practice (WorkSafe Victoria).

Current Department of Transport (DoT) updates/issues discussed at our meetings are as follows:

BLANKET MOAS

DoT has prepared a draft Blanket MOA Guidance Note.

TMAA has some concerns that it does not appear to directly address the issue of long terms works on behalf of councils and how it will fit in with generic TMPs and link to Standard Operating Procedures. We will be having further discussions with DoT.

DOT INTERNAL WORKING GROUP FOR TM GREY AREAS

TMAA has been invited to use this forum to raise any additional issues. We have indicated that two pressing issues are the safety of TCs and use of shadow vehicles; and we will be seeking input from members on other issues.

ONEVIEW

DoT has indicated that a launch is anticipated at the end of the financial year. Questions about security were discussed and DoT will provide TMAA with further information for distribution to members.

PREQUALIFICATION

DoT advised that the Minister had signed off on the model (three tiers) for the new scheme.

TMAA had previously sought advice about any plans to introduce registration fees/charges. DoT indicated that it not yet developed a position on charging; and that in any event if charges were introduced, this would not be in the first year or two of the new scheme.

ADOPTION OF AS1742.3 & AGTTM

The delay in the adoption of the AGTTM has been of ongoing concern to members. Current advise from DoT is that the AGTTM will be adopted together with an Addendum listing additional requirements/enhancements (taken from the Victorian Code of Practice) that provide a higher level of control. The document would be very similar to the Queensland document and is currently being drafted and will be distributed as soon as possible.

TRAINING MATERIALS

DoT advised that these were still being written and anticipated draft release around April 2022.

STANDARD OPERATING PROCEDURES

DoT advised that it had prepared a first draft of a generic TMP Template and that was about to commence a major rework of the draft. DoT indicated that the document would reflect the bare minimum requirements. DoT would aim to share the draft with TMAA before February 2022.

WORKSITE SURVEILLANCE AUDITS

DoT had now reverted to providing TM businesses with the full report.

However, DoT also indicated that they were not satisfied with the current platform's ability to produce appropriate reports - looking at a new/revised platform for 2022.

INFRINGEMENTS & PREQUALIFICATION

TMAA has for some time been seeking advice from DoT on this issue. DoT has provided information on infringements - subsequent to our December meeting - which will be distributed to members with the meeting minutes.

OC ECO T-TOP BOLLARD

OC Connection - a disability services provider - gave a presentation at our December meeting about its plans to locally manufacture T-Top Bollards made from recycled bollards.

We will have more to say about this exciting development in future reports.

GOLF DAY & 10TH ANNIVERSARY LUNCHEON

Provisional dates are 11 or 18 February 2022.

On a personal note, I would like to thank the Victorian Membership for their continued support and patience, throughout what has been another very challenging year.

Wishing you all a very Merry Christmas and a Happy and safe New Year.

I hope you can all catch up with family and friends, near and far, and most of all -

STAY SAFE!

Anthony Simmons
TMAA VIC Chair

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Ben Carroll

Minister for Roads and Road Safety
Victorian Government

Everyone deserves to make it home safely to their family at the end of the day – and the choices drivers make behind the wheel can be life-changing.

Roadside workers are too often putting their lives at risk when simply doing their job and I know the stories of distracted and reckless drivers ignoring traffic management are far too common.

Last month, a Victorian tragically lost his life while working to keep others safe on our roads and his workmate was seriously injured.

This isolated yet horrific event was a stark reminder of the dangers workers face each and every day and I acknowledge the heavy impact these incidents have on every roadside worker.

As Victoria opens up and roads grow busier, we're helping the community reflect on how their decisions behind the wheel can be the reason someone makes it home safely.

We recently launched a new campaign urging drivers to slow down, highlighting the everyday dangers roadside and emergency service workers face by featuring five people who either work on the roads, or for emergency services.

For their sake and the thousands of other Victorians delivering a record program of works to transform the state's transport network, it is absolutely crucial to respect speed limits in roadwork zones and to slow to 40 when passing stationary and slow moving emergency vehicles with lights flashing.

As we work toward our goal of zero fatalities on our roads by 2050, we know our road safety initiatives, education, policy reform and infrastructure upgrades, combined with enforcement are saving lives on our roads – but too many close calls for roadside workers continue.

This is exactly why, as part of Victoria's Road Safety Strategy 2021-2030, we're focused on protecting those who are most vulnerable on our roads – including roadside workers.

Under Victoria's Road Safety Action Plan we're launching community education campaigns and trialing new ways to better protect workers.

But we cannot do this alone. We need everyone on our roads to pay extra attention around work sites, drive to the conditions and slow down – because every single driver can be the reason someone's friend, family member, neighbour makes it home safely each day.

Ben Carroll
Minister for Roads and Road Safety
Victorian Government

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DO YOU WORK IN A VICTORIAN TRANSPORT-RELATED FIELD?

We'd love to hear from you!

The Monash University Accident Research Centre (MUARC) is conducting an anonymous survey exploring practitioners' perceptions of road safety in Victoria. The results will provide important information for understanding road safety in Victoria.

Do you work in one of the following or related areas?

- Traffic management
- Road marking
- Road repair
- Workplace Health and Safety
- Coaching and training
- Or other related industries

Then MUARC wants to hear from you!

This survey defines a practitioner as anyone whose work interacts with Victoria's transport network in some way. Practitioners play an important role in ensuring safety across the road network, so completion of the survey will provide valuable information for governments and universities of the current road safety environment.



The online survey takes approximately 10 minutes to complete.

To complete the survey, click here

Share this link with your colleagues!

monash.az1.qualtrics.com/jfe/form/SV_bJV1VYvhpJfjxcO



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If you have any questions please contact Michael Green at michael.green@monash.edu



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*Note: if your council
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Toolkit is included.*

IPWEAQ has developed the Temporary Traffic Management Toolkit (TTM Toolkit) to support the planning and design of safe, cost effective and efficient temporary traffic management solutions for low volume Category 1 roads. The Toolkit responds to concerns raised by councils that the adoption of the mandatory Austroads Guide to Temporary Traffic Management (AGTTM) would place an undue burden on work activities related to roads with traffic volumes of less than 1,000 vehicles per day.

The TTM Toolkit will assist Traffic Management Designers (TMD) prepare Traffic Management Plans (TMP) and associated Traffic Guidance Schemes (TGS) for low volume roads (up to 250 vehicles per day). A TMP is required for every project to address the identified risks. The length and complexity of the TMP is proportionate to the level of risk associated with the works. (AGTTM Part 2, Section 2.2)

The TTM Toolkit includes:

- Traffic Management Plan (reference document)
- Project Planning Tool
- Standard forms
- TGS Selection Tool
- Suite of generic TGSs

The objectives of the TMP are:

- outline how the works are integrated into the operation of the road network, providing for the safety of workers and road users while maintaining the service provided by the road network.
- provide the road infrastructure manager with confidence that all relevant issues have been identified and considered approach to each issue has been developed.
- ensure the safety of all road users including both vulnerable road users, and workers on roads, who require protection from traffic.
- manage possible adverse impacts on traffic flows and ensure network performance is maintained at an acceptable level.
- assess and minimise the impact on users of the road reserve and adjacent properties, businesses and facilities.
- identify and consider all foreseeable risks and stipulate mitigation measures.
- provide innovative treatments where possible.

Contact Director, Professional Services
✉ Craig.Moss@ipweaq.com ☎ 3632 6805

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Looking out for the risk at worksites on roads



DR DAN SULLIVAN

Twelve months ago, I wrote about the need for Risk Management to be integrated as a core element of every aspect of the Temporary Traffic Management task. In considering the realities of undertaking risk assessment on site I must recount one of my recent experiences.

I was on site with staff from a local council to review the temporary traffic management practices they were applying at some of their maintenance sites. In particular, we were discussing the most suitable treatments to apply at a site where street trees needed branches to be pruned and whether closure of lanes on the road was required. While our discussion was focussed on work task, which elements of the road and path were likely to be impacted, and what short term or static works traffic management practices were appropriate in the circumstances, I was immediately drawn to make an observation to the council staff that I was with.

We were standing on the shoulder of the road under the tree to be pruned. I chose to stand on the kerb at the side of the road facing both the area for the works and the approaching traffic. As I wrote in May 2020, one of my guiding principles for my own safety is to stand as far away from traffic as possible and to stand facing approaching traffic so that I can see potential risks. In this way I could see every approaching vehicle well in advance and prepare myself to react if I observed something that worried me. However two of the council staff with me chose instead to stand immediately at the edge of the traffic lane with their back to traffic. In this position they were both unable to see approaching traffic and were located where even the smallest error on the part of a driver could have tragic consequences.

I pointed out the risks that they had exposed themselves to and to their credit both the staff acknowledged their error and moved to a position of greater safety near where I was standing. What this revealed however was a tendency for some workers to grow somewhat complacent about the risks they are exposed to as they undertake the same job day in and day out.

This message about personal risk remains pertinent given

recent tragic hit and run incidents in Queensland and Victoria which have again highlighted that our industry is a high risk occupation with potentially fatal outcomes. As I also wrote back in May 2020 there are a portion of drivers in our community who will blatantly ignore all of the safety messages and will drive in a manner that puts our workers at risk. Vehicles on our roads do not have mechanisms to prevent unsafe driving habits or blatant disregard of road safety and hence we are reliant on the driver doing the correct thing.

Therefore I consider it worth remembering my previous messages.

While better designs, police enforcement and education of drivers can play a role in improving safety, the recent events demonstrate that it is not possible to eliminate all hazards to workers. Therefore, I always like to ask - ***What more you can do to take control of your personal safety.***

As well as looking out for yourself - look out for your mates. If you see your fellow worker standing or doing a task in an unsafe way, suggest that they stand somewhere else or undertake their works looking towards traffic instead of away from it. If you see a vehicle approaching that looks like it will create a hazard, let you mates know so that you can all get out of the way.

LOOK OUT FOR YOUR OWN SAFETY - LOOK OUT FOR YOUR MATES SAFETY AS WELL.

I invite all workers in the industry to follow my lead and ensure that you raise the safety issues if you see any of your colleagues working or standing in locations that are not the safest please. The council staff I mentioned this to were both welcoming of the consideration of their safety. If you see a situation which gives you concern for your safety ensure that you raise the issue so that everyone can consider whether additional protection treatment is required.

Overall let's remain safe this holiday period and into 2022.

Dan Sullivan
Founding Director, Solutions in Transport



▶ TMAA WA CHAIR'S REPORT



MAX LINE

What a busy quarter it has been over here in Western Australia. The infrastructure sector is definitely in full swing across the state. It has also been another quarter that has bought our industry back to its knees with loss of life on the east coast. It is devastating news and something that affects everyone within the industry. Road safety is a major concern across the country and something our traffic controllers have to face on worksites.

The TMAA WA held a breakfast in November for its 10-year anniversary at Frasers Restaurant in Kings Park. It was an absolute pleasure to have Brendan Wiseman as our guest speaker for the event. Brendan is the Road Safety Policy Manager for Main Roads Western Australia and held a very informative presentation regarding the changes and future of MRWA and their assets. It is always a pleasure to catch up with people within the industry and it was great to see a number of new people and businesses attend the event. I would like to say thank you to Robbie and Ken from ATM for attending. It was great to see you both.

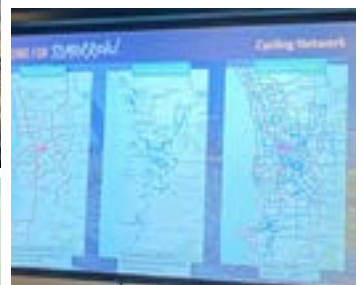
The TMAA has recently been working closely with A1 Roadlines in Melbourne, Main Roads Western Australia and Department of Transport around the approvals of TL-2 Truck Mounted Attenuators for use within Western Australia. In December MRWA released both the Traffic Management for Works on Roads Code of Practice and Requirements for the use of Truck Mounted Attenuators in WA - Code of Practice with the allowed use of TL-2's within WA. I am a big believer the TL-2's will be another lifesaving piece of equipment for our industry and look forward to seeing these vehicles being deployed across both static and mobile worksites in the near future.

On behalf of the TMAA WA, I would like to say thank you to Brendan Wiseman for attending our 10 year Anniversary event as the guest speaker. It was an informative presentation and everyone walked out excited to see what the future holds for our industry,

Best Regards

Max Line
TMAA WA Chair





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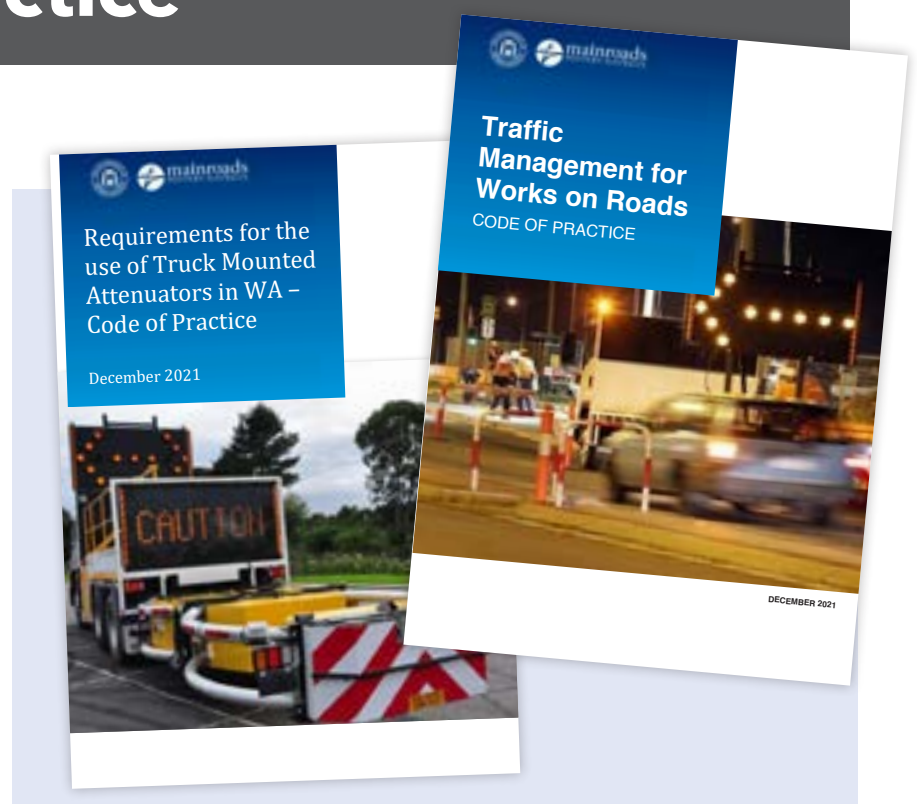
WA Traffic Management Code of Practice

The December 2021 edition of the Traffic Management for Works on Roads Code of Practice and Requirements for the use of Truck Mounted Attenuators in WA - Code of Practice have been published in the Main Roads website.

Changes to the existing document include:

Traffic Management for Works on Roads Code of Practice:

- Adoption of AGTTM version 1.1
- New section for TMP to include details on traffic management implementation and removal procedure (section 4.2.5).
- Main Roads aiming to remove all manual traffic control with a stop slow bat by mid-2022 (section 6.8.3).
- When workers on foot use of shadow vehicle to protect workers must be considered.
- Must consider the use of speed feedback signs under particular conditions (section 7.3).
- New section encouraging use of CCTV, Body Cameras, etc. at TM sites (section 7.4).



TMA in WA Code of Practice:

- Inclusion of TL-2 TMAs with host vehicle departures
- Transition to MASH approved TMAs
- Expanding use of TMAs on all grade separated roads with grade separated road with a speed of 90 km/h and more than 20,000 vpd (category 3 roads).

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brighter than competitive Class 1100 sheeting for signs on the left shoulder¹



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brighter than competitive Class 1100 sheeting for overhead signs¹

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brighter than competitive Class 1100 sheeting for signs on the right shoulder¹

- The higher luminance provided by DG³ is expected to serve a higher fraction of drivers than competitive Class 1100 sheeting.³
- From the perspective of drivers having difficulty reading the sign, DG³ provides significant performance advantages compared to competitive Class 1100 sheeting when considering the proportion of drivers that are NOT served by a sheeting. For instance, for disadvantaged sign locations viewed by typical passenger vehicles in urban settings, DG³ serves approximately 30% of the drivers that could have difficulty reading these signs with competitive Class 1100 sheeting.²

The angle of observation.

The angle formed by the vehicle's headlights and its reflection back to the driver's eye.

0.8°

Angle of observation



0.6°

Angle of observation



0.4°

Angle of observation



More light means brighter signs.

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Brighter signs mean safer roads.

Studies have found that where more-visible signs are installed,

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25% to 46%

in three to six years⁵.

Safer roads mean smoother budgets.

53

A benefit-cost analysis performed by the U.S. Department of Transportation found that communities could save \$53 in crash-costs for every \$1 spent on upgraded signs⁴.

Australia: www.3M.com.au/roadsafety
New Zealand: www.3M.co.nz/roadsafety

1. Passenger vehicles across the legibility range² for 16" sign lettering
2. Carlson, Paul J. Ph.D., P.E. (2014) "Performance Evaluation of Retroreflective Traffic Signs" TRB Paper #15-2963, Texas A&M Transportation Institute.
3. Although approximately 3% of additional drivers served by the higher luminance provided from DG3 may not seem like a significant increase, these additional drivers are likely to be vulnerable drivers.
4. Safety Effects of Traffic Sign Upgrades in Albuquerque, New Mexico; Bradford Brimley, Seyedeh Maryam Mousavi, Paul Carlson, Karen Dixon
5. Ripley, D.A, Howard R. Green Company, ITE ABO4H313, Quantifying the Safety Benefits of Traffic Control Devices—Benefit-Cost Analysis of Traffic Sign Upgrades, 2005 Mid-Continent Transportation Research Symposium Proceedings.

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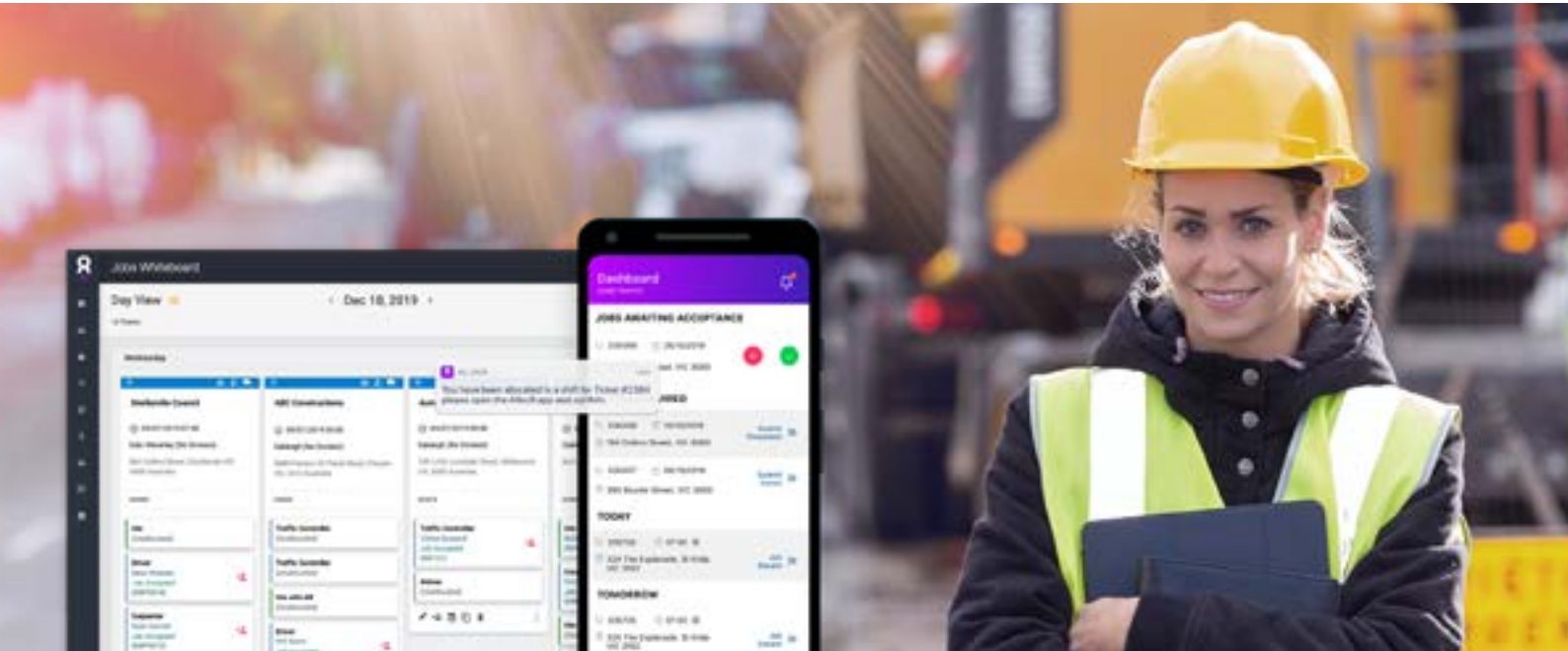
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► TMAA SA CHAIR'S REPORT



MATTHEW WRIGHT

On 4 November, SA held a 10 Year Anniversary luncheon at the Adelaide Oval. The luncheon was greatly supported by our members and suppliers with over 40 people in attendance. We were honoured to have the Minister for Infrastructure and Transport Corey Wingard as guest speaker. TMAA SA would like to congratulate Altus and Workzone Traffic Control on their 10 year membership with TMAA SA.

As mentioned in my last report, there has been a lot of discussion in the issuing of fines for leaving unnecessary signage out, on sites. This discussion is ongoing. There have however, been approximately eight fines issued to companies (some non-traffic) for non-compliant sites. These range from small indiscretions such as 'not having a cover up in place', to severe breaches of 'works being performed without a permit.' Fines were \$1250 each + a Victim of Crimes levy fee. As an industry we support such large fines issued for severe breaches but would recommend a sliding scale for other breaches. We need to continually work alongside DIT to educate Traffic Controllers to ensure compliance on every site.

Now that we have reached the 80% vaccination target and SA border restrictions have been lifted, there are some ongoing concerns as to what effect this may have on the industry. In particular, some clients are now requesting all staff/subcontractors are vaccinated.

As the works in SA continue to be progressed, I have been speaking with many of our members and a common issue is that of finding experienced traffic controllers. TMAA have held discussions with CCF/ Civil Train in regards to additional S.W.A.T courses. We are hopeful that if there are more courses on offer, we will be able to train additional people and have them qualified and work ready sooner.

This is particularly important as we move forward with planned works in 2022. I look forward to working with all TMAA SA members and associates and our key government and associated stakeholders. Stay safe and well during the silly season.

Matthew Wright
TMAA SA Chair



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► TMAA NT CHAIR'S REPORT



CHRIS BOYER

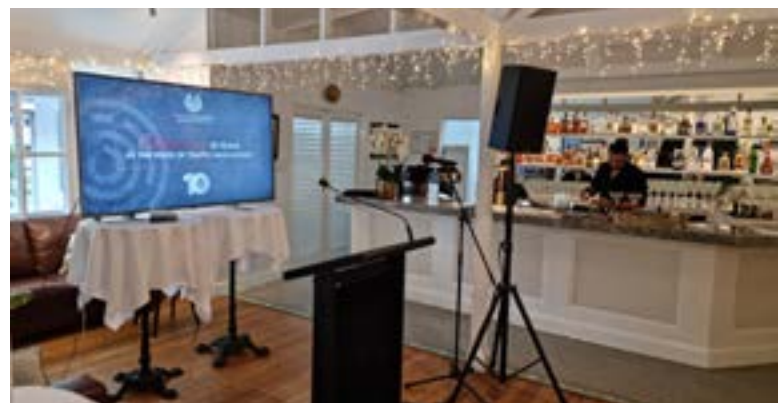
Christmas in Australia looks quite different to the Christmas scenes we all saw in the American movies growing up. For most of us there is no snow, and certainly no reindeer. The festive season is still special to all of us in our own way, and those from Darwin, or those who have lived here for quite a while, will know that a real Darwin Christmas has all the trappings of the other parts of the world, but where there should be snow, there is rain (and lots of it). Some years are wetter than others, probably none wetter than in 1974, when Santa didn't make it. This year it seems those of you on the east coast will outdo us. That being said, it certainly isn't dry up here, and I imagine all the NT companies have been rained off more than once this quarter.

Something that never leaves us on Christmas is the humidity. This year has been noticeably muggier and the reports from the traffic controllers indicate that they've been feeling it. It's a safety issue that can not be underestimated in the tropics, another important factor to keep an eye on to ensure all are well and safe for Christmas.

On the evening of 7 December we had our TMAA NT 10 year anniversary dinner at The Darwin Club in Darwin City. Our star guest was the Honourable Eva Lawler, who is elected member for Drysdale serving as the Minister for Infrastructure, Planning and Logistics. She is also the Minister for Environment and Natural Resources. We were also joined by members from DIPL, CCFNT, Roadside Services and ETAS along with our regular members. We are pleased to have had our newest members in attendance: Workzone Traffic Control and Darwin Traffic Control. Minister Eva Lawler spoke on the future developments in the Territory and indicated that there were a lot of big projects and work in the pipeline for the coming years. Minister Lawler also touched on the difficulties the NT businesses are facing right now with finding staff, and noted that the government is aware of these issues and is working on solutions for them.

At the end of the day I think all our members will agree that having plenty of work and struggling for staff is a much better problem to have than the alternative. Minister Lawler's words certainly seem to ring true in the energy of Darwin right now. There is a lot of hustle and bustle taking place and everyone is trying to get everything done before it's time to take a spell for Christmas. I am certainly no exception to this, having barely had the time to compose this report. Before I put my head down and get back into it, I, on behalf of all myself and all the TMAA NT members, want to wish you all a Merry Christmas with your loved ones, and a safe and prosperous new year in 2022.

Chris Boyer
TMAA NT Chair





TMAA Calendar of Division Meeti

Events will be updated across 2022. For webinar and event invitations visit www.tmaa.asn.au news and events.

2022	January	February	March	April	May	June
TMAA WA	No Meeting	Thursday 10 February Meeting	24 & 25 March TMAA Conference Melbourne AGM and election 25 March, Melbourne	Thursday 21 April Breakfast		Thursday 9 June Meeting Chair election AEC
TMAA SA	No Meeting	Thursday 3 February Meeting	24 & 25 March TMAA Conference Melbourne AGM and election 25 March, Melbourne	Thursday 7 April Breakfast	Thursday 5 May Meeting	Thursday 2 June Meeting Chair election AEC
TMAA VIC	No Meeting	Wednesday 9 February Meeting	24 & 25 March TMAA Conference Melbourne AGM and election 25 March, Melbourne	Thursday 7 April Breakfast		Wednesday 1 June Meeting Chair election AEC
TMAA NSW	No Meeting	Wednesday 16 February Meeting	24 & 25 March TMAA Conference Melbourne AGM and election 25 March, Melbourne	Wednesday 13 April Breakfast		Wednesday 1 June Meeting Chair election AEC
TMAA NT	No Meeting	Wednesday 9-February meeting	24 & 25 March TMAA Conference Melbourne AGM and election 25 March, Melbourne	Wednesday 13 April Breakfast	Wednesday 11 May Meeting	Wednesday 8 June Meeting Chair election AEC
TMAA QLD	No Meeting	Thursday 10 February Meeting (hosted by TMR)	24 & 25 March TMAA Conference Melbourne AGM and election 25 March, Melbourne	Thursday 7 April breakfast	Thursday 5 May Meeting Thursday 12 May Regional Lunch/ Presentation	Wednesday 2 June Meeting Chair election AEC
TMAA TAS	No Meeting	Friday 11 February Meeting	24 & 25 March TMAA Conference Melbourne AGM and election 25 March, Melbourne	Friday 8 April breakfast		Wednesday 3 June Meeting Chair election AEC
TMAA BOARD	No Meeting	Thursday 14 February Board Meeting	24 & 25 March TMAA Conference Melbourne AGM and election 25 March, Melbourne	Tuesday 5 April Board Meeting	Board meeting and Dinner Wednesday 4 May Hobart	

Please note: dates are subject to change.



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TRAFFIC MANAGEMENT
ASSOCIATION OF AUSTRALIA

July	August	September	October	November	December
	Thursday 11-Aug meeting		Thursday 13 October Breakfast		Thursday 8 December Christmas Lunch
Thursday 7 July LUNCH FUNCTION	Thursday 4 August meeting	Wednesday 1 September Breakfast	Thursday 6 October Meeting	Thursday 3 November Meeting	Thursday 1 December End of year function
	Wednesday 3 August Meeting		Wednesday 5 October Meeting Friday 14 October Golf Day		Wednesday 7 December Christmas Lunch
	Wednesday 10 August Meeting and Lunch		Wednesday 12 October Meeting		Friday 2 December Christmas Lunch
Wednesday 13 July Meeting	Wednesday 10 August Meeting	Wednesday 14 September Meeting	Wednesday 12 October Meeting	Wednesday 9 November meeting	Friday 9 December Christmas Dinner
Thursday 7 July Meeting (hosted by TMR)	Thursday 11 August Meeting	Thursday 1 September Breakfast	Friday 21 October Golf Day Thursday 12 October Regional Lunch/Presentation	Thursday 3 November Meeting (hosted by TMR)	Thursday 1 December Christmas Lunch
	Friday 12 August Meeting		Friday 7 October Breakfast		Friday 2 December Christmas Lunch/Dinner
	Thursday 4 August Board Meeting and Dinner Darwin		Tuesday 4 October Board Meeting to approve audited financial reports	Thursday 10 November General Members Meeting Board Meeting and Dinner Sydney	



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TRAFFIC MANAGEMENT
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TASMANIA
DIVISION



PETER DIXON

As we rapidly approach the end of another year, we have been tragically reminded of the high-risk nature of our industry with the death of Timmy Rakei and Brendon Morland. We held a minute's silence at our recent 10th Anniversary dinner for TCs killed in the line of duty.

"The dinner was a good opportunity for TMAA members, the CCF, industry partners and the State Government to catch up and discuss the year we have had; and we welcomed an update on the State Government's Infrastructure Pipeline."

The Department of State Growth is working closely with the industry to develop new systems to support the rollout of new devices and technologies and are approaching TMAA TAS to develop new ways to educate road users regarding temporary traffic management.

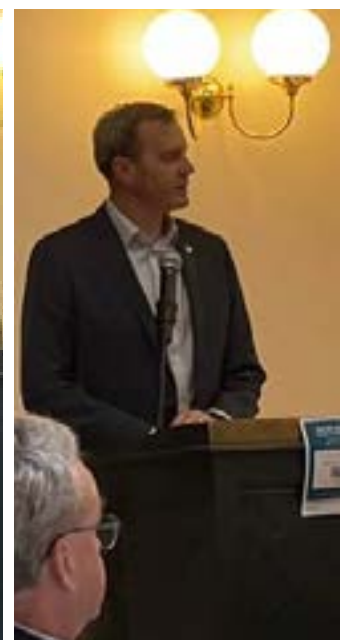
The Austroads Guide to Temporary Traffic Management is a hot topic in Tasmania as we approach the 1 year anniversary of its adoption in our state. The year has been an interesting one as it is with any new rulebook. New interpretations and methodologies have been discovered and implemented all year.

The adoption has been a bit challenging to all involved with the delays to the release of the National Training Framework for Temporary Traffic Management. It is good to hear it is back on track. We are all eagerly awaiting its release.

We look forward to 2022 and the opportunities that it brings. With restrictions being lifted our Division will move forward with strength and unity to provide the safe workplaces and events that our workers and stakeholders deserve.

I wish all members and associates a safe and happy festive season.

Peter Dixon
TMAA TAS Chair





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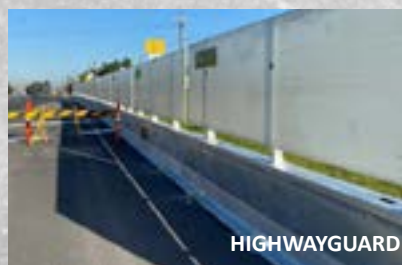
LIGHTING SOLUTIONS



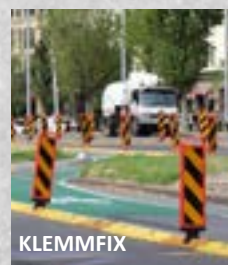
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Michael Ferguson

Tasmanian Minister for
Infrastructure and Transport



It was my pleasure to attend the TMAA's 10 year anniversary dinner in Hobart in November.

It marked an important milestone for the association, having provided support and services to members, and a vital source of input to our traffic management policy and practices for a decade.

Traffic management is a core component of every project we do on our road network.

Working together, the Government and TMAA members ensure disruption to the travelling public is minimised while workers remain safe.

This has never been more vital, with the record investment in new and upgraded infrastructure and the increase in work that is flowing from that.

Investment in our roads and bridges is a key contributor to Tasmania's overall economic and social prosperity.

Our transport infrastructure supports Tasmanian businesses to grow and thrive by supporting the efficient flow of goods and people.

It also ensures Tasmanians can get to work and home again safely, visit friends and tour our state.

We are driving ahead with one of the most substantial capital investment programs in Tasmania's history.

Total spending on roads and bridges over the next five years has risen to a record \$2.7 billion

Our program ranges across the full spectrum of road improvement works to ensure the State has the transport infrastructure it needs now and into the future.

We are maintaining our commitment to upgrading and maintaining our 3 700 kilometres of road, 1 300 bridges and signalised intersections across the state to ensure past investment continues to benefit road users, industry and the State's ongoing growth.

We are building on that foundation together with the Australian Government, with heavy investment in our road and bridge construction programs.

This investment includes visitor infrastructure improvements, a program of bridge strengthening and renewal, congestion relief, safety upgrades and road renewals.

Work on the State's biggest ever road project, the new

Bridgewater Bridge, is progressing quickly towards major construction starting next year.

We are well advanced on another major program, the Midland Highway 10-Year Action Plan, with 17 projects, or 70 per cent now completed.

The Australian and Tasmanian Governments are investing a combined \$349 million in meeting the needs of the rapidly expanding Sorell area through the South East Traffic Solution.

Work is currently well advanced on three major projects: the new Hobart Airport Interchange; the signalised intersection and dual-lane highway through Midway Point; and the Sorell Southern Bypass.

Looking ahead, we have started planning on a number of major initiatives.

These include the development of 10-year strategic action plans for the Bass, Huon and Channel Highways.

We have also started detailed planning and design work for joint funding of a \$55 million four-lane upgrade for the South Arm Highway and \$60 million Altona interchange and Kingston bypass duplication.

We are developing a Corridor Improvement Plan for the West Tamar Highway between Launceston and north of Legana, supporting the Tasmanian Government's plan to improve safety and traffic flow.

The Government has committed to invest an additional \$84 million in upgrades to the East and West Tamar Highways.

Building on the Australian Government's commitment of \$16 million to the West Tamar Highway, this will deliver a \$100 million package of targeted upgrades to both sides of the Tamar.

This historic investment in our transport infrastructure is delivering economic growth, safer roads and jobs.

The Tasmanian Government looks forward to continuing its strong working relationship with the TMAA, as well as the wider industry as we build a safe and prosperous Tasmania.

A+ POSITIVE

WORKFORCE FINANCE

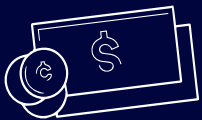


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Issues Facing Road Marking In Australia

Paul Robinson is the general Manager of the Roadmarking Industry Association of Australia (RIAA). Here he shares a summary of some of the issues impacting that industry sector.

SUPPLY ISSUES

A combination of increased demand for materials due to increased works, freight issues, and materials shortages globally are impacting supplies for pavement markers.

The current business environment includes pandemic related difficulties, and on-going tensions between the Australian and Chinese governments. This has created unique circumstances including lock downs, supply chain issues, new health and safety protocols, and increased infrastructure activity arising from government stimulus programs.

Increased demand for services is combining with these adverse impacts on production. This creates the potential for ongoing tension on price, and upon the timeliness that works can be completed.

FREIGHT AND SUPPLY CHAIN DIFFICULTIES

The cost and time of freight has increased during the COVID pandemic. It is likely to become increasingly important for State Road Authorities and other major stakeholders to:

1. Factor these considerations into budgets and planning; and
2. Provide the maximum possible advance warning on potential high-volume use, as it may now take at least three months from the order of materials to site, no matter how vital the works.

In saying the above, this forecast comes with the rider that no doubt we have all experienced how COVID can dramatically change the operating environment, almost overnight. None the less, awareness of these issues will be important for an efficiently functioning industry.

Materials that require freight or specifically sea freight are

more difficult and costly for importers, with much higher lead times.

RAW MATERIALS AND PRE-CURSOR CHEMICALS

Global COVID lockdowns, production impacts, freight difficulties, and trade tensions have adversely impacted production of precursor chemicals and raw materials. An example is the global shortage of resin, which has already increased by more than 30 percent, and is forecast to further increase. This will translate into increased prices. This situation is further negatively affected by global supply chain issues, specifically shipping delays.

PORT DIFFICULTIES AND CONTAINER COSTS

Australian ports and shipping lines are increasing charges to ease congestion, translating into increased costs for finished goods and raw materials. For example, there are reports of shipping container costs increasing by 500%.

Most pavement marking products are affected in some way.

MATERIAL AND LABOUR

The cost of raw materials has almost doubled due to the higher demand.

COVID protocols and efficiency impacts have increased labour costs relative to outputs. Further cost impacts include increased overtime costs to meet demand, and increased maintenance costs due to the impact of increased machinery use.

Our industry operates in Australia as participants in global supply chains.

Within the current Australian setting, it is possible to be unaware of how serious the issues are internationally, and how little we have suffered to this point other, than the Tourism and Hospitality Industry.

In conclusion, recognising potential price and project delivery impacts, and including that in planning, budgeting, and communication, are likely to become increasingly important.

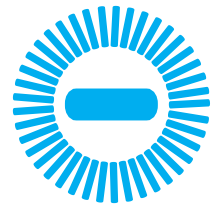
Continued page 49

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ISSUES FOR PAVEMENT MARKERS

In addition to supply issues, *demand for works increased due to infrastructure stimulus. Managing labour, supply, planning, and equipment to meet this demand is difficult for the industry.*

HARMONISATION

Various State Road Authorities (SRA's) and industry stakeholders often have slightly different requirements relating to such issues as reflectivity, formats, pre-qualification, width of markings etc. The greater the alignment of these requirements, the greater the quality, safety, and "value for money" delivery is to all industry participants. The RIAA has a Technical Committee and a Car Park / Off the road Committee. These groups assist in representing members views to SRA's, Standards Australia, Austroads, the Road Authorities Pavement Marking Group (RAPMG), the CSIRO (on PCCP, APAS, and specifications), the Civil Contractors Federation, the Traffic Management Association, and others. Through those endeavours, the RIAA seeks to ensure greater consistency of understanding and requirements, while recognising some of their perspectives may differ slightly.

END USERS UNDERSTANDING OF PAVEMENT MARKING SERVICES

Give me access to Google and I become an expert on anything.

Managing the expectations of end users can be difficult at times. Requirements and standards set by SRA's can "trickle down" to Local Government, Car Park operators, and other asset owners. The RIAA Technical and Car Park / Off the road Committees have delivered a series of industry Guides. These guides are a tool to assist in advancing industry knowledge, consistency of understanding, and to enhance harmonisation activity.

SAFETY

Road user and road worker safety is paramount. In this area, the RIAA has provided some input to Austroads on their "Guide to Temporary Traffic Management". This work is on-going, as the Guide is a "living document", and the RIAA seeks to ensure our member interests are considered by Austroads.

UNDERSTANDING AND MONITORING THE INCREASED USE OF RECYCLED COMPOUNDS IN ROAD SURFACES:

While the use of recycled materials is not new to road surfaces, there is growing interest in the use of such materials by State Road Authorities, including from an environmental perspective. The RIAA is working on understanding these developments, and the impacts upon pavement marking materials and practices.

ENSURING THE RIGHT BALANCE WITH REFLECTIVITY READINGS:

Road user and road worker safety is always the primary goal. The challenge is achieving the balance between the demand for greater reflectivity results, with the need for achievable outcomes and fair financial returns for providers. The RIAA encourages stakeholders to take a balanced approach from their perspective. For example, SRA's may seek pricing based on enhanced reflectivity readings. That becomes a matter for the tendering and quoting activity. However, those same reflectivity requirements will likely not be applicable to membership of PCCP / APAS, some of whom may work on car parks and other off the road settings.



LONG TERM CONTRACTS

Freight issues are impacting the cost of materials. This is difficult for contractors with long-term contracts that have not factored this in.

POSITIVELY INFLUENCING THE WORKLOAD "PIPELINE" FROM ASSET OWNERS TO MAXIMISE EFFICIENCY

Sometimes it is difficult to understand what works are coming up from State Road Authorities, only for major pieces of work to be suddenly announced. This adversely affects providers ability to coordinate equipment, material, and labour. Greater insight into forward plans would aid efficiency and end results for all.

MONITORING EVOLVING INDUSTRY TRENDS SUCH AS INTEREST IN CAP, AUDIO TACTILE LINE MARKING (ATLM), ATLM MAINTENANCE, AND MILLED ATLM

Understanding the latest areas of interest for State Road Authorities (SRA's), and ensuring member views on those issues are communicated, is an important activity. As RIAA Sponsors, the RIAA conducts regular Executive Briefing sessions with Transport NSW and Main Roads WA, as well as ongoing communication with them and Australia's other State Road Authorities.

MAINTENANCE

The amount of works underway will likely create increased demand for maintenance works. This may coincide with fiscal pressure on Government following the COVID pandemic. Effective long term maintenance planning requires consideration from asset owners.

NON-GENDER SPECIFIC SIGNAGE

The RIAA has received reports of car park operators requesting non-gender specific pavement markings, such as prams without an identifiable male or female figure. This evolution reflects evolving community standards in these issues. Currently there are differences from state to state on these requirements. The RIAA will seek to work with Car Park operators, Standards Australia, and other relevant stakeholders as this issue unfolds.

Paul Robinson

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

▶ TMAA NSW CHAIR'S REPORT



TYNAN DIAZ

2021 has been a year of major project delivery for TMAA NSW members, but not without interruptions, pauses and lockdowns. It is a tribute to our members and all traffic management companies in New South Wales, that we have been able to drive safety and progress the COVID recovery within our state through diligent operations with safety as our key focus. Safety has been at the forefront of the year, with TfNSW launching changes to the guides that we use daily. These updates are now fully implemented and TMAA NSW would like to thank Craig Walker (Senior Temporary Works Interface Manager, Technical Services, Infrastructure and Place, Transport for NSW) for his industry consultation and association support across 2021.

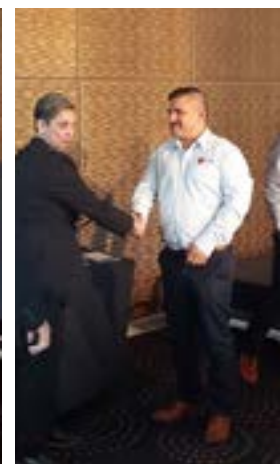
With the support of TfNSW, TMAA NSW members have the opportunity to provide frontline feedback as a direct result of onsite activities. I would encourage members to continue to anecdote your experiences and provide to TMAA NSW for discussion at the highest level of government. Government is keen to work with us to ensure safety and compliance is at its best both now and in the future. Innovation and regulation go some way to ensure our teams are able to perform on sites, but it is the ongoing risk assessment and vigilance that is needed at all times.

With safety and compliance as our key focus for 2022, TMAA NSW will be doubling its events scheduled to ensure we are providing our members and associates opportunity to access key government, TfNSW, WorkSafe and experts in our field, providing them with education and confidence in their operations each day. Calendar the dates that are provided online at www.tmaa.asn.au (Year calendar) and watch your emails for details of venues and speakers across the months. Note: we intend to make the majority of these events free for our members as part of your membership. Non members will be charged.

I would like to thank Vice Chair Ciaran Deighan for hosting the TMAA NSW 10 year anniversary lunch. Congratulations to all those 10 year members. We were fortunate to have speakers Peter Frazer (President Sarah Group) and Tara McCarthy (Deputy Secretary, Safety, Environment and Regulation for Transport for NSW) who emphasised the need for us all to pull together to ensure our teams and those we protect understand our industry, its compliance, legislation requirements and most of all 'safe practices'. This year we have seen all too many traffic controllers killed or gravely injured in the line of duty. We acknowledged these traffic controllers and all who have been killed or injured over the many years within our industry at our lunch with a minute's silence. This small measure set the scene for us to consider how we approach work each day. I urge you to continue the safety message, work in collaboration with our association and be part of our voice. Together we are forging relationships and influencing government.

In a post COVID 2022, expect to see a lot of action from TMAA NSW, and we expect to see you at our events. Don't miss the opportunity to have the inside track into what is really going on in your industry.

Tynan Diaz
TMAA NSW Chair







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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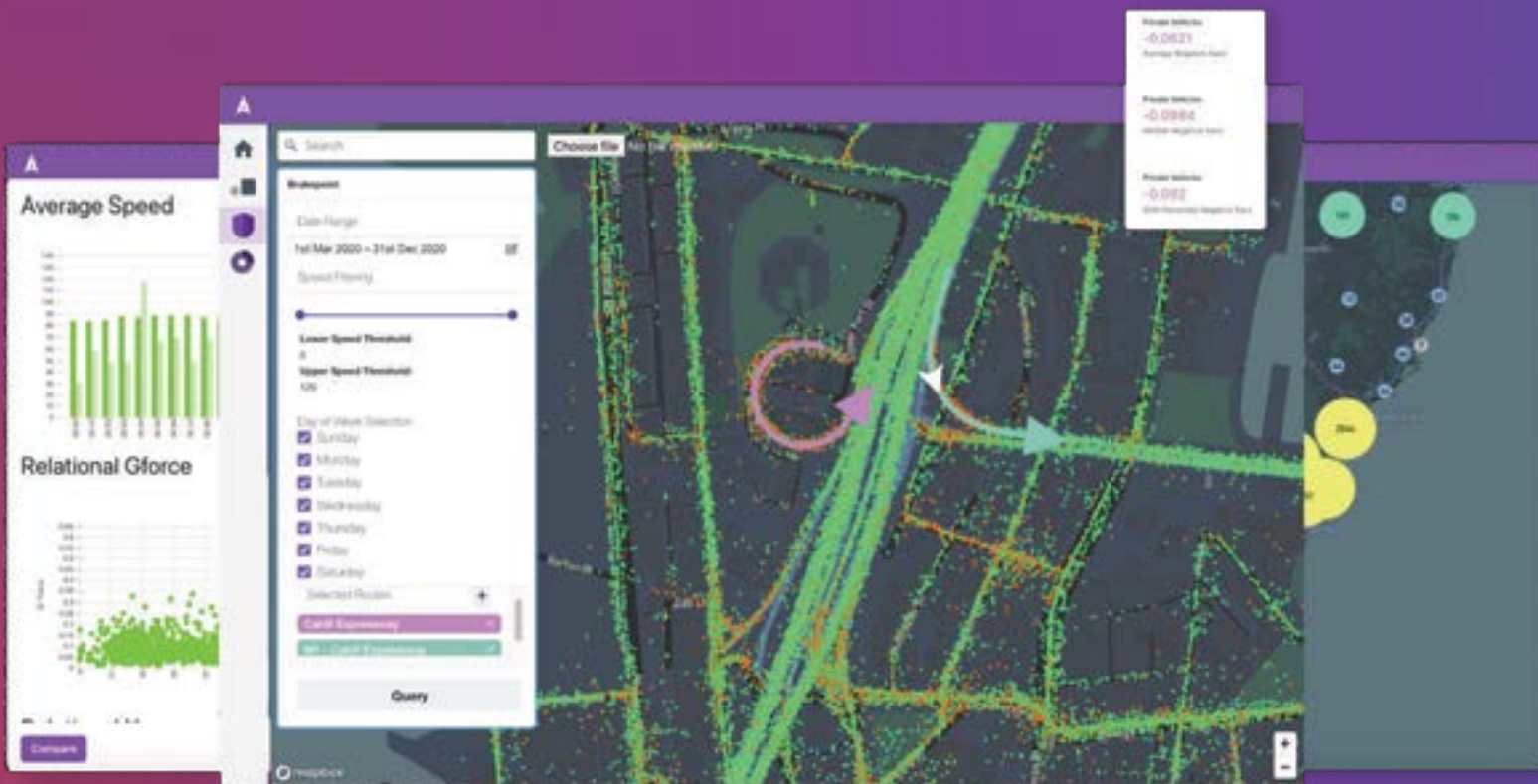
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VMS Board

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



LED Balloon Light

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



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Crash Case Study



SITUATION

Milling was underway on a road through and incorporating a side road. A vehicle approaching from the side road inadvertently entered the workspace and damaged their vehicle when their vehicle came into contact with the recently milled section of the carriageway. There was significant damage to their front bumper.

The vehicle path and TTM layout in the immediate vicinity of the crash is as shown below:



The original plan below showed how it was hoped it would work:



ASSESSMENT

Astute readers will note the material changes to approved TMP including the removal of significant amount of delineation, resulting in the working space being open to road users exacerbated under poor light conditions.

However, this cannot be resolved by simply not diverging from the plan because drilling down further, the feasibility of the actual plan and how the work was really going to be managed and delivered through this section of works is questionable.

The contractor undertook a deeper level investigation in response to the incident and worked with the civil crews to identify the best new work methodology and developed an associated workable plan.

Continued page 57

Adopt new temporary traffic control standards.

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



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



* At time of print



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NEW WORK METHODOLOGY STATEMENT

Risks: Paving through intersections can create extra risks to motorists if traffic is allowed to flow through the work area while plant and machinery is still there or active.

Controls:

1. Experienced MTC's to man the closure and carry out MTC (TTM worker qualified).
2. RTs to be available and used by work crew and TTM staff to allow good communications.
3. While on stop/stop, traffic delays are to be monitored by the STMS to ensure it does not breach the approval time in the TMP or create excessive congestion or queuing. If required, the closure will be returned to phase 1 set up to alleviate the queuing.
4. Stop/stop operation to be briefed at prestart so all crew are clear on the methodology.
5. If required, additional cones (positive traffic management) will be placed from the TSL to the location of the MTC to increase the visual measures and assist with the slowing of traffic.
6. Threshold cones to be placed at minimum width required to assist with the slowing of vehicles (2.75m - 3.0m).
7. MTC positioning to be identified by STMS, briefed at prestart and understood by MTC's prior to implementation of stop/stop.
8. Continuous monitoring of the controls in place to ensure traffic is adhering to the Traffic Management Plan. If not, then the operation must be shut down immediately and the controls in place reviewed.
9. When traffic is released through the intersection the site must be set in accordance with the approved TMP.
10. When the traffic is released, all plant must be clear of the intersection.



PHASE ONE

Stop/go

- Works on either side of intersection
- Intersection open and vehicle access will be maintained at all times
- No plant or equipment impacting the live lane across the intersection



PHASE TWO

Stop/stop

- All traffic held on stop for a maximum of 10 minutes while works are taking place across the intersection
- EED required for delays longer than 5 minutes



PHASE THREE

Stop/go

- Once paving has been completed across the intersection, cones will be installed back to phase one and lanes will be reopened





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SMEC commences North East Link detailed design

SMEC has commenced work on the detailed design of Australia's largest road project, North East Link; as the project moves into the delivery phase, led by Spark Consortium who have signed a \$11.1 billion Public Private Partnership contract to deliver, finance, operate and maintain the Primary Package.

The new North East Link freeway will connect an upgraded Eastern Freeway to the M80 Ring Road in Melbourne's north-east, significantly reducing travel times, increasing freight reliability, and removing over 15,000 trucks from local roads every day.

SMEC, together with their joint venture partners Mott Macdonald, delivered the winning design for the Spark Consortium during the pandemic. The innovative design has now been announced by the Victorian Government and includes a longer tunnel to Watsonia, a new tree-lined boulevard for Greensborough Road and new, revived, and reconnected parklands which covers more area than 50 Melbourne Cricket Grounds.

SMEC CEO Australia & New Zealand, James Phillis commented "The North East Link project will change the face of Melbourne and have a huge impact on the future growth of the city. Our team of highly skilled specialists are excited to be a part of the positive impact this project will create for so many people."

The project includes Victoria's longest road tunnels, three-lane twin tunnels which run for six-kilometres under Melbourne. North East Link is a once-in-a-generation project which will facilitate better connections for businesses, increase efficiencies for freight transport and make neighbourhoods in the north-eastern suburbs of Melbourne safer and more enjoyable places to live. The new tunnels will help protect homes and sensitive environmental areas including the Yarra River, Banyule Flats and Warringal Parklands.

"SMEC has brought together a truly talented local team supplemented by internationally recognised specialists to support this successful tender. We are all excited at the



opportunity to step into the delivery phase of this landmark project," said James. "We bring a wealth of experience in tunnelling and major freeway design which will be invaluable to this project and its success."

The Spark consortium comprises WeBuild, GS Engineering and Construction, CPB Contractors, China Construction Oceania, Ventia, Capella Capital, John Laing Investments, DIF and Pacific Partnerships.

About SMEC: SMEC is a global engineering, management and development consultancy delivering innovative solutions for our clients and partners. Leveraging our 70-year history of delivering nation-building infrastructure, we provide technical expertise and advanced engineering services to resolve complex challenges across the project lifecycle, from initial concept, feasibility, planning and design through to construction, commissioning, and operation and maintenance.



Virtual Reality sheds new light on driver behaviour

A significant bottleneck in the local network, the traffic performance of the Burnley tunnel in Melbourne, Victoria has long been an issue for the community and for owners, Transurban.

Traffic studies identified that traffic flow through the tunnel was below the theoretical capacity, with drivers reducing speed and causing traffic to compound on the incline out of the tunnel. This significant driver behaviour change between the open road sections, in addition to maintenance and replacement needs for the tunnel, led Transurban to undertake alternative investigations into possible solutions.

Whilst working with Transurban, SMEC proposed an innovative methodology to support the redesign of the tunnel which was accepted by Transurban as part of their overall program of works.

SMEC's proposal included the delivery of a digital model of the Burnley Tunnel in Virtual Reality (VR) to examine potential changes to physical attributes within the tunnel and the impact on driver behaviour. With support from SMEC's subconsultant, Snobal, (an Australian virtual and augmented reality technology company), VR models were developed based on the design advice provided by SMEC's Transport Planning and Analytics team including road safety, traffic engineering and system design.

ILLUMINATING THE OPTIONS

Transurban is exploring several initiatives to help improve traffic flow in the Burnley Tunnel to create more reliable trips for drivers across the network.

Road design and driver behaviour are intrinsically linked. Most drivers can recall a stretch of road that they don't look forward to - and that's a consequence of how traffic at that location behaves and reacts to the geometry or controls on the road.

Transurban's Operations Manager- Phil Naulls explains "When drivers enter the Burnley Tunnel, they might not realise they're driving down to a depth of 65 metres then back up again before resurfacing. Because of this, drivers often don't accelerate as much as they usually would before a hill, which leads to lower speeds as they exit the tunnel. This can create a backlog of congestion. In addition, some of the emotions and behaviours drivers exhibit when driving in a tunnel environment have also contributed to the slower speed in the Burnley Tunnel,

particularly during the shoulder and off-peak times."

Implementing some small changes could have a big impact and help drivers maintain a consistent speed in the tunnel, such as improved lighting conditions.

END-OF-DESIGN-LIFE OPPORTUNITY FOR INNOVATION

The current lighting and aesthetic wall treatments of the Burnley Tunnel are at the end of their design life and are in the planning stage for renewal works. Transurban identified that the current physical conditions in the tunnel, such as tunnel geometry, lighting and wall coating are all potential contributors to 'roadside friction' and have an impact on the traffic performance of the tunnel.

Rather than replacing the existing lighting and wall coating with the same or similar, the decision was made to consider the option of a totally revised lighting concept (including elements not currently lit such as the tunnel roof features) to see what this could do to eliminate the 'closed in' elements present in the current operating profile.

As well as the current physical conditions, Transurban also recognises that some of the current operational issues are also potential contributors to the performance degradation in the Burnley Tunnel, such as speed enforcement cameras, over usage of signage, heavy vehicle lane changes and entry and exiting constraints.

In addition to these factors, Transurban is exploring dynamic 'pace maker' lighting systems to provide guidance to road users as to the most suitable traffic speed. Elements such as these have been installed in numerous Japanese tunnels and open road environments to regulate vehicle speed and stop flow breakdown.

ENGAGING DRIVERS THROUGH A VR SIMULATION

To gather insights from everyday users of the tunnel, Transurban selected some of its customers to participate in a public testing trial of the Virtual Reality models of the Burnley Tunnel. Participants drove through the Burnley Tunnel virtually in its current form which illustrated its features, and a new model which illustrated different lighting, wall coating and a dynamic pace maker lighting. The pace maker lighting consists of LED lights on the walls of the tunnel which move at the signed speed limit, to regulate traffic flow speed more effectively.

David Blair, SMEC's National Client Manager for Transurban, who led the project said "Participants were interviewed to ascertain their perceptions and opinions of the modelled changes to the physical attributes, like lighting, within the Burnley Tunnel. Information and data gathered from the public trial, will form the basis for the development of an operational strategy that aims to optimise traffic throughput in the Burnley Tunnel."

SMEC also initiated the idea to gather large data sets from the VR driving rig, gaining information like eye tracking and biometrics to gain a deeper understanding of driver behaviour in an unfamiliar setting. This data is being used to inform the proposed design.

"Providing a Virtual Reality simulation of the tunnel to help understand driver behaviour is an outstanding example of the role Digital Engineering plays in creating better outcomes for the community and infrastructure asset owners," said David.

"Our methodology provides significantly more value than a static digital model



because it includes a new dimension - it provides a dynamic experience of the asset. This delivers increased value to clients seeking to measure outcomes prior to expensive design stages which ultimately benefits the users who drive through the tunnel every day."

Once the options have been trialed and the improvement options are proven to be successful, it will inform the next stage of the works which is to produce the performance specifications and detailed design for the improvement options.

About SMEC: SMEC is a global engineering, management and development consultancy delivering innovative solutions for our clients and partners. Leveraging our 70-year history of delivering nation-building infrastructure, we provide technical expertise and advanced engineering services to resolve complex challenges across the project lifecycle, from initial concept, feasibility, planning and design through to construction, commissioning, and operation and maintenance.



Regional Roadworks Signage Review handed to WA State Government

The State Government has received the final recommendation report into temporary road signage following a Regional Roadworks Signage Review.

Transport Minister Rita Saffioti initiated the review late last year following community feedback.

The review was undertaken by a number of key stakeholders.

A full list can be seen in the media release link below. Along with the review a community survey and Australian Road Research Board technical report was carried out to help shape the final report.

The report is available at: www.mysaytransport.wa.gov.au/regional-roadworks-signage-review

The report includes 13 recommendations, some key recommendations include:

- Revise tender documents and evaluation criteria to ensure temporary traffic management requirements are given increased focus and is priced fairly and transparently in bids.
- Establish clearer lines of traffic management accountability, and chain of responsibility on roadworks sites in Western Australia.
- Establish a performance monitoring system that evaluates traffic management compliance with approved traffic management plans and apply penalties for poor performance.
- Establish an audit and compliance framework to monitor and measure the performance of all parties involved in traffic management activities.

SARAH



EVERYONE HAS A RIGHT TO GET HOME SAFE TO THEIR LOVED ONES ...



I have been working in road safety for almost a decade having been brought into this area following the preventable and completely avoidable death of my own beautiful daughter Sarah Frazer. It was because of what I faced that I decided that we had to ensure that others didn't suffer the loss of a loved one, or that those who were vulnerable on our roads didn't suffer traumatic injuries. As a result of our own tragedy, I created a Non-Government Organisation focused on improving national road safety called Safer Australian Roads And Highways (SARAH).

As you are probably aware, I have been associated with the traffic management industry for many years now and my commitment to protect all those who are vulnerable on the road ahead has never been stronger. But the last six weeks has hit me to the core as it has been filled with so much loss, starting with the death of Traffic Controller Brendan Moreland on 26 October, killed on the Bruce Highway near Mackay in Queensland... and then the crash in Carrum Downs, Victoria on Tuesday 9 November that killed Traffic Controller Timmy Rakei, and left his colleague, Shaun Kilmartin, seriously injured.

These guys should not have been seriously injured, let alone killed! Speed and distraction are murdering our workers and our mission to ensure the community actively looks after them, has a long way to go. Having lost my own beautiful daughter in an avoidable crash, I absolutely understand what their loved ones are going through at this very moment, and the trauma that they will face has only just begun ... it will be with them for the rest of their lives.

On the Friday after the Carrum Downs crash, I was driving home and as I came up to an Altus truck with

its 40 kph signs, I was enraged to witness cars and trucks going past at 80+ kph putting the crew at risk. I wanted to give my support to these workers especially as their colleague Timmy had been killed and Shaun seriously injured just that week. I pulled over and briefly spoke two of the Traffic Controllers about how their safety gets compromised and how they were coping with what had happened. I left there thankful that I had met the crew but so angry that their lives continue to be put in harm's way by those drivers who simply don't care about their safety. I put out a social media post to remind us all that our TCs are assisting our community and we need to look after them. I continue to think about those two kind faces in the photo and hope and pray that they get home safe every day.

Those two crashes stayed close to my heart the following week and continued to have a profound effect on me because they both occurred so close to United Nations World Day of Remembrance for Road Victims (Sunday 21st of November 2021). This year, the World Health Organisation had asked me to speak at their global commemoration event, and Brendan, Timmy and Shaun were there in front of mind as I formulated what I would say.

Here is an extract of my speech and I hope it honours each of them.

"So for this World Day of Remembrance, the best way to honour road trauma victims is to ensure our community pauses to reflect on the avoidable loss of life and serious injuries that occur to people every single day, and to stand in solidarity and support the victims of road trauma, including their families...

EVERY DAY ... NO EXCEPTIONS!

WHO Global Commemoration of the World Day of Remembrance for Road Victims - Peter Frazer 22 Nov 2021
World Health Organization



To advocate for the implementation of evidence-based practises, road rules, legislation and change campaigns, and so importantly, to show advocacy by proudly displaying road safety symbols on our vehicles, and in our homes or businesses...

We need to make road safety the community's priority because in working together we will reduce these avoidable deaths and serious injuries... We must all drive as if our loved ones are on the road ahead... We must 'Drive So Others Survive!'

We already have the technology and know-how to massively reduce trauma, so on this Day of Remembrance, let's lead the necessary advocacy so that our politicians, our bureaucracies and indeed the general community, choose to become road safety champions."

Every member of our industry needs to stand in solidarity with Brendan, Timmy and Shaun, as well as their families. We need to clearly say, "Enough is enough!"

If you haven't already, show you and your team are road safety champions ... proudly display yellow ribbons or stickers on your vehicles ... Use your VMS to tell people to "Drive So Others Survive!"

Let's start the change that we all want to see!



Peter Frazer,
President SARAH

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

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





ITS (UK) honours Patey and Ali in annual awards, and acclaims environmental, digital and community innovations.

Over in the United Kingdom, the country's Intelligent Transport industry association ITS (UK) has given out its annual awards and has highlighted some great innovations and honoured people at different ends of their careers. Paul Hutton, ITS (UK)'s Communications Manager, has more.

The Society gave its highest honour, the Rees Hills Award for Personal Contribution and Achievement to Ian Patey, WSP's ITS Head of Profession, Intelligent Transport.

Mr Patey has more than 37 years' experience in transport design and consultancy, and has played a leading role in many of the studies and projects that have shaped ITS in the UK, leading his company's transformational strategic projects. He is responsible for developing technical excellence across its UK and Global ITS network.

His work has included the ground-breaking M42 Active Traffic Management Pilot, creating the NIS Joint Venture that delivered the National Traffic Information Service, and the first two connected corridors in the UK. He was also Chair of ITS (UK) for three years.

"This award is a mark of the respect Ian has throughout the ITS sector for his expert knowledge and focus of the beneficial outcomes of ITS," commented ITS (UK) President Steve Norris, who hosted the awards at a special ceremony at Cubic Transportation Systems' UK HQ 40km south of London. "Ian has been instrumental in supporting and furthering the careers of many and is a passionate and active advocate for diversity and inclusion in the sector."

"To me this is not an individual award, but one recognising all the great people I have had the privilege to work with over my career," said Mr Patey. "I'd like to give a personal thank you to the person who's supported me throughout and been my biggest supporter for the 37 years I've been working in ITS, my wife Kathryn. I'm sad that my Mum isn't here to see this moment."

The awards, held at Cubic as part of ITS (UK)'s Members' Day and also supported by White Willow Consulting and WSP, also saw Amey's Abdulrehmarn Ali win the Eric Sampson award for Early Careers Professional of 2021. He was honoured for his work on the West Midlands Future Mobility Connected and Autonomous Vehicle Test Bed project, where he has developed the MFM Data Hub, a central repository for static and dynamic data on the route, allocating attributes to scenes to define an Operational Design Domain for test vehicles. The talent pool was so high the judges awarded two highly commended mentions this year, Rachael Mounsey of GRID Smarter Cities and Lawrence Penn of WSP.

The ITS Project of the Year was won by COSTAIN for its Connected Digital Roads demonstration of the ability to directly influence vehicle speeds on a live motorway using connected vehicle technologies, proving the viability of this end-to-end Cooperative Intelligent Transport Service. The judges highly commended the CAV Test Bed.

Aimsun's environmental initiative to use transport modelling to mitigate against congestion build-up and therefore and improve air quality won the Innovative Use of Technology Award. The Network Emissions and Vehicle Flow Management Adjustment project, NEVFMA was delivered by Aimsun, supported by EarthSense, Yunex Traffic and Oxfordshire County Council for National Highways. COSTAIN's VASP project was highly commended.

Yunex Traffic's support for local communities pipped Clearview Intelligence's solar road studs to the Inclusive Mobility Award. Yunex supported people who weren't getting their usual assistance during the pandemic helping those with special educational needs and even helping an assistance dog learn to cross the road by donating equipment for use in a garden.

"We've had some terrific entries this year - I was particularly impressed by the calibre of people put forward for the Eric Sampson Early Careers award," commented Steve Norris. "Any of those nominated may well have won in other years and this fills me with so much hope for the future when I see just how talented our new industry entrants are - ITS is in good hands."

"It was wonderful to see so many people back together at our members' day," added ITS (UK) Secretary General Jennie Martin. "The smiling faces of the worthy winners at our awards was a brilliant way to round off a very good day, and I send my sincerest congratulations to all, and thank the judges for their good work picking the winners from so many great nominations for all five awards. I'd like to thank Cubic for hosting this event, and for White Willow's and WSP's generous sponsorship which make it happen."



L-R - Steve Norris, Ian Patey, Jennie Martin



The full awards ceremony has been recorded and is available on the ITS (UK) [YouTube Channel](#) here.

Paul Hutton
Aimsun Ltd.



Steve Norris and Abdulrehman Ali

THE FULL LIST OF AWARD WINNERS ARE:

The Rees Hills Award for Personal Contribution and Achievement

WINNER - Ian Patey, WSP

The Eric Sampson Award for Early Careers Professional of the Year

WINNER - Abdulrehman Ali, Amey
HIGHLY COMMENDED - Rachael Mounsey, GRID Smarter Cities, Lawrence Penn, WSP

ITS project of the year

WINNER - Connected Digital Roads, COSTAIN
HIGHLY COMMENDED - CAV Test Bed, Amey Consulting and Transport for West Midlands, Midlands Future Mobility

Innovative use of technology

WINNER - NEVFMA - The Network Emissions and Vehicle Flow Management Adjustment project, Aimsun, supported by EarthSense, Yunex Traffic and Oxfordshire County Council for National Highways
HIGHLY COMMENDED - Video Analytics Service Platform (VASP), COSTAIN

Inclusive Mobility Award

WINNER - Supporting our Local Communities, Yunex Traffic
HIGHLY COMMENDED - Solar road studs to make driving easier for more people - Clearview Intelligence



Matthew Vincent of Yunex and Steve Norris



Ruth Anderson Oxfordshire and Steve Norris for Aimsun



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COUNTRY ROAD DRIVING

NRSPF TOOLBOX TALKS

POSTER

THE ISSUE

- Some roads may be closed for road or mail, and depending on the weather or wildlife some roads may be closed.
- Unsealed roads, poor shoulders, and corrugations on single lane bitumen roads demand additional attention from drivers to navigate carefully and slow to the conditions.
- Traps/Vehicles with sparse populations encounter different road conditions from those in urban areas.
- Road and remote areas account for 85% of all road fatalities in Australia. Driving on country roads poses special challenges, from unsealed roads to wildlife.

BEFORE YOUR TRIP

- Plan your route carefully and in detail. Plan your route of the region and emergency assistance numbers. Check the planned coverage. Make sure you have enough water and food. Plan for breaks every 2 hours.
- Contact landowners of your destination and ask about the current conditions (weather, wildlife, agricultural activities, water, road closures).

ON THE ROAD

- Drive to the road conditions, paying attention to corrugations or rough road edges which can be dangerous at high speeds. Look out for wildlife road signs, and prepare to encounter the animal depicted.
- The weather will determine the type of road you will find in the country. Dry weather can create dusty conditions and make your visibility, while wet weather can make roads muddy, slippery and boggy.

COUNTRY ROAD DRIVING

NRSPF TOOLBOX TALKS

INTERVIEW

OVERVIEW OF THE PACKAGE

This package offers a comprehensive overview of the challenges of driving on country roads in Australia. It includes a guide to the different types of roads, the weather conditions you may encounter, and the special challenges of driving on unsealed roads. The package also includes a checklist of things to do before your trip and a list of emergency services.

- 1. A general overview of the road conditions you may encounter in the country.
- 2. A guide to the different types of roads and the special challenges of driving on unsealed roads.
- 3. A checklist of things to do before your trip.
- 4. A list of emergency services.

COUNTRY ROAD DRIVING

NRSPF TOOLBOX TALKS

RESEARCH BRIEF

The number of road fatalities in Australia has increased in recent years, with the majority of these occurring on country roads. This research brief provides an overview of the challenges of driving on country roads and the special challenges of driving on unsealed roads. It includes a checklist of things to do before your trip and a list of emergency services.

RESEARCH SUMMARY

- 1. A general overview of the road conditions you may encounter in the country.
- 2. A guide to the different types of roads and the special challenges of driving on unsealed roads.
- 3. A checklist of things to do before your trip.
- 4. A list of emergency services.

COUNTRY ROAD DRIVING

NRSPF TOOLBOX TALKS

NET NEWS

This net news provides an overview of the challenges of driving on country roads and the special challenges of driving on unsealed roads. It includes a checklist of things to do before your trip and a list of emergency services.

NET NEWS

- 1. A general overview of the road conditions you may encounter in the country.
- 2. A guide to the different types of roads and the special challenges of driving on unsealed roads.
- 3. A checklist of things to do before your trip.
- 4. A list of emergency services.

COUNTRY ROAD DRIVING

NRSPF TOOLBOX TALKS

The Issue

- Road and remote areas account for 85% of all road fatalities in Australia. Driving on country roads poses special challenges, from unsealed roads to wildlife.
- Traps in areas with sparse populations encounter different road conditions from those in urban areas.
- Unsealed roads, poor shoulders, and corrugations on single lane bitumen roads demand additional attention from drivers to navigate carefully and slow to the conditions.

COUNTRY ROAD DRIVING

DOWNLOAD THE LATEST TOOLBOX TALK 'COUNTRY ROAD DRIVING', FOR FREE AT NRSPF.ORG.AU



PRESENCE LIGHTING AND DIGITAL SPEED SIGNS HELP PROTECT ROADWAY WORKERS

Nagham Matout ATSSA Staff

Nearly one-third of work zone crashes involved speeding and roughly four out of 10 occurred on interstate highways, according to the latest national statistics.

Those numbers demonstrate the importance of finding ways to decrease the risks for roadway workers whose lives are at stake as they work to repair the nation's roadways and install lifesaving devices, often at night. With many of the projects taking place on interstate highways where speed is already a risk factor, recent studies have looked at ways to improve safety and heighten drivers' awareness as they approach a work zone filled with people and equipment.

Two studies suggest that the presence of lighting and a digital speed limit sign can improve safety by increasing drivers' awareness of the work zone and reducing vehicle speed.

Purdue University and the Indiana Department of Transportation (IndOT) collaborated on a recent study, "Evaluation of the Impact of Presence Lighting and Digital Speed Limit Trailers on Interstate Speeds in Indiana Work Zones," published this spring in the *Journal of Transportation Technologies*.

The study, conducted by Rahul Suryakant Sakhare, Jairaj C. Desai, Jijo K. Mathew, John D. McGregor and Darcy M. Bullock, looked specifically at nighttime work zone settings. The authors used lighting plus digital speed limit trailers, both of which are readily available from

commercial suppliers. The research was conducted along a 1.5-mile section of Interstate 65 in Indiana over a three-day period in September 2020.

Lighting units were placed about a mile prior to the beginning of the work zone and spaced at 0.1-mile intervals leading up to the taper.

The purpose of the lighting units was to increase road users' awareness of the work zone they were approaching. Those units were in addition to any roadway lighting already present and the lighting needed to perform work zone activities. One flashing digital speed limit trailer was placed at the beginning of the work zone and another one within the work zone.

The work zone setup involved a right-lane closure in a rural road setting with a work zone posted speed limit of 55 mph.

Speed data was collected in 2020 from Friday, Sept. 11 to Sunday, Sept. 13. The researchers used commercially available connected vehicle speed data for this study. Time, speed and location data were collected every 3 to 5 seconds for 195 vehicles.

Analysis of the data showed that vehicle speeds reduced and posted speed compliance increased as vehicles entered the illuminated area just before reaching the first light. The median speeds reduced by 4 to 13 mph from 11 p.m. to 7 a.m. in the presence of lighting and a digital speed limit trailer.

The study attributed the speed reduction to the lighting.

In 2019, the most recent year for which statistics are available, 762 fatal crashes occurred at work zones, according to Federal Highway Administration (FHWA)

work zone facts and statistics. Of those fatal crashes, 293 occurred on interstates. Those crashes killed 842 people, including 690 drivers and passengers, 140 pedestrians and bicyclists, and 135 roadway workers, according to the FHWA data.

A previous study conducted by Steve Kite, state work zone engineer for the North Carolina Department of Transportation (NCDOT), looked at the same issues as the Purdue study and drew similar conclusions.

An interim report of "An Evaluation of the Effectiveness of Digital Speed Limit Signs and Work Zone Presence Lighting on Speed Compliance During Lane Closure Operations," found that speeds were reduced in the presence of lighting and a digital speed limit sign, based on speed data collected at two study locations.

One location was along an 8.5-mile stretch of Interstate 95 in a rural area with four lanes and a 55 mph speed limit. The other was along an 8-mile stretch of U.S. 264 in Pitt and Greene counties, also in a rural, four-lane stretch of roadway but with a 60 mph speed limit.

The I-95 location was observed from Oct. 8-24, 2019, and had average daily traffic of 50,000-55,000 vehicles per day. The U.S. 264 location had average daily traffic of 20,000-25,000 vehicles per day.

The NCDOT collected speed data using two speed sensors in the advance warning area, which was located between 0.5 mile before the changeable message sign and the merge area, according to the Dec. 31, 2019, interim report of the study.

The first speed sensor was placed in close proximity to the first lane closure sign (Right Lane Closed Ahead) and the second one was placed in close proximity the last lane closure sign (Right Lane Closed).

The spacing between lighting varied as a function of the light output and fixture area. Speed data was collected for three nights under three scenarios:

1. Base condition - Static speed limit signs and no lighting.
2. Only digital speed limit signs were installed (no lighting).
3. Digital speed limit signs and lighting were installed.

The study found that the presence of digital speed limit signs and lighting were effective in reducing speeds in work zones with an average reduction of 12 to 14 mph. However, the presence of the digital speed limit signs, with flashing beacons activated, had the biggest influence on compliance with the work zone speed limit.

The increased awareness of work zones due to the lighting combined with the cues provided by the digital speed limit signs could explain the speed reductions and compliance of motorists approaching a work zone, Kite suggested in his study.

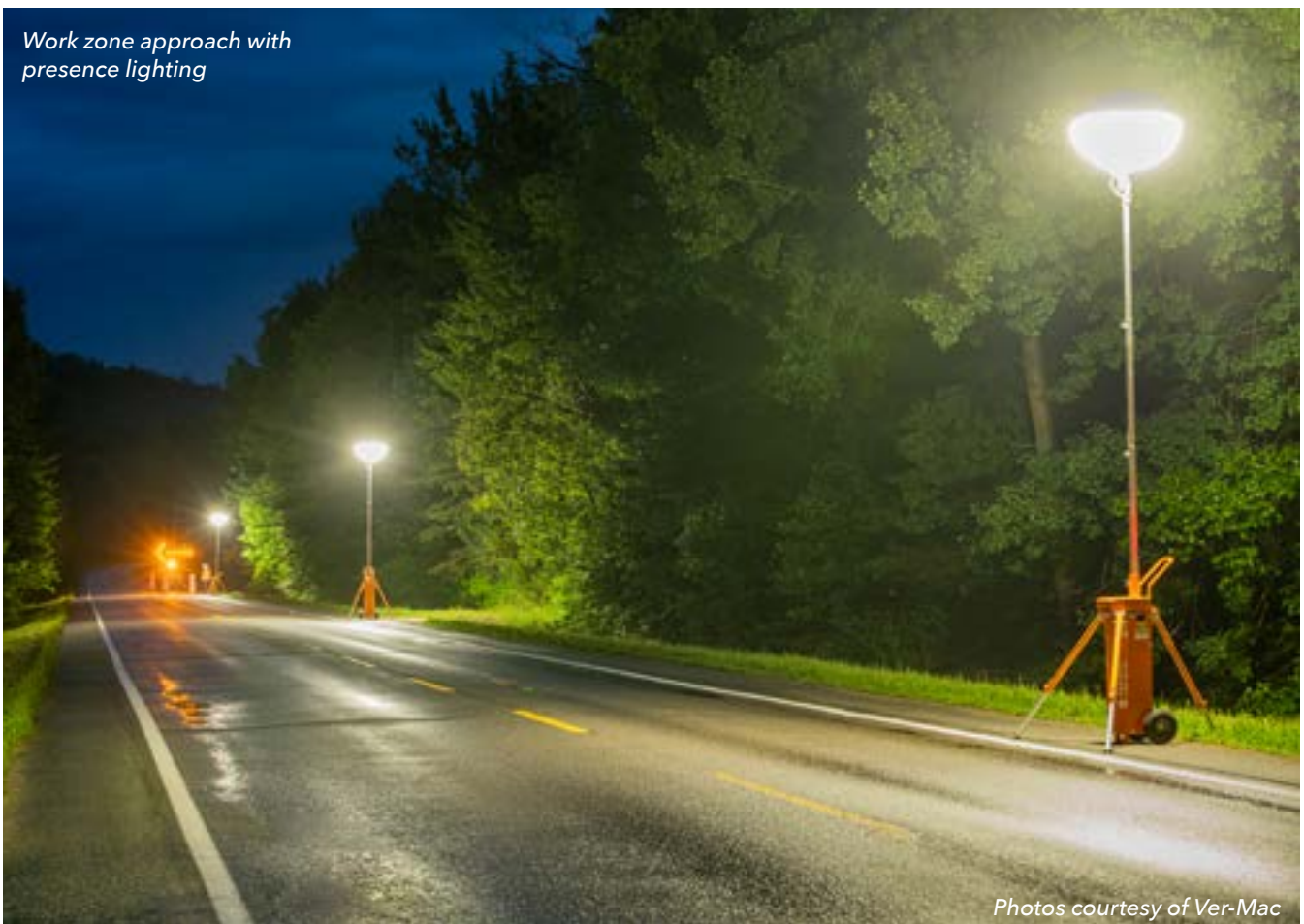
To ensure the effectiveness of lighting and digital speed limit signs, he recommended the use of flashing beacons in situations where the posted speed limit in a work zone is lower than the normal speed limit.

Both the North Carolina and Indiana studies suggest that lighting and a digital speed limit sign can improve safety by increasing road users' awareness to the presence of work zones and improving compliance with work zone speed limits.

To reach Nagham Matout, nagham.matout@atssa.com.



Work zone approach with presence lighting



Photos courtesy of Ver-Mac

RSEA

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Kia Ora and giddy neighbours!

We are glad again to be able to send some news from this side of the pond, and to be part of the continued effort to ensure we are able to work together to share learnings and grow the practice and professionalism of our industry.

As always there is consistent change, made more challenging with the need for additional care needing to be taken for ourselves, our colleagues and the road using public.

Over the past year, we have spent time developing relationships with a significant number of traditional and now additional specialists to work together and collaborate on bringing the best information to the industry.

For this article, we thought it was time to start sharing some of the work the TTM community is engaged in and getting organised around.

Sometimes bringing a different perspective to the table can be a refreshing change. One of those people is Bruce Wilson of Forensic Crash Consultancy Ltd.

His last role in the police was as the national supervising instructor for crash investigation. He spent those four years developing the training and skillsets of officers from the front line up to crash analysts. He worked closely with police crash analysts on both sides of the ditch and is proud to have a number of them choose to come to NZ for their training.

This developed into a true passion for reducing road trauma and the welfare of those who work or travel on the roads, seeing him leaving the police to follow this path professionally and specifically.

Bruce presented at the NZ TTM Conference 2020 and provided an introduction to different perspectives and ways of approaching road safety as an industry and in the pursuit of reduced risk and harm. Since that time there have been exciting discussions that bring these ideas and experience into frame as a factor in riskbased approach and as we move forward as a factor in the design of safety improvements and TTM generally.

BRUCE WILSON (DIRECTOR AT FORENSIC CRASH CONSULTANCY LTD.)

One concept we believe resonated at the time of presenting to the TTM Conference, as it continues to do so for many road workers who also respond to these incidents. Having attended over 1000 crashes in 16 years as a road policing officer and crash analyst, I have seen the devastating effects this had, not only on those directly involved and families, but the other emergency services and road contractors.

We promote the idea and the catchphrase that there is no such thing as an accident. We are conscious that the word "accident" promotes the concept that the events are outside of human influence or control. However, we can identify the contributing factors and mitigate them when we ensure we thoroughly investigate them. It is only with this information that we can truly move forward to evidence-based practice.

We saw this as an opportunity to dig deeper into this area and develop training material to better support those in understanding the "why" of crashes. Our goal is to empower both those at the coalface, TTM and fleet managers to be able make good decisions around keeping themselves and the public safe. We believe when those in the industry can understand the crash investigation process, they can better ensure the welfare of their staff and lessons can be learnt and put into place. From using technology and systems to support and ensure staff safety to guides for staff should an incident occur.

Unfortunately, the statistics are not getting better. Paradoxically the incidents of road trauma have not reduced even with the various COVID lockdowns. This is a worldwide phenomenon, and we must take a different approach. This year, the tragic loss of road workers on both sides of the Tasman has brought this sharply back into perspective for each and every one of us. There is much talk around funding for road safety and the various messages out there, but we can't move forward in reducing road trauma unless we understand the why. To do this, we must first be prepared to do the work to allow us to understand the how.

We believe organisations must have the tools to ensure that they support their staff at these tragic events, but

ensure they can take a lesson learnt approach and put in solid fact-based processes to prevent these from occurring. We hope that bringing people such as Bruce who have experienced first hand the dangers on our roads and subsequently investigated them will provide some practical answers we all are searching for.

We are looking forward to working together with various practitioners in this vital road safety area to every road user, be it a maintenance worker, traffic controller, or member of the public, to get safely to where they are going.

You can visit or contact Bruce and team through their website at - forensiccrash.co.nz/

As always, we invite anyone with an interest to visit the Aotearoa Temporary Traffic Management Association website at - attma.org.nz/. We are now positioned to start sharing information, learnings and information that is coming in from a great many practitioners, and look forward to announcing more and more the availability of more and more of this as we move forward.

Feel welcome to get involved if you want to have a say, be kept abreast of things that are happening over here. Also feel welcome to share with us so we can all move forward together in reducing risk and harm for everyone on the roads.

Take very good care each and everyone!
The team at Roding Industry Support Services.



CONGRATULATIONS TO THE 2021 CIVIL CONTRACTORS FEDERATION NATIONAL EARTH AWARD WINNERS

Civil Contractors Federation Honours Excellence In Civil Construction

Australia's peak voice of the civil construction industry, the Civil Contractors Federation (CCF), has announced the winners of the 2021 CCF National Earth Awards that recognise excellence in civil construction projects. "I am thrilled with the engagement from industry at this year's virtual event and congratulate all finalists, and in particularly our 2021 winners, who have delivered projects to the highest standards," he said.

"I thank our sponsors - PSC Insurance Brokers, the official insurance partner of CCF National, and the Australian Construction Industry Redundancy Trust (ACIRT). I also thank the Award's judges for their invaluable assistance."

CCF is proud to announce and congratulate the winners of these prestigious awards as follows:



PROJECT VALUE Up to \$2M
PROJECT TITLE Mount Highway AC Water Main Renewal
WINNER Interflow Pty Ltd & South-East Water

Interflow was engaged to renew 1.4 kilometres of badly deteriorated asbestos concrete water main in the Mountain Highway in Mount Dandenong. A trenchless renewal method was chosen over a traditional dig and replace approach to overcome site-related difficulties, including a winding, narrow road with heavy recreational traffic; deteriorating asbestos piping, and soft and unstable soil conditions across a steep slope.



PROJECT VALUE \$2M - \$5M
PROJECT TITLE Brisbane CBD Water Mains Renewal; 'Healing the Heart of Brisbane'
WINNER Diona Pty Ltd

This highly complex package included replacing over 1km of up to 100-year-old mains within four highly congested inner-city streets. The experience, heart and soul that went into planning, design and engagement saved the client \$1.3m and resulted in zero unavoidable complaints after working for 106 nights with 30 water isolations and 3,000 impacted customers.



PROJECT VALUE \$5M - \$10M
PROJECT TITLE Murchison Dam Safety Upgrade
WINNER VEC Civil Engineering - A Downer Company

The upgrade involved raising the dam wall by three metres and raising the training wall. The technical specification was demanding, requiring complex temporary works, intricate and unconventional formwork, and stringent concrete mixes to ensure freeze-thaw resistance. The work increased the capacity of the dam to withstand very large rainfall events, reducing downstream risk for communities and the environment.



PROJECT VALUE \$10M - \$30M
PROJECT TITLE Hawthorn Main Sewer Rehabilitation
WINNER Safety Focused Performance Joint Venture Abergeldie, Downer & Stantec

The Safety Focused Joint Venture (SFPJV) brought together Abergeldie, Downer and Stantec to rehabilitate 1.7 kilometres of a 118-year-old brick sewer network in Melbourne's densely populated inner east. The project included the pioneering use of Cured in Place Pipe (CIPP) technology to rehabilitate sewer manholes with depths of up to 18 meters. The refurbished sewer now has an asset life of an additional 100 years.



PROJECT VALUE \$30M - \$75M
PROJECT TITLE Streamlining Hoddle Street Package B (CN9512)
WINNER Fulton Hogan Construction

Fulton Hogan delivered Victoria's first continuous-flow intersection to reduce travel time on one of the city's busiest arterial roads. By moving right-turning traffic away from the intersection via new lanes, continuous-flow intersections reduce queue times by up to 45%. Major Road Projects Victoria required every lane to stay open between 5am and 8.30pm and traffic signals at the Punt Road, Swan St, Olympic Boulevard intersection to continue operating around the clock. To meet this scenario, most works were completed at night and opportunities to re-sequence and overlap works were taken whenever possible.



PROJECT VALUE \$75M and greater
PROJECT TITLE M4 Smart Motorway Stages 2 & 3
WINNER Seymour Whyte Constructions Pty Ltd

The project delivers real-time digital traffic technology to motorists - a major milestone and critical step forward in preparing Sydney's Road network to provide a better experience for motorists through smart technology. Working across a 30-kilometre corridor, Seymour Whyte delivered ramp upgrades to five interchanges, built 46 maintenance bays and installed 54 overhead gantries up to 60 metres in length across the full M4 corridor. Working on one of Sydney's busiest roads required extensive traffic management planning, managing motorway closures and detours.



The virtual awards ceremony can be viewed by [clicking here](#)

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Eco-Safe Driving: Safety and the Environment

What is Eco-Safe Driving?

Eco-Safe Driving is a style of driving which reduces fuel consumption and improves a vehicles efficiency, significantly reducing the impact of gasoline on the environment.



The transport sector is responsible for nearly 25% of global energy related CO2 emissions. It is estimated that the energy consumption and CO2 emissions of world transport will double by 2030.



Increased:
Water vapour



Increased:
Ocean heat content



Increased:
Sea level



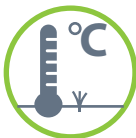
Increased:
Sea surface temperature



Increased:
Air temperature over ocean



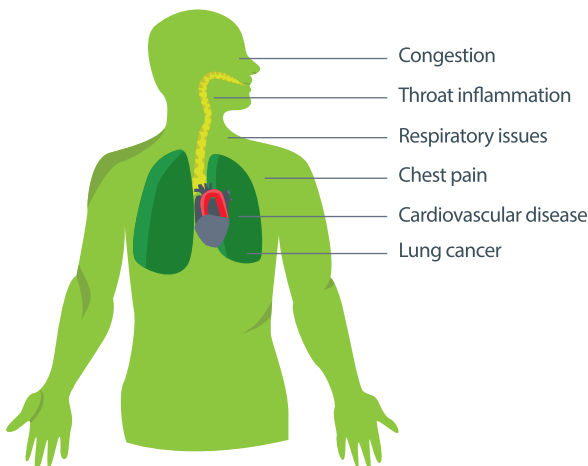
Increased:
Middle atmosphere temperature



Increased:
Air temperature over land

On air quality:

Gaseous pollutants from vehicle emission also impact the air quality, detrimentally impacting health and contributing to a variety of conditions such as:



Advantages of Eco-Safe Driving include:



Environmentally Friendly

Carbon emissions reduced through decreasing fuel-consumption



Stress-Free

Reduces aggressive driving



Economical

Reduces fuel and maintenance cost



Safer Drivers

Eco-driving has resulted in a 40% reduction in accident rates

Ways to implement Eco-Safe Driving



Maintain a constant driving speed



Maintain a good distance



Maintain smart route choices



Maintain optimal tyre pressure



Minimise idling



Minimise vehicle load



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The Dangers of

Mobile Phone Use

The Dangers of Mobile Phone Use While Driving

Driving requires all our focus. Situations we can feel on the road have specific risks, and using mobile phone affects these in different ways. It has been found to be one of the main distractions impairing driving.

The Dangers
Using a mobile phone while driving requires focusing on an additional task, impairing the driver's safe driving ability. Mobile phone use while driving is one of the main distractions that can cause a crash. It impairs driving by causing:

- Visual distraction
- Manual distraction
- Auditory distraction
- Physical distraction

Recommendations

- Focus the car on the road in the jurisdiction where you will be driving.
- Plan your route before starting your journey for checking the weather and traffic conditions.
- Activate Do Not Disturb mode on your phone off before getting into the car.
- Put your safety off your mobile when an urgent call or text message.
- Put your phone away where it will be out of reach while you are driving.

The Dangers of Mobile Phone Use

Use of a mobile phone while driving is one of the most common distractions. It impairs driving by causing visual, manual, auditory and physical distractions. These distractions can lead to a crash. It has been found to be one of the main distractions impairing driving.

Recommendations

- Focus the car on the road in the jurisdiction where you will be driving.
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- Put your phone away where it will be out of reach while you are driving.

Download the latest ToolBox Talk 'Mobile Phones', for free at NRSPF.org.au

The Issue

Unexpected events can happen at any time and our lives could depend on how ready we are to respond. Using a mobile phone impairs the driver's safe driving ability.

Different driving situations have specific risks, and using a mobile phone affects them in different ways.

Crash risk is 19 times higher for drivers when texting, browsing or emailing on their mobile phone.

Studies have shown using mobile phone while driving can increase lateral deviation, lane deviation, slow speed, and perception reaction time.

The Dangers of Mobile Phone Use

Use of a mobile phone while driving is one of the most common distractions. It impairs driving by causing visual, manual, auditory and physical distractions. These distractions can lead to a crash. It has been found to be one of the main distractions impairing driving.

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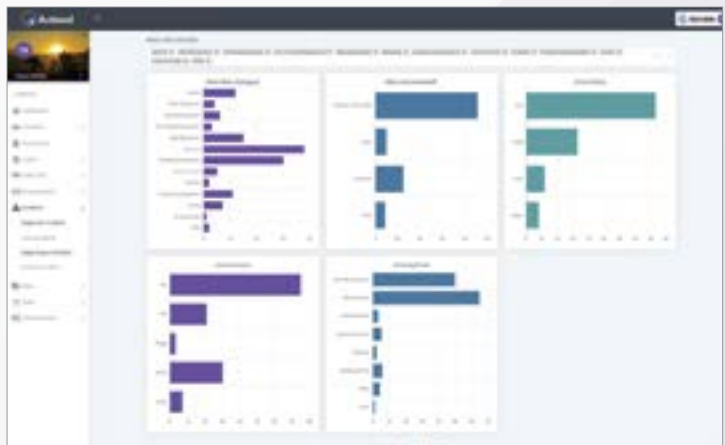
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LDC equipment is proud to be a member of HRIA. We are fully 100%Australian owned and operated and we believe in supporting other locally owned Australian businesses within our supply chain.

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.



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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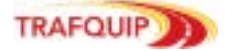
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