

TMAA DETOURS

QUARTERLY MAGAZINE | EDITION 34 | JUNE 2021



TRAFFIC MANAGEMENT
ASSOCIATION OF AUSTRALIA



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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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STEPHEN O'DWYER

Welcome to our midyear edition of Detours. My conversations with business owners and managers across the country certainly point to a buoyant sector with a pipeline that continues to grow. The biggest challenge in front of us all is managing and growing our resources along with looking after our teams. I am aware that most other industry associations are facing the same challenges. It is high on the agenda in most conversations.

National Road Safety Week continued its great work in May. I hope that all members got involved this year through the many different events and promotional activities that were available. There was plenty of information available on the National Road Safety Week website around how to get involved. NRSW has grown each year and is now a premier safety event on our national calendar. Planning is already underway for next year's events.

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

Work has continued with the Roads Australia Road Worker Safety Working Group. The Working Group now has a solid agenda including working with key stakeholders

on current procurement of traffic management and our industry image and profile. Both Government and key buyers of traffic management are part of this group. We will continue to provide updates as this group progresses its agenda.

There are several safety projects underway in most States/Territories and through partner associations like AfPA, CCF, RIAA and civil companies such as Fulton Hogan and Downer. Many of these are collaborative and with the support of the relevant Road Authority and TMAA. I encourage us all to continue to find innovative methods of service delivery that continue to improve the safety of our traffic controllers and worksites. Keep an eye on changing State/Territory Codes especially with the introduction and application of PTCs on our worksites.

Thank you for your continued support of the Association. I look forward to being able to catch up with you at a State/Territory function or at our Conference in September, in Melbourne.

Stephen O'Dwyer
TMAA President





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5 super myths busted

While most working Australians have superannuation, the reality is many people don't bother to check-in and engage with it until much later in life.

That means there's plenty of rumours, myths and half-truths out there about super that aren't always correct, which can be confusing for your employees. So, let us help you clear things up for them and set the record straight.

1. ALL SUPER FUNDS ARE THE SAME

All super funds have the same Government mandated purpose. At a basic level they exist to provide an income in retirement.

But not all super funds are the same. Some have great investment returns and low fees. Others have low returns and high fees. Most sit somewhere in the middle.

Even small differences in fees and returns can make a big difference to your super balance when it comes to retirement. So, it's important to shop around and compare results when reviewing your superannuation provider to ensure your employees are getting the most out of their super.

Equip members have benefitted from a winning combination - great returns and low fees.

- We've delivered Top 10 investment results* over the last decade and been recognised by SuperRatings and Chant West.
- Our Balanced Growth option has averaged 8.6% p.a. over the 10 years to 30 April 2021, a standout performance.
- Because we're a profit-to-member fund we keep costs down. That means our fees are significantly lower than the industry median.

*SuperRatings Fund Crediting Rate Survey - SR50 Balanced (60-76) Index, May 2021

2. "I CAN'T CHOOSE HOW MY MONEY IS INVESTED"

If you hear your employees saying this, they probably haven't paid much attention to their super in the past, and are most likely in their fund's default investment option. In Equip's case it's the MySuper option. This is a balanced mix of assets including shares (both Australian and overseas), property, fixed interest, cash and other assets.

Our MySuper option has returned a very healthy 16.6% for the previous 12 months to 30 April 2021 and an average return of 8.4% p.a. for the last 5 years.

That said, most super funds allow you to choose from a range of different investment options. These might be diversified investment options ranging from 'Conservative' to 'Growth Plus', or sector specific options like 'Overseas

Shares' or 'Property'.

At Equip, members can customise their investment option so they can put together a mix that works for them. That means they can choose the option that best meets their personal financial goals and risk tolerance, then leave it up to Equip's investment team to oversee their investments.

Giving your employees the opportunity to choose an option that's right for them can have a real impact on their balance.

Equip members can easily update their investment options by logging into their Equip account and selecting 'Investments' from the main menu to get started. We always recommend they seek professional advice before making an important decision such as this.

3. THEY'RE WORRIED THEY'LL NEVER HAVE ENOUGH SUPER TO RETIRE

A few years ago, there were stories going around that you needed \$1 million in super for a comfortable retirement. That's been widely debunked since then.

While a 'comfortable retirement' means different things to different people, \$300,000 in super may be enough for some.

But even if their super balance is well short of that \$300,000 figure, there's no need for them to lose heart. Super tends to start out slow, before gathering momentum in your 40s and 50s. Indeed, the average balance for people aged 30 is just \$27,000.

Here's the thing, as their balance grows so to do their investment returns. So, if some of your employees are sitting on \$100,000 and your default fund is returning 8% p.a., that's roughly \$8,000 a year*, even before you add their contributions.

If the figure is closer to 20% in annual returns, which is what we've seen over the past 12 months for our Growth option, that's almost \$20,000 in investment earnings on a balance of \$100,000.

The other thing to keep in mind is that super works with the Age Pension. So even if their super balance falls short as they reach retirement, their retirement income is likely to be a combination of the two.

*Less administration fees and, if applicable, insurance premiums

4. THE STOCK MARKET PROVIDES BETTER RETURNS

We've all heard the stories. Crypto is up 300%, Tesla did 700% in investment returns last year, that guy that made a killing on GME stock from Wall Street Bets.

The key to successful long-term investing is having a diversified portfolio.

Which means you're looking at the big picture, rather than walking into a casino and going all-in on black.

While it might not be as exciting as crypto, day trading or long shot bets, super's purpose is to help your employees build long-term wealth and prepare them for a good retirement outcome. It does this by investing their money in carefully managed investment portfolios, including local and overseas shares. Which means when the stockmarkets go up, so too can their super balance if it is invested in shares.

Super can also perform better than people may realise. As we mentioned above, our default MySuper option has returned a very healthy 16.6% for the previous 12 months to 30 April 2021. While this is coming off sharp falls in stockmarkets both here in Australia and overseas, it shows how super is an important part of that larger picture and long-term investment strategy.

5. "I DON'T NEED SUPER"

"Who needs super. I'll just inherit the family home / invent post-it notes / be rich and famous."

Does any of that sound familiar?

Super is such a long-term prospect, and so abstract, that it's easy to sweep it aside in favour of more glamorous daydreams about the future. But the cold hard reality is that most of us won't be rich and famous. We'll be a little older, a little wiser, and looking at retirement through a broader prism.

That might mean a combination of super, your own home, eligibility for the Age Pension, and perhaps some other investments.

While we can't predict fame or fortune, super is something we can impact. It provides a bedrock on which to build future wealth regardless of what else goes on in life.

Is it time to review your super partner?

Like all Australians, your employees want to be financially secure in retirement.

Choosing a profit-to-member super fund with a history of strong returns, competitive fees, free member education, and affordable financial advice can mean all the difference to your employee value proposition.

TALK TO US TO FIND OUT HOW EQUIP CAN BENEFIT YOUR BUSINESS AND YOUR EMPLOYEES.

Steve Rozic (QLD, NSW, ACT, Vic & Tas)

P 0488 988 072

E srozic@equipsuper.com.au

James Harvey (WA, SA and NT)

P 0488 988 074

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

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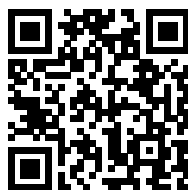
*"TO LEAD, UNIFY AND ACHIEVE BEST PRACTICE WITHIN
THE TRAFFIC MANAGEMENT INDUSTRY ON BEHALF OF ALL MEMBERS."*

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tmaa.asn.au/upcoming-events/



LOUISE VAN RISTELL

RIDING HIGH

In just over 12 months, the traffic management industry has weathered the COVID storm, and emerged riding high as one of the most sought after industries in the country. And this is just the beginning! With infrastructure, road, rail and transport budget targets set to the highest in recent history, traffic management is at peak performance, with no end in sight to the ever increasing project portfolios across the country.

We are reminded to bring our best game to these projects, with safety at the forefront for our teams, our clients and the public. TMAA members are helping deliver works each day, however, we need more team members to equip businesses to continue to deliver. There has been no better time to consider the industry as a career path and we are delighted to be working with Wounded Heroes on a training and career initiative for the industry. I would like to thank Assistant Minister for Road Safety Scott Buchholz's office for bringing our two organisations together to increase opportunities for both membership groups.

TMAA members have had the opportunity over the past six months to be part of four webinars focusing on risk assessment and operational activities to assist in the new changes being implemented around the country to bring consistency to the industry. It has been particularly our regional members who have benefited from these webinars as travel restrictions and COVID lockdowns prevented regional and interstate travel. We will continue to deliver webinars in the second half of 2021, and will also launch some face to face regional and city workshops to continue the education of our members and their teams as changes come online operationally in the state/territories.

It is not only our members who are seeking training and assistance with the changing industry environment but also our traffic controllers. To assist them, TMAA will be delivering its first national traffic controller webinar in late

July to demystify and provide conversation around the changes to our industry this year and yet to come. A traffic controller newsletter will also be available post webinar.

I would like to thank the TMAA State/Territory Chairs for working with me to ensure their members had access to meetings, events, councils, Ministers, National Road Safety Week, our Your Speed is Our Safety Campaign and webinars across this past year. We have certainly increased our membership offerings and are well connected in each state/territory with government at all levels.

In addition, both myself and our Chairs continue to forge solid relationships and collaboration with other civil, road and infrastructure associations. This means our members have access to additional events and information. As some of the Chairs will be stepping back from duties this June, I wish both the outgoing and the incoming Chairs all the best and thank them for their industry support. Together we will continue to drive TMAA's pillars of action and deliver for our members.

I thank all our members for adding to the voice that is TMAA across the country. I am delighted to announce our 10 year anniversary celebrations as 'The Voice of the Traffic Management Industry' kick off from October and throughout November. Check the TMAA website events page <https://tmaa.asn.au/upcoming-events/> for details of 10 Year Anniversary events in your state/territory.

Let's all celebrate TMAA and our industry riding high.

Louise Van Ristell
TMAA Executive Officer



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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SMALL SIZE...BIG PROTECTION

LIFE-SAVING MASH TL-2 PROTECTION FOR WORK CREWS ON SUBURBAN STREETS AND LOCAL ROADS.

While the world-renowned Scorpion II® MASH TL-3 Truck Mounted Attenuator (TMA) has gained an enviable reputation across Australia for saving lives and protecting road workers and maintenance crews at worksites along the nation's highways, motorways and major arterials, it's also clear that it is not always practical - or for that matter, possible - to have a TL-3 rated (for impacts up to 100 km/h) TMA at every worksite. This is particularly true when it comes to worksites on suburban streets and local roads.

Now, thanks to the innovative Scorpion II® Metro MASH TL-2 TMA, councils, road authorities and contractors are able to provide their work crews with the same high level of MASH approved life-saving protection on worksites along suburban streets and local roads with a maximum speed limit of 70 km/h.

As the only TL-2 Truck Mounted Attenuator currently available in Australia to have been successfully Tested, Passed & Certified to MASH Standards - the Scorpion II® Metro TL-2 TMA delivers the ideal combination of a compact size and outstanding MASH TL-2 certified

protection.

Needless to say, since being approved for use and recommended for acceptance throughout Australia by ASBAP (Austroads Safety Barrier Assessment Panel) early last year, the Scorpion II® Metro has been rapidly gaining in popularity with councils, contractors, road authorities and traffic management professionals alike, with units now in service around the country.

Janine Bartholomew, Manager with A1 Roadlines - the exclusive Australian distributor of Scorpion TMA's - commented:

"As a fully MASH certified and ASBAP approved unit, the Scorpion II® Metro TL-2 TMA provides the ideal worksite protection solution for councils and contractors with crews working on suburban streets and rural local roads."

"In fact, these units are ideal for use along any road with a speed limit of 70 km/h or less. They provide the perfect combination of compact manoeuvrability, ease of operation and, most importantly, MASH TL-2 certified protection."



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“What’s more, the fact that it can be fitted to any suitable compliant host vehicle with a minimum vehicle mass of 3000kg (including ballast), means that in some jurisdictions, the Scorpion II® Metro TMA vehicle can even be driven on a car license,” Janine added.

MASH APPROVED TL-2 PROTECTION

With the MASH testing and assessment standards now being referred to in the Australian / New Zealand Standard AS/NZS 3845.2:2017 in place of the previous NCHRP-350 testing, it is extremely important that newly designed equipment is tested, passed and eligible under the MASH requirements. Indeed, the Austroads Safety Barrier Assessment Panel (ASBAP) Transition to MASH program for safety barrier systems and devices mandates that all such products - including Truck Mounted Attenuators (TMA's) - MUST now be tested and approved to the newer



MASH standards before they can be approved for use and recommended for acceptance throughout Australia.

With that in mind, when it comes to selecting and purchasing a TMA, the most important question for equipment purchasers to ask is: “Is it MASH Approved?”.

When it comes to the new Scorpion II® Metro TL-2 TMA the answer is a resounding YES.

“Whether it’s a TL-2 or TL-3 rated unit, ensuring that your new TMA is fully MASH tested and approved, and subsequently Approved and Recommended for use throughout Australia by ASBAP are critical factors in ensuring that it can be used on Australian roads,” Janine said.

“But it’s not just about compliance,” she added.

“MASH testing and certification is specified for a reason. It involves a series of strictly controlled crash tests and a fully-audited reporting and compliance process that ensures the accuracy of results and data reporting.”

“In short, when you purchase a TMA that has been successfully tested and certified to MASH standards, you can be sure that it is going to perform as expected when you need it most... during an impact.”

“After all, out on the worksite, the difference between a TMA working as it’s supposed to and failing can quite literally be a matter of life and death,” Janine said.

“With the new Scorpion II® Metro TMA, equipment owners can be confident that their TL-2 TMA is fully MASH tested and certified, ASBAP Approved and Recommended for use throughout Australia, and is capable of delivering reliable life-saving protection for workers on suburban streets and local roads with a speed limit of 70 km/h or less,” Janine added.

SUITABLE FOR USE ON A WIDE RANGE OF HOST VEHICLES

Importantly, due to its compact size and low total weight (690kg), the Scorpion II® Metro TL-2 TMA is suitable for use on a wide range of host vehicles. Indeed, the Scorpion II® Metro is recommended for acceptance throughout Australia by ASBAP on any suitable compliant host vehicle with a minimum vehicle mass of 3000kg including ballast.

What’s more, thanks to the fact that the Scorpion II® Metro has been successfully tested and approved to MASH TL-2 Plus (80 kph impact) using ‘Infinity Testing’, there is NO MAXIMUM HOST VEHICLE WEIGHT LIMIT. As long as the support vehicle meets the minimum weight requirement and is compliant with local vehicle regulations, and the TMA mount is structurally certified, the Scorpion II® Metro TL-2 TMA can be used - regardless of the brand of host vehicle.

A1 Roadlines is able to supply the Scorpion II® Metro on a wide range of cab-chassis models from leading manufacturers including ISUZU, UD, FUSO and HINO to name a few, with trucks available in a range of body and wheelbase configurations to suit any application.



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Kennards Hire's specialist Traffic branches offer more than just equipment. Branch staff have a wealth of industry knowledge and experience, which means they can offer insightful advice and superior service.

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With an extensive branch network and 24/7 back-up, you can count on us whenever, wherever and for whatever situation comes your way.

24/7 back-up for when something goes wrong

Stephen Hand, Branch Manager of Traffic in Balcatta, WA, explains that an after-hours phone is monitored around the clock.

"It's not unusual for us to come in at any hour, day or night, to put a solution together for a customer," he says.

"For example, we've mobilised emergency lighting towers and message boards to help direct traffic during bushfires and rough weather."

Although the core business at Balcatta is traffic management in hire equipment, there's often crossover into construction, emergency response and other areas - Kennards Hire specialises in niche solutions as well as general hire.

"Message boards are definitely a frequent hire, we've been using plenty of them on the freeway and roadworks in the local area," Stephen says.

"The VMS boards can be remotely programmed with targeted messaging, so we can either program them for our customers, or our customers can do it themselves. We also use a lot of truck-mounted attenuators."

Other customers include civil construction companies, which often hire portable traffic lights and other equipment to keep project on schedule.

Reliable service and safety to stay on track

Kennards Hire Traffic branches provide 24/7 call-out services, and after every hire each piece of equipment is thoroughly serviced and cleaned to reduce downtime and increase project efficiency.

"Safety is paramount when working on roads and construction sites," said Stephen.

"Every piece of our equipment has a full record of its maintenance schedule, user manuals, risk assessments and explanatory videos which are stored in our Equipment Resource Hub. All this information is easily accessed by scanning the item's QR code, so customers can be confident that the equipment they are using meets all their safety needs."

"We also offer express load and go," explains Stephen.

"When customers book online or over the phone, the Traffic team will load up the equipment while the customer remains in their vehicle. And if there's a change of site location after hiring, equipment can be returned at any branch within 50km of where a customer picked it up."

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

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Redefining Traffic Management

TRAFFIC CONTROLLER OF THE YEAR **AWARD**



TRAFFIC CONTROLLER
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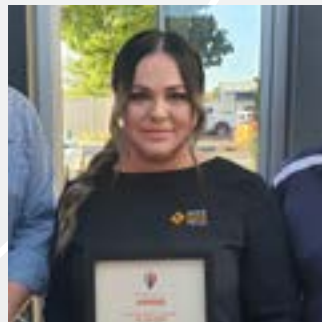
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CIARA GRIFFIN
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KARA GEEVES
STORNOWAY
MAINTENANCE P/L TAS

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

– DANIEL
WIEGOLD |
KENNARDS HIRE.



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ROSI UPDATE

Representing a mixed electorate, with rural and urban areas and as the Assistant Minister for Road Safety and Freight Transport, I'm pleased to be part of a Government that takes the issue of road safety so seriously.

Working towards zero fatalities and serious injuries on Australian roads is very much a priority for the Morrison Government.

We are acutely aware two thirds of all road deaths in Australia happen in regional and remote areas. The rate of serious road-related injury among residents in rural areas is nearly twice that of those in major cities.

Of course, regardless of where it happens, any crash, injury and death on our roads is one too many.

If we want to successfully tackle road trauma, we need to make sure we are focusing our efforts in the right places. That's what we aim to do with all of our initiatives.

In this year's Budget, the Australian Government is providing \$5.1 million in new funding over four years to support the important work being done by the Office of Road Safety to reduce road trauma. This includes development of the 2021-30 National Road Safety Strategy, which will set out Australia's road safety objectives, key priorities for action, and road trauma reduction targets for the decade to 2030.

I am pleased to say Infrastructure and Transport Ministers from around the nation supported the Strategy on 28 May.



Most Australians would be aware of our \$1.2 billion Black Spot Program which has been up and running since 1996. This program specifically targets road locations with a history or risk of crashes for safety upgrades. Research shows it reduces crashes causing injury and death at those sites by around 30 per cent.

Last year we also announced a \$500 million Targeted Road Safety Works Program for projects on state or territory roads to improve road user safety including the installation of guardrails, shoulder widening and safety-focused upgrades to urban and regional roads with a history of fatigue-related crashes.

Building on both of these successful programs, in this year's Budget we are providing an additional \$1 billion for our Road Safety Program.

The now \$3 billion Road Safety Program commenced in January this year and to date almost \$1 billion for about 700 road safety projects has been approved.

The 'use it or lose it' funding provision has seen state and territory governments get on board to deliver lifesaving road safety treatments on rural and regional roads in a timely manner, as well as better protections for vulnerable road users in urban areas.

The first tranche of projects is due for completion in June 2021 and will see a total of 6,000 kilometres road upgraded across the nation.

The projects funded under the program are wide ranging including shoulder sealing and the installation of audio tactile line markings to support the safe return of vehicles from the shoulder into the travel lane; physical barriers to prevent run off road crashes; and median treatments to prevent head-on vehicle collisions.

Road safety upgrades like traffic calming, separated cycleways and raised pedestrian crossings are helping to protect vulnerable road users including cyclists and pedestrians.

The latest funding will deliver two additional tranches and extend the Road Safety Program to June 2023. It is estimated this will support a further 4,500 jobs, taking the total number of jobs supported by the program to around 13,500.

The 2021-22 Budget will also provide a further \$1 billion for the highly successful, now \$2.5 billion Local Roads and Community Infrastructure Program. Also extended out to June 2023, this program is supporting local councils to delivery priority local road and community infrastructure projects.

I want to also take this opportunity to thank all of you, our 'frontline in road safety', for keeping road users, construction workers and your colleagues safe in and around road works. I often take the opportunity and stop to many traffic managers when I am travelling around the country, to hear directly from you and to gain a better understanding of the challenges and experiences you have. If I come across your site, please say g'day.

As the rollout of all of these projects ramps up, there will be no shortage of work for this sector. With more road works happening across the nation it will be more important than ever to get the safety message out there—to take extra care around road works and road workers.

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

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PAUL KELLY

It has been a privilege to lead the TMAA QLD as Chair over the past 12 months, and indeed in past years. I have watched the Division grow its membership to be the largest Division in the country with a commitment to industry professionalism and safety.

Despite the difficulties posed by COVID 19 during 2020 and indeed the first six months of this year, TMAA QLD (in conjunction with TMAA National) has provided 4 x safety and risk based educational webinars for our TMAA QLD members in both the South East Corner and all regional areas, as well as all other states/territories. We have held face to face workshops in both Townsville and Brisbane, with more planned for central, north and far north Queensland in the second half of this year. We also recently had a careers day to assist with promoting traffic management as an industry of choice, especially in current times with the need for urgent traffic controller recruitment. We met with the Director-General to discuss the shortfall in traffic management recruitment and the Department, along with TMAA, will be communicating to traffic controllers to assist as recovery works progress and increase in line with the budget. As well, we are planning a Traffic Controller Forum again, but in the form of a webinar to encourage participation across the country, to keep our controllers up to speed on changes to their work, and the industry.

Speaking of changes to industry, TMAA QLD has been represented by myself and groups of committed Members, TMDs and Associates on AGTTM Committee 1 with a second Committee to form in July. We continue to be part of the conversation on the Traffic Management Industry Alliance Group, and the TMAA QLD & TMR Sub-Committee. We have the ear of our Minister for Transport, Hon Mark Bailey MP, and that of the Director-General Neil Scales and Deputy Director-General Amanda Yeates. We thank them for their continued willingness to work with us as we move our industry across the nationally harmonised guidelines, which commence this year. To assist with this transition I note the support of Dennis Walsh, Chief Engineer, TMR and Troy Hansen, Senior Project Manager, TMR whose work with us to assist with communications to not just our members, but also to traffic controllers, is truly valued.

Federally, we have the support of Assistant Minister for Road Safety, Scott Buchholz. With regard to Assistant Minister Buchholz's office, I am proud to represent the TMAA QLD on the black spot program.

I would like to thank the team at TMAA QLD for their commitment to improving the industry and for forging the relationships that provide mutual respect and collaboration with government, other associations and stakeholders at home here in Queensland and across the country.

Locally, we have this year worked again with a team, to draft a Council template to assist in tendering submissions for local councils across Queensland. This document will be provided to the LGAQ and Councils post July for discussion and use. There is considerable interest in the roll out of this document from interstate as well.

Again, I am proud to be part of a Division that has so much prowess across a wide range of industry areas. It has not been without hard work and a spirit of collaboration. It is in this spirit that I note that while I remain a committed TMAA QLD member, I will be stepping down as Chair this year. I thank you all for your support and salute the members and associates who make up the TMAA QLD Division.

I will Chair my last meeting in July, but I will see you all at the breakfasts, meetings, golf day and other events as 2021 unfolds. I will continue my roles on the various committees as part of my commitment to TMAA QLD.

Drive the change Queensland.

Paul Kelly
TMAA Qld Chair



Transport budget drives Queensland's economic recovery



Minister for Transport and Main Roads
The Honourable Mark Bailey

Record funding will flow into transport and roads projects to create jobs and support Queensland's economic recovery.

The Palaszczuk Government today released details of its \$27.5 billion, four-year roads and transport investment plan to support 24,000 jobs.

Transport and Main Roads Minister Mark Bailey said the sixth record roads and transport budget in a row boasted a substantial pipeline of projects being built or in planning.

"Queensland's strong leadership during the COVID-19 health crisis means our state is the place to be," Mr Bailey said.

"More people are moving to Queensland than anywhere else in Australia.

"We've developed a four-year investment outlook that anticipates future infrastructure demand and backs Queensland workers and businesses."

Mr Bailey said Queensland's infrastructure boom will be boosted by the budget's investment certainty.

"When work sites across Australia and the world shutdown due to COVID-19 lockdowns, Queensland kept building," Mr Bailey said.

"Since the beginning of 2020, we've injected an extra \$1.3 billion into the economy to accelerate almost 200 road and transport projects and support jobs when they were needed.

"This budget boosts infrastructure investment, so we don't lose momentum on Queensland's economic recovery.

"The Bruce Highway benefits from \$883 million in additional joint funding to support our plan to target upgrades between Gladstone and Rockhampton, north of Townsville and build four lanes at Tiaro

"The new funding locks in \$13 billion in joint funding to continue upgrading priority sections of the 1700km highway over the coming decade.

"There's funding to move freight more efficiently across the state by improving key road and port connections.

"That includes our \$25 million commitment to the \$125 million Gladstone Port Access Road project, which will improve access to the port and take trucks off local roads.

"We're also backing upgrades to key regional highways, with \$47.5 million in this budget to support a \$237.5 million jointly-funded plan to upgrade sections of the Landsborough and Capricorn Highways and surrounding roads, as part of the Mount Isa to Rockhampton corridor upgrade.

"Those works will complement the \$500 million in joint funding already locked in for upgrades to the Inland Freight Route between Charters Towers and Mungindi on the NSW border.

"The Inland Freight Route will take trucks off the Bruce Highway, create regional jobs and improve freight productivity for truck drivers, farmers and mine workers."



Mr Bailey said growing communities on the Sunshine and Gold Coasts were being supported in the budget.

"On the Sunshine Coast, we'll work with the Federal Government on a \$320 million upgrade of the Mooloolah River Interchange," he said.

"The Mooloolah River Interchange will transform one of the worst traffic bottlenecks on the Coast and add to more than \$3.5 billion in road and rail investments we're already delivering between Brisbane's northside and Gympie.

"The \$163 million Deception Bay interchange upgrade is taking shape, and we're moving ahead with a \$2.1 billion plan to ensure the road network copes with population growth in Brisbane and the Moreton Bay regions with new arterial roads like the Moreton Connector.

"This budget also locks in funding to start building light rail to Burleigh later this year, and we're focused on getting shovels in the ground for the \$1.5 billion stage one of the Second M1 between Nerang and Coomera too.

"Three new northern Gold Coast train stations will be built for Cross River Rail, major M1 upgrades between Brisbane and the Gold Coast are continuing, and early works have started on the Exit 41 interchange upgrade at Yatala."

Mr Bailey said the Palaszczuk Government's investment in rail projects would deliver better services and support new jobs and training opportunities.

"Construction of Cross River Rail is continuing, with that \$5.4 billion project being delivered in addition to our record \$27.5 billion transport and roads budget," he said.

"Cross River Rail is on track to open in 2025, and we'll keep rolling out the \$371 million smart ticketing system and progressing the much-needed Kuraby to Beenleigh Rail upgrade to support faster rail services between Gold Coast, Logan and the CBD.

"We're continuing talks with industry to build trains in Maryborough and develop rail supply hubs in places like Rockhampton, creating new manufacturing jobs and pathways for skilled workers in regional towns.

"Train stations across south east Queensland will become more accessible under our \$500 million station upgrade program, and we'll also upgrade regional stations in Maryborough West and Rockhampton, as well as starting planning to upgrade Bundaberg train station."

With almost 120 lives lost on Queensland roads so far this year, Mr Bailey said the Palaszczuk Government continued to prioritise road safety funding in its budget.

"Every death on the road is a tragedy and we have committed record funding to saving lives and reducing the impact on the community," he said.

"This budget will commit \$1.6 billion to prioritise safety upgrades, improve driver education, make school zones safer and develop policies to reduce road crashes and trauma, including next month's rollout of distracted driving cameras.

"We'll continue working with the Federal Government to deliver upgrades like better rest facilities, new road barriers, extra street lighting and overtaking lanes, audio line-marking and wide centre line treatments on high risk roads across the state."

Essential transport services will also be maintained for Queenslanders, particularly those in regional and remote communities.

The Local Fare Scheme, which provides discounts of up



to \$400 for a return airfare for eligible residents in Cape York, Gulf of Carpentaria, and the Torres Strait, will be extended until 30 June 2022.

A financial support package introduced in April 2020 to assist transport operators struggling with a downturn in passengers will also be extended until the end of 2021, with an additional \$16.3 million.

The record roads and transport budget spend ensures funding for low and no emissions ways to travel too.

"We'll keep building new and improved facilities for bike riders and pedestrians, with \$250 million allocated over four years for active transport, including \$10 million towards extending the Oceanway at Broadbeach on the Gold Coast," Mr Bailey said.

"We also expect more Queenslanders to make the switch to electric vehicles in the coming years, so we'll keep building more charging stations.

"Opened in 2018, the Queensland Electric Vehicle Superhighway now has 31 charging sites between Coolangatta and Port Douglas.

"This budget provides funding to add 18 new sites, taking the network out west to places like Winton, Roma, Emerald and Cloncurry to support regional tourism."

Mr Bailey said the Palaszczuk Government was also progressing initiatives to support its commitment that all new urban buses rolled out in Queensland from 2025 would be zero-emissions vehicles.

"Electric buses are already being trialled on some routes

and we'll start to see more built at BusTech on the Gold Coast, including two bio-ethanol fuelled buses that will start trials in Mackay later this year."

Assistant Regional Roads Minister Bruce Saunders said \$17.5 billion of the \$27.5 billion Queensland Transport and Roads Investment Program (QTRIP) 2021-22 to 2024-25 would be invested in regional Queensland, supporting 15,870 jobs.

"Travel anywhere across our state, and you'll see that investment at work creating jobs and driving our economy," Mr Saunders said.

"We're sealing the road to Weipa, opening up Cape York's economy to new tourism and economic opportunities that were previously out of reach and supporting local jobs and training.

"Roads around Cairns are being transformed thanks to projects like the \$164 million Smithfield Bypass and the \$481 million duplication of one of the busiest stretches of the Bruce Highway in the state between Edmonton and Gordonvale.

"We'll start upgrading the Captain Cook Highway north of the Cairns CBD later this year and moving ahead with planning to fully duplicate the last remaining single lane sections of the Cairns Western Arterial Road.

"In Townsville, work has started on the \$107 million Bruce Highway safety upgrades at Black River, and early works are underway on the Stage 5 of the \$230 million Townsville Ring Road.

"Work to improve flood resilience on the \$514 million Bruce Highway upgrade south of Townsville at the Haughton River will finish ahead of schedule this year.

"North of Mackay, work is about to start on the \$150 million Walkerston Bypass after we finished Stage 1 of the Mackay Ring Road last year and start four-laning on Proserpine-Shute Harbour Road later this year.

"In Rockhampton, major projects like the Rockhampton Northern Access Upgrade and the Capricorn Highway are well advanced, and next year we'll start building the \$1 billion Rockhampton Ring Road and progress upgrades on Rockhampton-Yeppoon Road.

"The \$41.8 million Isis Highway upgrades south of Bundaberg we started in January are continuing, and the \$103 million Saltwater Creek on the Bruce Highway north of Maryborough will ramp up over the coming weeks.

"West of Brisbane, we'll continue delivering Warrego Highway upgrades with \$543.9 million in funding, including prioritising the Mount Crosby Interchange, and there is also \$139.5 million to continue delivering upgrades to priority sections of the Cunningham Highway.

"We'll continue to support western Queensland communities too, with more than \$980 million locked in the budget over the next four years for western roads and highway upgrades.

"That investment will support about 1,180 jobs, with many of those projects contracted to councils so the work is delivered by locals, for locals.

"The Palaszczuk Government has also maintained funding for councils through the successful Transport Infrastructure Development Scheme, with \$280 million over four years.

"We know that funding is vital for councils to deliver projects for their communities that improve safety and address congestion, so we're pleased to continue our strong transport funding arrangements with them through that scheme."

To view the QTRIP 2021-22 to 2024-2025 document, visit tmr.qld.gov.au/About-us/Corporate-information/Publications/Queensland-Transport-and-Roads-Investment-Program

Media contact

Toby Walker, 0439 347 875

Key investments in QTRIP

Key road investments (including some investments jointly funded with the Australian Government) include:

\$2.1 billion for Gateway Motorway and Bruce Highway upgrades in northern Brisbane

\$1.065 billion Rockhampton Ring Road

\$1 billion Pacific Motorway Varsity Lakes to Tugun upgrade

\$1 billion funding commitment for Pacific Motorway Daisy Hill to Logan Motorway

\$1 billion Bruce Highway Cooroy to Curra Section D

\$932.2 million Bruce Highway Caloundra Road to Sunshine Motorway upgrade

\$750 million Pacific Motorway Eight Mile Plains to Daisy Hill upgrade

\$662.5 million Bruce Highway Caboolture - Bribie Island Road to Steve Irwin Way upgrade

\$543.9 million funding for the Warrego Highway

\$514.3 million Bruce Highway Haughton River Floodplain upgrade

\$500 million funding injection to the Bruce Highway (program details, timing and Australian Government funding contribution subject to negotiation with the Australian Government, noting the Queensland Government's priorities for this additional investment include improvements to sections between Gladstone and Rockhampton, and between Mackay and Proserpine)

\$500 million funding commitment towards upgrades of the Inland Freight Route (Charters Towers to Mungindi)

\$481 million Bruce Highway - Cairns Southern Access Corridor (Stage 3), Edmonton to Gordonvale

\$359 million Cairns Ring Road (Cairns CBD to Smithfield)

\$350 million Mackay Port Access (Bruce Highway to Mackay - Slade Point Road)

\$320 million Mooloolah River interchange upgrade (Stage 1)

\$301.3 million Bruce Highway, Maroochydore Road and Mons Road interchanges upgrade

\$300 million Cairns Western Arterial Road, Redlynch Connector Road to Captain Cook Highway duplication

2021–22 to 2024–25

\$244 million Centenary Bridge upgrade

\$237.5 million funding for the Mount Isa to Rockhampton corridor

\$230 million Townsville Ring Road (Stage 5)

Key rail investments (including some investments jointly funded with the Australian Government and local governments) include:

\$5.4 billion Cross River Rail (100% funded by the Palaszczuk Government and being delivered by the Cross River Rail Delivery Authority)

\$4.156 billion New Generation Rollingstock being delivered as a Public Private Partnership

\$1.044 billion Gold Coast Light Rail (Stage 3) Broadbeach South to Burleigh Heads (with project costs subject to the finalisation of contract negotiations)

\$646.4 million European Train Control System Level 2 upgrades

\$600 million Rollingstock Expansion Project

\$550.8 million North Coast Line - Beerburrum to Nambour Rail Upgrade (Stage 1)

\$486.9 million train station upgrades at various locations including Albion, Auchenflower, Banyo, Buranda, Cannon Hill, Fairfield to Salisbury, Lindum, Morningside, Southbank, Woolloowin, Bundamba, East Ipswich, Burpengary and Dakabin

\$356.2 million Gold Coast rail line (Kuraby to Beenleigh) capacity improvement preconstruction activities

\$292.6 million Clapham Yard Stabling (Moorooka) construction

\$255 million New Generation Rollingstock, European Train Control System fitment, install new signalling

\$163 million funding commitment for the Beams Road (Carseldine) rail level crossing

\$146 million funding commitment for the Boundary Road (Coopers Plains) rail level crossing (project cost, timing and funding arrangements subject to further planning and negotiation with Brisbane City Council)

\$120 million Queensland Government funding commitment for three new Gold Coast railway stations at Pimpama, Helensvale North and Worongary/Merrimac

\$114.2 million Mayne Yard (Mayne) upgrade

\$95.1 million Loganlea train station relocation

Key targeted road safety projects (including some investments jointly funded with the Australian Government) include:

\$57 million Strathpine - Samford Road (Eatons Crossing Road and Mount Samson Road) intersection and safety improvements

\$41.8 million Isis Highway (Bundaberg - Childers) safety improvements at various locations

\$37.5 million Kennedy Highway (Mareeba - Atherton) targeted road safety improvements

\$33.9 million Nerang - Murwillumbah Road safety treatments (various locations)

\$28.8 million Morayfield Road and Beerburrum Road intersection improvements (various locations)

\$21.7 million Captain Cook Highway (Cairns - Mossman) Section 2 safety improvements

Other public transport infrastructure highlights (including some investments jointly funded with the Australian Government and local governments) include:

\$82 million for park 'n' ride upgrades at Coomera, Beenleigh, Ferny Grove and Carseldine train stations

\$72 million Northern Transitway

\$34.1 million Southern Moreton Bay Islands ferry terminals upgrade

\$30 million Eastern Transitway (Stage 1)

\$21 million Greenbank bus facility park 'n' ride upgrade

Significant active transport infrastructure investments (including some investments jointly funded with the Australian Government and local governments) include:

\$22.5 million Queensland Government funding commitment for the Riverwalk (Kangaroo Point), Mowbray park to Captain Burke park

\$24 million Cairns Southern Access Cycleway

\$20 million Broadbeach South to Burleigh Heads cycleway (associated with Gold Coast Light Rail, Stage 3)

\$14.5 million Veloway 1 (V1) cycleway, O'Keefe Street bridge

\$10 million Queensland Government funding commitment for the South Brisbane bike network

Maritime infrastructure projects include:

\$12.1 million Spit Masterplan (Southport), northern end of Main Beach, implement spit masterplan

\$12 million funding for the Boating Infrastructure Program

\$9 million Molongle Creek (Gumlu) channel deepening

\$9 million Yorkeys Knob, construct boat ramp and floating walkways

\$8 million Yorkeys Knob boat launching facility landside works (jointly funded with Cairns Regional Council)

The QTRIP 2021–22 to 2024–25 also maintains funding for councils through the successful Transport Infrastructure Development Scheme, with \$280 million over four years.

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Brisbane



Brisbane



ANTHONY SIMMONS

2021 continues to be a challenging year for our state. However, we were very pleased to hold our first face to face meeting for the year at Holmesglen Institute (Chadstone Campus) on 31 March. The meeting included a tour of the Victorian Tunnelling Centre and a presentation about their training offerings for our Industry.

As usual, we were pleased to welcome participation from key stakeholders at our March and May meeting - Department of Transport (Katia Demosthenous and Claire Potter), Major Road Project Victoria (Justin Allen) and City of Yarra (Jzanelle Cook) - and our Supplier Members. We have re-engaged with WorkSafe and are hopeful that they will be able to be represented at future meetings and/or provide reports.

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

ROAD OCCUPATION CHARGES

Confirmation that charges would not be applied to VicRoads projects works on VicRoads Roads.

Advice was also received in respect to road occupation charges and local government parking charges. If there is a road closure on an arterial road that does incur the road occupancy charge, the Council will not be charging for the road impact; but if there is a footpath that is part of the works there would be a council fee.

MOA CHARGING

There is no further information on a date for the implementation of MOA charging.

MOA FORM UPDATE

The updated version 1.5 I is now available to download; and DoT will be ensuring that partially completed forms can be saved.

ONE VIEW PORTAL

Funding and approvals discussions are ongoing, and we expect an update at our next meeting.

OTHER CURRENT ISSUES

We also highlighted a number of other issues which we have raised with DoT. Emily Lodder, Director Transport Operations to take on notice for response at our next meeting:

- TMP Enforcement & Standard Operating Procedures and members need for guidance
- Safer Speeds Safer Sites
- Drive Easy Melbourne - Creating More Road Space
- AustRoads Safety at Roadworks - adoption of AGTTM & AS1742.3
- Training

I'll be able to update members on our discussion via our Monthly Update and also at our next meeting.

Jzanelle Cook (City of Yarra) advised that there had very recently been discussions between the Cities of Yarra and Moreland about proposed enforcement on utility works. The approach which would be carried out by the enforcement teams would initially focus on education.

In addition, Paul Robinson from the Roadmarking Industry Association of Australia provided an overview of the issues facing their members. This was followed by presentations from Stephen Rozic (EquipSuper) and Peter Gibson (Ryan - Fuel Tax Rebates).

MEMBERSHIP

We are pleased to welcome the following new members: All About Traffic Management, Impact Traffic Engineering and Southwest Traffic Control

GOLF DAY 2021 & TMAA 10TH ANNIVERSARY LUNCH - DIARY DATE

Friday 15 October 2021, Gardeners Run, Lilydale.

Anthony Simmons
TMAA VIC Chair

**TMAA 10 YEAR
ANNIVERSARY
LUNCH**

**GOLF DAY 2021
DIARY DATE**

Friday 15
October 2021,
Gardeners Run,
Lilydale.



Bad drivers are out there we need to acknowledge that and still remain safe



DR DAN SULLIVAN

A couple of days ago, as I was driving home in the early evening, I was hassled by a P-plate driver who had been weaving in and out of traffic behind me and was clearly wanting me to drive faster than the posted speed limit. It led me to reflect on a variety of my road safety experiences and learnings.

It might be showing my age, but I recall as I was learning to drive as a 16 year old in Canberra, that random breath testing was being introduced with a 0.08 limit. The risk of being caught and losing my licence, and freedom, meant that my friends and I quickly learnt to count our drinks if we were driving, have a designated driver, or make arrangements to find alternative ways home. However, in 2021 with the limit now firmly at 0.05 for open licences and lower for provision licences, we still find a portion of drivers being over the limit and also worrying now a number of drivers being under the influence of various drugs.

Recently on my local community social media page, one person complained vigorously about Police undertaking speed enforcement on one of the local roads and the old revenue-raising argument was raised. They had even gone to the trouble of stopping to abuse the officer in the Police van, taking photos of the van and their position next to the road, and reviewing the Police policy with regards to placement of Speed Enforcement vans. All of this trying to defend why it was unreasonable that this Police van had caught them at the bottom of a slight hill doing "only 70 km/h" in a 60 zone. The time doing this would have been better spent paying more attention to their speed and driving appropriately. Gratifyingly most of the local community shouted them down and told them to be considerate of our local community and simply obey the

limit if they didn't want the fine.

Given my experience in the Road Safety profession, I am always diligent about obeying speed limits and driving safely. I have too often seen the consequences of poor driver decisions and have had to investigate the aftermath of serious crashes both at road worksites and on the road network in general. I am also always conscious that I should display courteous driver behaviours such as indicating early when I want to turn and keeping left on multi-lane roads with speeds of 80km/h or greater. I can proudly state that I have never been issued a speeding fine and I intend to retain this record. I am also delighted that my children have also adopted my approach to driving and always obey the speed limits.

Back to my experience the other day, all of these behaviours were clearly not in the mind of this driver who was demanding that I speed up and pass the vehicles in the other lane which were travelling slightly below the posted 60km/h speed limit. This driver flashed their lights at me, tail-gated my vehicle and held their hand on their horn in their rage that I wouldn't exceed the speed limit. I remained calm and only sped up when the speed limit changed and the road widened. At that point the P-plate driver overtook me, weaved across three lanes to make their point and then raced off to hassle the next driver.

I have experienced this sort of behaviour too many times in the past to be overly surprised or get upset by it. However, it reminded me of the hazards that our workers in the temporary traffic management industry face every time they work on the roads. Despite all of the road safety messages, a proportion of drivers still speed, still drive with alcohol and drugs in their system, drive distracted by

mobile phones or other devices, drive with an aggressive attitude and still do not pay sufficient attention to the safety of themselves or others.

So, despite all of the campaigns and police activities, and being realistic, we are still going to experience what I classify as “poor and dangerous” driver behaviours at our road worksites. We are unlikely to get police speed enforcement and monitoring at every site. We therefore need to plan and operate our work sites with these risks in mind so that everything reasonable and practicable is done to ensure a safe workplace. There are some of the key steps we could consider for every worksite.

PLANNING

The planning phase for any project and for any works should carefully identify all the additional risk parameters which could increase poor driver behaviours. It is at this stage where some of the more obvious risks can be identified and mitigated. Some key items include:

- Time of day / night that the works are to be undertaken – at certain times of day, particularly through the night and early morning the proportion of speeding drivers is often higher. Drivers are more likely to be under the influence of alcohol or drugs.
- Location of the works – some parts of our cities and towns experience higher proportions of drivers with poor driving behaviours than others. We should use our local knowledge to acknowledge this and plan the worksite accordingly.

Drivers travelling to certain destination, such as airports, may be more likely to be speeding or distracted if they are late. Rural highways approximately 2 hours from major destinations are often fatigue zones where drivers may not be alert and aware of roadworks. There are other similar locations across the network where safety issues are more prevalent than others.

Locations near Universities, TAFEs and other youth training centres will have a higher proportion of drivers with less experience and I hate to say it more likely to be distracted by mobile phones

- Nearby drinking venues may experience a higher proportion of drivers under the influence of alcohol.

In planning the works and documenting the TMP, effort should be made to identify the features that lead to higher risk of poor driver behaviour and plan the necessary mitigation measures to optimise safety for workers.

DESIGN

The temporary traffic management elements in the TGS should be chosen with a safety factor built in to allow for field staff to remain safe even if poorly behaving drivers are passing the site. While the standards and guidelines detail the advance signage requirements, the preferred use of Portable Traffic Control Devices instead of manual Traffic Control, the inclusion of safety buffers and other delineation, Safety Barriers and TMAs, there are additional simple measures that can also be included which can have substantial safety benefits:

- Lookout person to identify approaching traffic that does not appear to be behaving safely who can then alert the other workers within the site.
- Radar speed detection devices attached to visible and audible alarm systems.
- Electronic warning systems that can advise when cones are struck, or vehicles enter the site.

- Inclusion of measures and design layout which minimise the need for any field staff to operate close to traffic.

FIELD

It is in the field that the results of these risks are realised and where workers are clearly at risk. I have discussed before the need for field staff to look out for themselves. Some of the key messages from that article include:

- Looking out for traffic when crossing the road and don't just expect drivers to see you and react appropriately.
- Walking as far away from traffic as you can.
- Walk in the direction facing the oncoming traffic where you can.
- When standing near a road moving as far away from traffic as possible and putting barriers between yourself and traffic.
- Don't remain standing near traffic unless it is a key element of the activity I am undertaking.

Traffic management staff should always be constantly alert to traffic and to operate as though it is the next driver will be the one who is speeding, under the influence, distracted or driving negligently. Always be alert to traffic and report situations where driver behaviour seems to be a regular problem.

These issues are obvious to us all and we need to always plan to mitigate against the worst. Lets treat every week as Road Safety Week and make sure that all of our workers always return home safely.

Dan Sullivan
Founding Director
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AUTOMATION ANYWHERE ANYTIME



WENDY DOUGLAS

It seems that each time I sit to write my article for the TMAA Detours that we have had another serious event occur here in Western Australia. On 8 March two traffic controllers were seriously injured after being hit by a car. The Traffic Controllers were completing their shift and were hitching the Arrow board when they were hit and crushed between their vehicle and the Arrow board. Both Traffic Controllers were significantly injured and while they thankfully survived, one of the Traffic Controllers lost his leg from below the knee and they both have significant recovery journeys ahead of them. The vehicle that hit them failed to stop and was later found by police. The driver was found to be over the legal alcohol limit and was charged accordingly.

Everyday our Traffic Controllers are out working on live roads protecting all stakeholders and the recent spate of events in Western Australia serve as a reminder that we can never stop working towards the safety of our people, and getting them out of the line of fire.

Steve O'Dwyer and I met with MRWA recently and began discussions around critical factors that impact the safety of our people and the people they are there to protect. The meeting went well and pleasingly MRWA responded quickly with some amendments to TMPs to include set up and pack down of roadworks. We have now requested the formation of a working group with MRWA and TMAA WA as the current environment in Western Australia is concerning.

Key areas of concern include but are not limited to:

- Resource availability and experience to service the large pipeline of work
- WA's unemployment rate - lowest since 2013
- Current shortage of experienced resources
- Influx of New Entrants
- High amount of roadworks creating driver frustrations
- Motorists not complying with site setups and restrictions
- Training Capabilities - for example, TMA Driver course

Never has the need for Industry and MRWA to be working collaboratively been as critical as it is now, and we will keep members updated on this and distribute expressions of interest for industry representation.

We will be inviting key stakeholders to our future TMAA WA meetings as they are critical players and influencers in our objectives, and this is where industry engagement is critical. I cannot emphasise enough The more members we have the more we are heard and respected.

Wendy Douglas
TMAA WA Chair



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XAVIER_HINO37170



STUART NOBLE

WINTER IS UPON US

With the winter weather in full swing in South Australia, I encourage all members to ensure their teams are equipped for the conditions on our sites during this season. Safety is our priority both at work and on site.

As part of our focus on safety, TMAA SA hosted a pledge to drive so others survive as National Road Safety Week rolled out in May. We were also host state for the launch of the week long NRSW and the Adelaide Oval was a yellow spectacle to remind us of the need to take care on road work sites and on roads in general.

Our Division hosted its largest event this year in conjunction with CCF SA, where Susana Fueyo, Executive Director of the Program Delivery Office for the North - South Corridor was our keynote. It is great to see the commitment of our members, associates and stakeholders to the industry and to keeping up to date with what is happening in all areas as we progress the plethora of projects currently underway in South Australia.

As well, that commitment has meant a double in size for TMAA SA in the past twelve months. I am proud to have been Chair at a time of such growth for our Association. The future looks bright for South Australia with an impressive forward projection of major projects in the civil sector. I would like to thank Louise Van Ristell, Marie Cunningham and Mel Ekberg for building the collaborative spirit that we enjoy with our counterparts and colleagues in South Australia and with government.

As I step down as Chair, I encourage all TMAA SA members to work together and use our Monthly meeting proactively. It is important we use all our networks to Improve the Traffic Control Industry together.

I have really enjoyed my time as TMAA SA Chair and believe I have added value to our Association, here in South Australia. I will remain an involved and committed member and wish the new Chair well as we continue on the great work of TMAA SA.

Stay safe and warm in this winter weather.

Cheers

Stuart Noble
TMAA SA Chair



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Government of South Australia

Corey Wingard MP

Minister for Police, Emergency Services, Correctional Services, Recreation, Sport and Racing



Here we are, 18 months on from the first COVID-19 case detected in Australia and the impacts it has had on all of us are ongoing. But Australians have been fantastic in the way we have come together to keep the numbers low and tackling it better than any country in the world.

To help the South Australian economy bounce back from the impact of this unprecedented pandemic, the Marshall Liberal Government has committed hundreds of millions of dollars towards stimulus projects throughout Adelaide and around the state. From intersection upgrades to road resurfacing, sealing unsealed roads, shoulder sealing, installing new traffic barriers and maintaining our existing road network, the Marshall Government is building what matters for all South Australians.

As of mid-June, more than \$1.5 billion worth of projects were underway across almost 130 worksites around South Australia, supporting more than 3,000 full time equivalent jobs throughout construction. This is all part of the Marshall Government's record \$17.9 billion commitment to improve infrastructure and is delivering more road upgrades across the state than ever before.

We are committed to ensuring these hundreds of worksites are safe not just for the motorists and other road users who travel through them, but also safe for the workers who are out there in the field ensuring these projects are delivered on time and within budget.

Traffic management is an integral aspect to all road projects as it means we can still allow traffic to flow smoothly through worksites, minimising impacts during construction as much as possible.

One project nearing completion that is a prime example of how we can deliver an upgrade while allowing traffic through is the \$61.4 million upgrade to the intersections of Goodwood Road with Daws Road and Springbank Road. This notorious dog-leg intersection was re-aligned with traffic permitted onto the new alignment under traffic controllers less than six month after major construction began. This upgrade benefits the 60,000 motorists who travel through the intersection daily and has fixed a real pain-point for road users in the southern suburbs.

Another major project underway is the \$35 million resurfacing of the South Eastern Freeway between the Tollgate and Crafers. This major asphalt works - the first on this section of the Freeway in more than 20 years - has

been progressing ahead of schedule while still letting traffic flow between the city and the Adelaide Hills.

Looking ahead, more than a billion dollars' worth of projects are set to begin construction in the second half of 2021, including work on the Main South Road and Victor Harbor Road duplications, the Mitcham Hills Road Corridor Upgrade and upgrades to two intersections along Fullarton Road at Cross Road and Glen Osmond Road. These projects will support more than 1,000 jobs and will have lasting benefits for South Australians for generations to come.

Perhaps most exciting is that early enabling works are set to begin soon on the biggest infrastructure project in South Australia's history - the final stage of the North-South Corridor upgrade, the Torrens to Darlington Project.

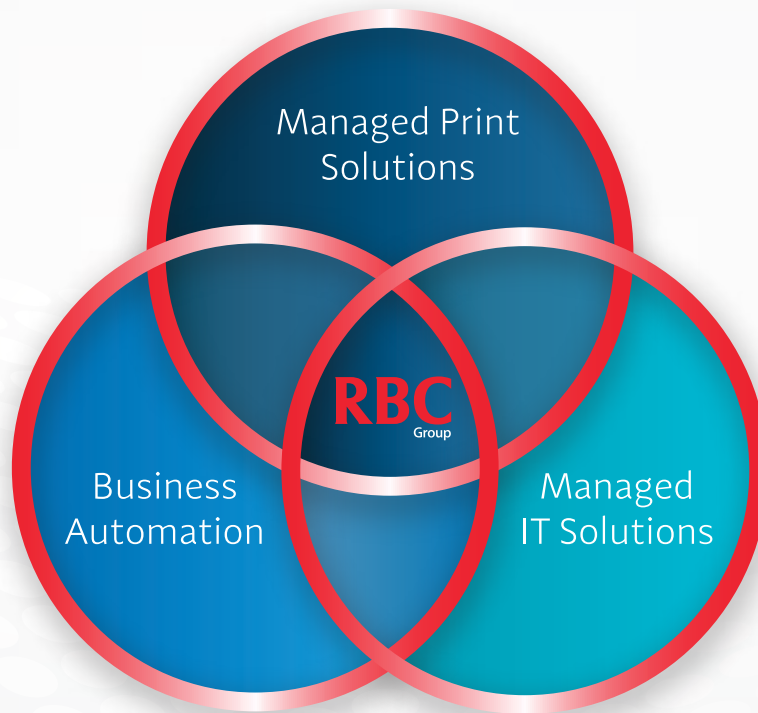
This mammoth project - comprising a combination of tunnels, lowered and ground level motorways as well as overpasses and underpasses at key intersections - will complete the approximate 78-kilometre, non-stop motorway between Gawler and Old Noarlunga, allowing road users to bypass 21 sets of traffic lights between the River Torrens and Darlington. The safety of all travelling through or working within the huge footprint of this project is essential and we are committed to ensuring this happens.

The Marshall Government is excited to continue our recovery out of COVID-19 and building infrastructure projects that will benefit each and every South Australian for decades to come.





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CHRIS BOYER

INCREDIBLE YEAR 2021

2021 has been yet another incredible year here in the NT. Despite the fact we have had the impact of COVID-19, the NT is thriving in the traffic management industry, and we have never been busier!

DR DAN SULLIVAN'S WORKSHOP FOR GENERIC TGS / RISK MANAGEMENT AND TGS CHANGES

Our first half of the year has flown by, in a blink of an eye in this busy season, we are in June. The highlight thus far, was Dr Dan Sullivan's workshop for generic TGS / Risk Management and TGS changes, proudly sponsored by Fulton Hogan. This session was supported by industry & Government, and we had an amazing turn out of 50 people.

DIPL - STIMULUS PACKAGES & EOFY BUDGETS

DIPL have been busier than ever with the COVID-19 Stimulus packages & EOFY Budgets to be spent. Numerous contracts are being awarded daily, and countless upcoming contracts are on the horizon.

CIVIL CONSTRUCTION FEDERATION NT - TRAFFIC MANAGEMENT PROJECT OF THE YEAR

The Civil Construction Federation NT is holding a GALA dinner on 25 June. This is the first year that they will be presenting a new award to 'Traffic Management project of the Year'. Thanks to the Chief Executive Officer, Tom Harris, for creating this incredible industry award.

TCOY AWARD POSTPONED

A huge congratulations to Ciara Griffin for becoming a finalist in the TYOY. Unfortunately, due to COVID-19, dates have been postponed to 01-02 September. With eyes still on the prize, the excitement will continue to grow in our team for the conference and GALA dinner.

SAFETY CAMPAIGN

The safety campaign was well aired through our National Road Safety Week. Whilst all traffic management companies are at their peak capacity, we still have goals to achieve this year which include:

- **Multi Message Signage (MMS) trials** - with high demand for signage at road closures and border closures during COVID-19, DIPL elected to use some MMS. This has been a great way for all to observe the pros and cons of their use here on Territory roads.

I believe we will see some positive changes in this space not too far into the new year.

- **Site compliance by Road ops**
- **Training & implementation of the 1742.3 2019**

Chris Boyer
TMAA NT Chair



5 Proven Recruiting Strategies for Hiring Great Employees

As anyone running or hiring for an organisation will be able to tell you, employees can make or break a business. They can shape the culture, the customer service and the products or services you offer. So how can you ensure your recruitment process is effective and results in the best person for each role? Read on for five proven recruiting strategies that should be considered in every recruitment strategy plan.

1 NAILING THE JOB DESCRIPTION AND PERSONA CRITERIA

An accurate job description keeps both the organisation and candidates on the same page, and it also helps you to clarify exactly what you're looking for in your new team member. Outlining the job requirements and expectations clearly should be the first step in any worthwhile recruitment strategy. It's also helpful to create a candidate persona so when the right person is sitting in front of you with the right experience, you'll recognise them! Be sure to consult the wider team while developing both your job descriptions and candidate personas, to gain a full picture of which capabilities and characteristics to look for.

2 USING YOUR NETWORK TO GOOD USE

Most organisations will have a network which might include customers, suppliers, industry partners and others who have interacted with the business. It can be a great idea to reach out to this network when searching for the right person to fill a role. Using your network can have a double effect: not only can you find great candidates who are already engaged with the organisation, but it also demonstrates the high calibre of your staff to your customers, clients or consumers. Social media such as Facebook and LinkedIn can be powerful recruitment tools, with either organic posting or paid ads.

3 CONSIDERING AN EMPLOYEE REFERRAL PROGRAM

If you already have amazing staff, why not make the most of the people they know? Your team will have an inherent understanding of who might be a good fit within the organisation, and an employee referral program can help to motivate both the employee and their contacts to reach out. This type of incentive can also encourage both the current and new employee to make the hire a success. While an employee referral program might not be right for everyone's human resource strategy, it's certainly worth considering.

4 MASTERING THE JOB INTERVIEW PROCESS

You might employ creative recruitment strategies like Google or you might have a strict list of criteria for candidates to meet, but either way the job interview is the time to get to know and understand the candidate. It's simply not a time to just 'wing it', even if you do have great intuition. The interviewer should be informed and equipped with a list of questions ahead of each interview, and understand which behavioural queues and ways of thinking will indicate a good fit for the organisation. Ask the same questions of each candidate so you can compare apples to apples, and remember to promote your organisation as an employer of choice.

5 MAINTAINING COMMUNICATION WITH CANDIDATES

Clear communication benefits everyone throughout the recruitment process. You can maintain engagement with the strongest candidates, and even unsuccessful candidates can have a positive experience and gain something out of their application. Candidates really appreciate being notified and informed about these various stages of the process:

- When their resume is received
- When they can expect to be contacted
- When and where any job interviews will take place, and what the process will involve. In fact, providing specific details or instructions ahead of the interview can quickly tell you who actually takes the time to thoroughly read an email!
- Information about any additional rounds of interviews
- If they're no longer being considered, and
- If the position has been filled.

This article was originally published on PerformHR's website <https://performhr.com.au/5-proven-recruiting-strategies-for-hiring-great-employees/>

Prepared by WorkIQ for publication by the Traffic Management Association of Australia.

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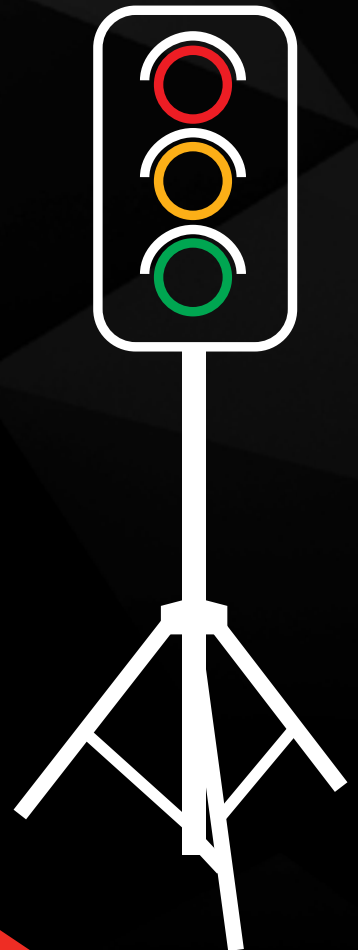
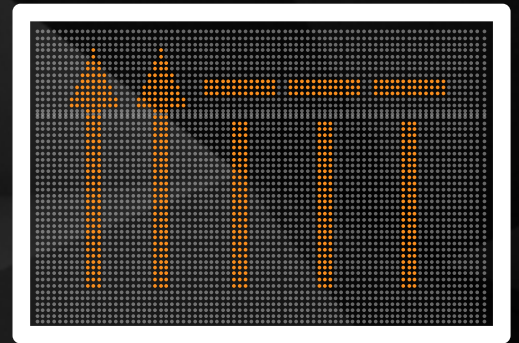
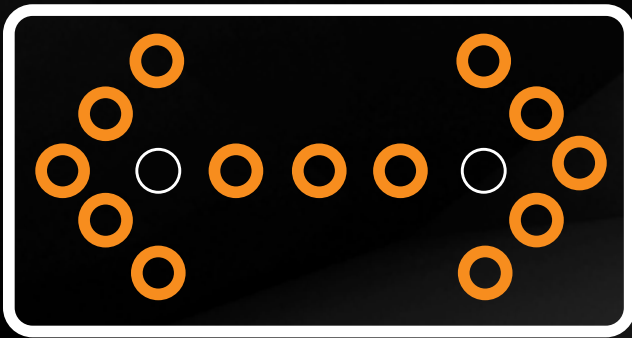
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JAKE VLASVELD

The wintry weather is upon us and I remind all our teams to be extra vigilant in these conditions as vehicles can be unpredictable. It is again, my pleasure, to thank Minister Michael Ferguson for his support for our Association and for presenting at the TMAA TAS Safety at Roadworks Lunch held on 17 June here in Hobart. Commitment to infrastructure development from the Tasmanian government means the industry needs to be innovative with safety, and work with contractors to ensure collaboration for safety on all sites.

The Minister shared with our group the government's dedication to continued improvements within our state. Working with the proven system of 10 year action plans to ensure the pipeline of works is secure, it has been announced that this will assist in providing all parties equal opportunity in tendering. Minister Ferguson again shared his appreciation of the civil industry as a whole for continuing with safety initiatives.

With all the talk around the upcoming works, our current work loads have yet to slow down as they have historically. This is proving to be a promising indicator for what is on the horizon.

Many working groups are still going hammer and tong behind the scenes to ensure the Austroads guide is operational throughout the state. Many great conversations and outcomes are being produced from these working groups, on multiple levels. Thank you to all our stakeholders for their commitment to getting this right and to working with us to make safety and professionalism a priority, here in Tasmania.

Stay safe at home and at work.

Jake Vlasveld
TMAA TAS Chair





Michael Ferguson

Tasmanian Minister for
Infrastructure and Transport



The election result has secured an historic third term for the Tasmanian Liberal Government - and we've hit the ground running.

I'm very pleased to continue my work in the portfolio of Infrastructure and Transport in the new Cabinet, alongside Finance, Science and Technology and the new portfolio of State Development, Construction and Housing.

This latter initiative brings together building and development portfolios all under one Ministry. It brings a laser sharp focus on delivery - better, safer roads, more homes, and the record infrastructure program needed to secure the future of our growing State.

During the campaign, we laid out a clear plan to secure Tasmania's future: to build on our strong economic position, create jobs and invest heavily in the essential services Tasmanians need.

A key part of that plan is our continued investment in transformational infrastructure projects that provide long lasting generational benefits.

As we extend our record investment into Tasmania's transport infrastructure, we will:

- Invest a further \$416.5 million into road infrastructure over seven years, including targeted investments across all regions of the State.
- Deliver the next four 10 Year Strategic Action Plans for the Bass, Channel, Huon and Tasman Highways, building on the success of the Tasmanian Liberal Government's \$565 million Midland Highway 10 Year Action Plan.

The 2020-21 Budget outlined a \$5 billion infrastructure program, which included a total investment of \$2.4 billion into our road transport network over the next four years. We will build on this investment across a range of roads projects over the next term of government.

We will progressively develop 10-Year Strategic Action Plans for each of our major highways, building on the

success of our \$565 million 10-Year Midland Highway Action Plan.

Utilising the information developed through our current corridor study approach, we will set out a program of identified priority projects to be delivered over 10 years, scheduling upgrades in a structured approach to achieve the greatest benefits.

We have already completed corridor studies on the Bass Highway between Cooeee and Wynyard, and from Wynyard to Marrawah, and we have now commenced a corridor study to identify upgrades between Deloraine and Devonport.

To date, the Tasmanian and Australian Liberal Governments have jointly committed \$200 million towards implementing the findings of the completed corridor studies, and the first packages of work have been tendered for the 2021-22 construction season.

The Bass Highway is the key link between the far north west of Tasmania and the key ports of Burnie and Devonport and further to Launceston and Hobart.

Current freight volumes on the Bass Highway are close to two million tonnes a year, and volumes are forecast to increase up to 2.7 million tonnes per annum by 2034 (42 per cent growth).

It is clear that we need to continue to invest for the future growth in Tasmania's economy and that a strategic approach is needed.

The Liberal Government recently completed and published a corridor study, identifying priority projects along the Channel Highway in southern Tasmania.

Recognising the traffic congestion issues that are already being experienced, we have already committed \$12 million towards a \$60 million project to deliver a grade separated interchange at Algona Roundabout, and duplicate the Kingston Bypass, both of which were supported by the Australian Government.



With major projects right around the State, Tasmanians and industry players can be secure in the knowledge that these improvements will deliver safer roads and boost jobs and our economy.

Building on the priority projects identified, we will develop a 10 Year Strategic Action Plan for the Channel Highway with detailed project costings to support the funding of this program through future Budget bids at the State and Federal level.

The development of a corridor study on the Huon Highway commenced recently will identify potential upgrades and safety improvements between Kingston and Huonville, together with reviewing the opportunities for further upgrades south of Huonville.

Following the completion of the corridor study, we will develop a 10 Year Strategic Action Plan for this highway.

We have committed to a corridor study of the Tasman Highway between Sorell and Scottsdale to identify a long-term program of upgrades that will build on our \$30 million investment in the

Great Eastern Drive. A 10 Year Strategic Action Plan will follow the identification of priority projects through the corridor study.

As you can see, with major projects right around the State, Tasmanians and industry players can be secure in the knowledge that these improvements will deliver safer roads and boost jobs and our economy.

In closing, I note the recent incident in New South Wales where two road workers were seriously injured after a semi-trailer crashed into their work zone.

Tasmanian workers are seeing the benefits of an increased police presence in our roadworks areas - with speedsters suffering the consequences of their dangerous behaviour.

Not only do industry employees deserve job security, they deserve a safe work environment.



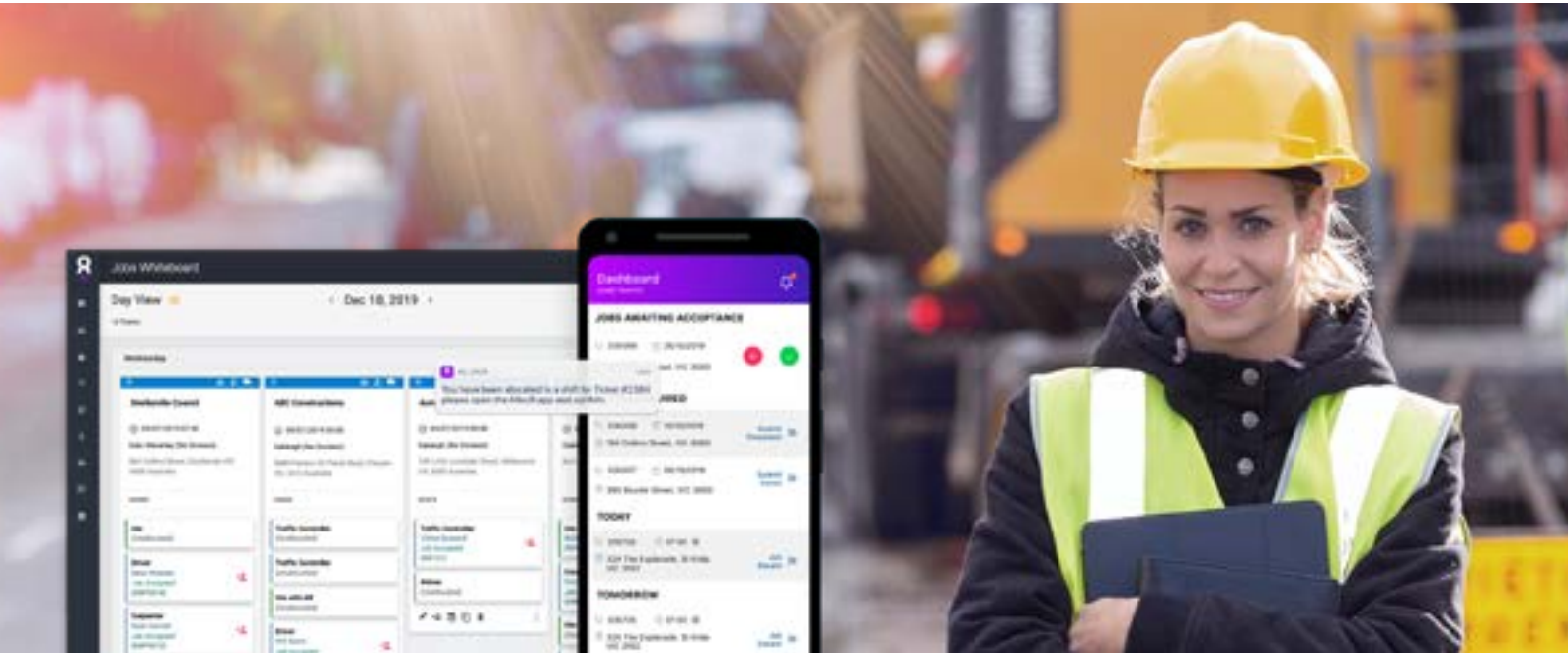
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HRIA and Chain of Responsibility training

The Hire and Rental Industry Association (HRIA) has worked hard to ensure Chain of Responsibility (CoR) training for all its members is available across a variety of platforms.

Ensuring workplace safety is a top priority for HRIA and we are in regular discussions with government departments - including liaising with ministers - industry members and concerned parties - to factor in what needs to be done, what can be improved and what is missing for our industry.

One key area of training has been the CoR courses, which have been possible after securing a government grant through the National Heavy Vehicle Regulator's 'Heavy Vehicle Safety Initiative' for Chain and Responsibility Awareness and Training.

The HRIA has successfully held 30 face to face training courses from Dec 2020 through till May 2021 across Australia. The courses dealt with CoR legislation as well as load restraint, targeted for the hire industry and its transport providers.

Locations for the delivery of courses included Adelaide, Melbourne, Geelong, Bendigo, Mildura, Emerald, Gladstone, Townsville, Mackay, Brisbane, Perth, Newcastle, Sydney, Dubbo, Hobart, Launceston, Canberra and Port Macquarie.

More than 230 people have attended the HRIA's CoR courses and feedback from all has been exceedingly positive.

There has been a mixture of employers, employees and sub-contractors, which has represented a good cross section of workers in the hire section.

Any members or associated transport partners who missed out on the face-to-face training are able to access our online awareness course which has 13 role-specific modules within the Chain of Responsibility.



For further information please contact the HRIA head office on by telephone (02) 9998 2255 or email: info@hireandrental.com.au



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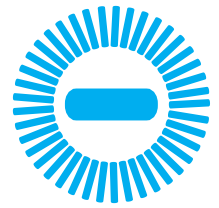
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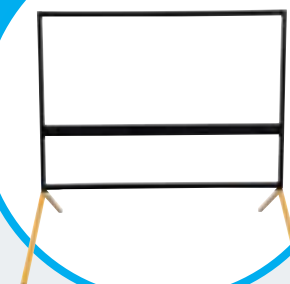


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BEN MARSONET

Well, what a year it has been, the industry in NSW has never been in better shape and although the last six months have presented challenges, our industry is now starting to take massive leaps forward to be in a position where it is arguably leading the country in terms of standards and approach. It has been a difficult year for many businesses and industries in Australia, but through it all the TMAA and its members have come together and adapted to continue to employ thousands of staff from all walks of life.

Reflecting on my time as Chair and where the TMAA in NSW is today, it gives me great hope that the future remains bright and that we have a committed core group of members and suppliers that want to continue to push the boundaries, invest, employ, and make sure everyone gets home safely to their families. Make no mistake, the changes that the NSW industry has gone through over the last nine months will change the face of the industry nationally for years to come. The adoption of portable traffic control devices, the transition to a proper risk-based approach in planning, and the increased guidance regarding speed zones at temporary work zones will go a long way to achieving our goal of having the safest temporary work zones in the country.

It is not all roses though, even with all the good work that has been done, the industry has been rocked by a number of significant incidents that could have all resulted in very different outcomes. The TMAA NSW division will continue to be heavily focused on TMA use in high-speed road environments with a particular focus on the

M1 between Sydney and Newcastle. I commend TfNSW for their engagement on the matter and we look forward to working closely with all stakeholders to prevent the reoccurrence of some of the TMA strikes and incidents we have seen throughout the year.

As I've stated throughout the year, there is much to be excited about in the blue state. Both state and federal funding injections have seen the pipeline continue to break records and long may it continue.

Lastly, I'd like to thank Tynan Diaz (D&D) and Ciaran Deighan (Retro) for volunteering to take over the leadership of the TMAA NSW division as Chair and Vice Chair respectively. Both these gentlemen have a tremendous passion for our industry and given their long-standing positions within it, I'm confident they will continue to build on the foundations to take our industry forward. Louise and Tynan will be in touch regarding the next event, and I thank the members again for their support over the last 12 months.

Stay safe,

Ben Marsonet
TMAA NSW Chair



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Paul Toole

Minister for Regional Transport and Roads



STATEMENT ATTRIBUTED TO MINISTER FOR REGIONAL TRANSPORT AND ROADS PAUL TOOLE:

"The NSW Government is rolling out record investment to deliver a safer, stronger regional road and transport network, to better connect regional customers with affordable travel, drive freight productivity on road and rail, and create thousands of local jobs.

"With more people than ever relocating to and travelling to the regions, our investment in roads and transport infrastructure will ensure we are meeting the needs of regional communities now and for the future.

"Transport for NSW is delivering an ambitious \$71.5 billion infrastructure program over the next four years on projects designed to improve safety, reliability and capacity across all transport modes.

With our unprecedented spend helping turbocharge jobs in the bush and unlocking new opportunities - making regional NSW a better place to live, work and visit - the safety of our customers and our workers is our priority."

REGIONAL ROAD PROJECTS

Right across the state, the NSW Government is investing in transformative projects through this Budget - from construction kicking off on the Parkes Bypass to the completion of the Albion Park Rail Bypass and Berry to Bomaderry upgrade on the Princes Highway and continued sealing of the Cobb and Silver City Highway in the Far West.

Nearly every major highway is seeing investment that will deliver safer journeys and improved productivity - from the \$2 billion being invested in the Great Western Highway to the \$1.2 billion we are investing over the next four years in the Coffs Harbour Bypass on the Pacific Highway.

We're also spending millions over the next four years, tackling the congestion challenges in fast growing areas like the Hunter and Central Coast, with \$438 million to progress the Singleton and Muswellbrook Bypasses which will see works underway in 2022, \$10.9 million to

deliver Stage 1 of the Hillsborough Road upgrade at Crockett Street, and \$54.5 million for Manns Road intersection upgrades at Narara Creek and Stockyard Place.

And we're helping regional councils build a stronger local road network, with \$240 million for Fixing Local Roads in 2021-22 to help councils repair, maintain and seal priority roads in their communities and \$297.2 million for Fixing Country Bridges which is helping councils replace hundreds of ageing timber bridges.

TRAFFIC MANAGEMENT AROUND CONSTRUCTION

Carefully planned traffic management is a critical component of managing changes to the network, particularly during construction.

It helps maximise the safety of our customers and workers, while minimising impacts on traffic flow to maintain efficiency and reliability across the network.

When Transport for NSW manages the road network, teams consider factors like:

- Improving road safety
- Managing commuter, bus, freight and tourism movement
- Improving transport alternatives including bicycling, walking and travel demand management
- Delays caused by planned and unplanned incidents and special events
- Integration of land use developments into the road network

SOME EXAMPLES OF TRAFFIC MANAGEMENT AROUND CONSTRUCTION INCLUDE:

Example one

- Traffic Management at a work site on the New England Highway where end-of-queue incidents had started to occur.
- Successfully used a static sign that was a cut-out of a person, waving a slowdown bat to make people aware of traffic works ahead.
- It changed the traffic flow on site

and created awareness for drivers.

- It proved successful with no more end-of-queue incidents

Example two

- St Helena and Tugun tunnel maintenance currently use remote control moveable median to close lanes and redirect customers onto the old Pacific Highway when required during tunnel maintenance activities.
- Tugun tunnel has also introduced crash devices to provide a barrier for workers in the tunnel during maintenance operations, effectively stopping errant vehicles entering the tunnel when workers are on foot.
- This has prevented any incidents for workers based on previous learnings of previous incidents in Tugun tunnel from 2019.

TRAFFIC MANAGEMENT AROUND INCIDENTS

Transport for NSW also carries out traffic management when there are disruptions on the network due to incidents or maintenance, or when there are major events that generate significant traffic and/or disruptions.

During peak holiday periods, Transport for NSW uses a traffic management plan on the Great Western Highway by monitoring traffic in real-time and stopping vehicles at the bottom of the Victoria Pass if queuing at Blackheath reaches Victoria Pass.

This prevents active queuing on the 2.2-kilometre incline at Victoria Pass, which is prone to vehicles overheating and breaking down.

Transport for NSW provides proactive messaging to the community and our customers so that there is a clear understanding of potential disruption.

As part of Future Transport 2056, managing traffic as it travels through places is also considered, including moderating speed and behaviours to protect other vulnerable road users

Paul Toole
Minister for Regional Transport and Roads

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* At time of print

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



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How does sleep deprivation affect my driving?

What is a healthy sleep attitude?

How do I manage driver sleepiness?



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SARAH



2021 NATIONAL ROAD SAFETY WEEK WRAP-UP



As the industry is well aware, the purpose of Yellow Ribbon National Road Safety Week (NRSW) is to bring community focus to our principal theme... **"Drive So Others Survive!"** With this in mind, we are indebted this year to the Government of South Australia, and in particular, the leadership of the Minister for Police, Emergency Services and Correctional Services, Hon Vincent Tarzia MP.

The Minister not only hosted the Week, but through his words, and through the logistics and operational support provided by the South Australia Department of Infrastructure and Transport, that to **"Think Road Safety!"** IS to **"Drive So Others Survive!"**.

The Week commenced on Sunday 15 May with the National Launch at the Adelaide Convention Centre with the reading of this year's Road Safety Week Statement provided by His Excellency, General Hon David Hurley AC DSC, Governor-General of Australia (see inset).

We were then honoured to have both the Deputy Prime Minister, Hon Michael McCormack MP along with the Commonwealth Assistant Minister for Road Safety and Freight Transport, Hon Scott Buchholz MP speak about the importance of NRSW, its emphasis on protecting every life and how each of us has a part to play in getting every person home safe. In addition to being an in-person event attended by numerous VIPs, the launch was also video streamed.

In addition to the national event, jurisdictional launches were also held. I wish to specifically thank Hon Andrew Constance MP, Minister for Roads and Transport as well as Hon Paul Toole MP, Minister for Regional Transport and Roads for jointly hosting the New South Wales Government event, while on the other side of the continent, Hon Paul Papalia MLA, Minister for Police and Road Safety hosted the Government of Western Australia's launch in Perth.

Of course, while the launches are an essential focal point in communicating that **"Drive So Others Survive!"** message, the true measure of success is



how that idea is taken up within our families, schools, businesses and within the general community. So it was great to see that there were over one and a half thousand NRSW articles produced, potentially reaching around 17 million people!

In addition, there were national and international icons, bridges and buildings lit in yellow across the country, road safety events run by local government, toolbox talks, presentations and in-house events within government and corporate organisations, as well as Kindergarten through Year 12 road safety competitions etc. As such, NRSW 2021 was a great success in bringing a focus to that basic proposition... By choosing to **"Drive So Others Survive!"** we can get everyone home safe to their loved ones ... every day ... without exception!

USING NRSW TO ACTIVELY PROTECT OUR WORKERS

On Thursday 20 May the NRSW daily theme was "Save Lives - Slow Down". This not only reflected the United Nations Global theme that focuses on speed reduction, but was our key day to reflect the needs of the traffic management industry. It was also the day that we specifically promoted the TMAA's "Your speed is our safety" videos re-emphasizing the importance of slowing down to actively ensure the safety of our road workers.

As part of our commitment to the industry, SARAH is considering continuing the "Save Lives - Slow Down" theme as part of the 2022 NRSW. Additionally, we

will be asking the industry if it thinks we should adopt the concept of a quarterly "Slow Down Thursday!" to bring the life and death needs of our TCs into the public's consciousness. It could be planned via toolbox talks and then promoted to the public via the TMAA's videos, TM's social media posts, etc. If you think this could be a useful strategy, or if you have alternate ideas, please send your thoughts to info@sarahgroup.org.

FOR 2021, HOW DID YOU SHOW YOU'RE A ROAD SAFETY CHAMPION?

As I reflect on the various positive achievements of the Week, I remain saddened that driver behaviour, and especially distraction and speeding, continues to be responsible for too many near hits, too many crashes and has taken too many of our TCs' lives ... indeed, three in the past twelve months.

If we are to influence better driver behaviour, we need to get our community to prioritise the lives and health of all those on the road ahead. We need to show that committing to "Drive So Others Survive!" is both simple and life affirming... and by making this commitment, we CAN get everyone home safe... every day... no exceptions!

So if this is our task, my next question is obvious. During NRSW, how did you show you're a road safety leader? Ask yourself how you specifically promoted improved road behaviour in order to protect your workers.

For instance, did you publicly show your support by flying yellow ribbons or displaying "Drive So Others Survive!" stickers on your vehicles... Did you take the road safety pledge and then ask your workers to do the same? Did you encourage family and friends to show their commitment by signing the pledge? Did

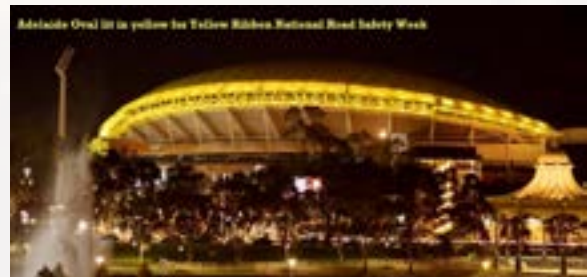
you run a NRSW toolbox or have a VMS displaying your support and leadership of National Road Safety Week? If you answered yes to each of these questions, be proud of yourself because you're a Road Safety Warrior!

But if you answered no, and you want to do more to protect your workers, why not take one of these actions today. By showing you are a road safety champion, you might not know who, but you might just save a life!

 **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>



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UK's first county-wide model for predicting traffic flows and emissions is launched

The transport modelling experts, Aimsun, have led the delivery of a large-scale model of the county of Oxfordshire that will use real-time traffic simulation to reduce congestion and harmful, traffic-related emissions.

Now running live, the model was delivered for the Network Emissions/Vehicle Flow Management Adjustment (NEVFMA) project, funded by Highways England and delivered in partnership with EarthSense, Siemens Mobility and Oxfordshire County Council. NEVFMA uses the Aimsun Live solution to generate short-term predictions for traffic and nitrogen dioxide (NO₂) dispersion to help traffic centre operators make the most effective traffic management decisions.

The simulation of predicted NO₂ pollution levels from EarthSense's MappAir dispersion model integrated with Aimsun Live provides the first real-time, traffic-linked dispersion model. This system allows the user to visualise pollution and tackle emissions in official government Air Quality Management Areas alongside other key regions of interest.

Aimsun's solution uses dynamic simulation to allow the model to generate predictions for individual vehicles in under four minutes. These vehicle predictions are the basis for calculating the concentration of the predicted NO₂ using forecasts of meteorological and pollutant data in the upcoming four minutes. Siemens Mobility has integrated the EarthSense air quality sensor with the county's traffic signal infrastructure, such that it can be easily retrofitted to existing signal heads, providing validation of on-ground pollutants and enabling traffic control interventions to be based on air quality levels.

The system is designed to analyse traffic strategies, allowing up to three alternate scenarios with changes to signal timings, traffic restrictions or other network changes to be compared in the same window. Traffic managers in the county's traffic control room can then choose the optimal mitigation strategy to reduce congestion and emissions.

Alastair Kitson, Regional Head of Professional Services

at Aimsun, comments, "We use four 15-minute rolling horizons to predict the impact on emissions 60 minutes in the future. These are used to present clear and easy to understand KPIs for each scenario, providing confidence to the decision maker who chooses which strategy to adopt. At full chat, the system turns around 16 prediction horizons within four minutes. For a mesoscopic model of this size, simulating individual vehicles, that's pretty quick!"

"We have developed ways to import most model types and data feeds, so that we can recycle existing authority resources," adds Aimsun UK Managing Director, Gavin Jackman. "This makes the system good value and economical for Highways England and councils, particularly as it offers continued analytics on the incoming data feeds, real-time monitoring and decision support, county-wide modelling consistency and endless sub-networking for local improvement schemes."

The analytics performed on the data take ten different types of day into account; this allows the Live system to adapt to different strategic and local road network demands such as 'holiday weekend' or 'busy weekday', or even a rainy winter's day when car use is highest. This type of analysis counters missing highs and lows in short-term surveys, and when taken offline, can also provide a great base for applications such as scenario planning, Oxford's Local Plan, development planning and building business cases.

"The system is flexible and extendable for the strategic road network and designed to grow locally in line with Oxford County Council's plans to bring more detectors online," says Kitson.

Llewelyn Morgan, Head of Oxfordshire County Council iHub, says, "We are always trying to explore how we improve and manage air quality. The NEVFMA project will provide unique insight into the potential of using real time air quality data to influence how we plan and actively manage our highways network."

Paul Hutton

RSEA

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2021 Engineering, Innovation, and Technology Forum

Connecting minds, delivering value
24–26 August 2021

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

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

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

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

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

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

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

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Move traffic controllers out of live lanes

Earlier this year Fulton Hogan in Australia set the goal to move workers on foot out of live lanes. It represents a critical risk for our people, making up almost 20% of recorded safety-related incidents.

“Working in and around live traffic is not just a challenge for Fulton Hogan, but for our industry as a whole,” said Matthew MacMahon, Chief Executive Officer, Fulton Hogan Infrastructure Services – Australia.

“No one should feel at risk in the workplace, yet we see our traffic controllers stepping into live lanes of traffic everyday with little protection other than a STOP SLOW bat to confront oncoming vehicles,” explained Matthew.

There are many complex elements to achieve this objective in its entirety, but Fulton Hogan will focus on traffic controllers as a first step. As such, from 1 June 2021, anyone undertaking traffic control for or on behalf of Fulton Hogan must align with the goal and apply changes to how they manage traffic.

FULTON HOGAN'S GOAL IS TO MOVE TRAFFIC CONTROLLERS OUT OF LIVE LANES FROM 1 JUNE 2021 WHAT ARE THE CHANGES?

1. REDUCE the use of STOP/SLOW bat by using alternate traffic management methods, making it the last resort device.
2. The appropriate Fulton Hogan approval must be obtained to use STOP/SLOW bats BEFORE commencement of work.
3. Traffic controllers to be positioned a minimum of 1.2m from live traffic when working near live lanes.

As part of this process, Fulton Hogan reviewed what traffic management approaches that could be used to support this goal. A traffic control guideline was developed based on the hierarchy of controls; with the safest and preferred option being a road closure, down to the last resort option being a STOP/SLOW bat with the appropriate approval.

Alternate traffic control devices were also reviewed, which included the GIBNEY® Barrier – a horizontal STOP/SLOW barrier arm that is opened and closed by the operator 1.2m from the live lane. It was evaluated by the Australian Roads Research Board (ARRB) as part of the Transport Infrastructure Product Evaluation Scheme (TIPES) and was successful in satisfying the requirements of the Product Evaluation Panel assembled by ARRB for the device.

Following its successful TIPES evaluation, Fulton Hogan has partnered with DeNeeffe Signs/ Traffic Technologies, a traffic management signage specialist located in Victoria, and Blackroo Industries, an Indigenous owned enterprise that provides meaningful work to Indigenous inmates in the Muswellbrook region of NSW to manufacturer the device.

The changes are intended for us to look at alternate ways that keep traffic controllers safe and out of the live lanes. We welcome your support to help us achieve safer outcomes for all our people working in the industry.

New Zealand Update

Giddy neighbours!

Great to be sending a few words to you all again for this edition of the Detours magazine. There has been some very big things happening over this side of the big blue swimming pool!

Over the last few months it is fair to say that the biggest changes in the TTM space since the inception of our Code of Practice for Temporary Traffic Management have kicked into gear.

The most concerted effort to introduce a training and competency framework for our industry has been unveiled after many hundreds of hours of work by a great many people in and around the industry. This is a process that commenced some years ago, and has involved the management of inputs from every corner of the country, that have been funnelled into more defined outputs released into the TTM community over the last few months.

Change is always something that creates a degree of retribution and often unsettles the people who it affects most directly. This remains to be true with the introduction of new roles, new powers and responsibilities and the provision of guidance material that asks the industry to learn new things, and navigate new pathways to the achievement of competencies at speed.

While this is happening, the review of CoPTTM and alignment with AGTTM is continuing in the background. The industry is developing new guidance on best practice and how that term is understood, while the early stages of the training and competency model are being rolled out.

You can imagine what a busy time this has created across the contracting communities and for those people whose profession and trade is entirely practiced within the TTM space.

The entire playing field of TTM has been affected by these changes, and there is a considerable amount of camaraderie being required and shown within the industry. People are working together to assist each another in navigating and understanding of and working together to stabilise new platforms of requirement.

Nationally, there has been a reduction in the traditional numbers of trainiers and planners as a result of change, which is working toward higher standards of performance at every level of TTM from concept of control and the planning stages around a given activity right through to the frontline performance.

Sadly, while there is a massive impetus towards improving the conditions for and skill levels of those in the work, we still need to acknowledge that for all the reasons one might imagine, we still have colleagues, team members, friends, family and acquaintances being hurt and killed on the roads.

While the statistics are not a subject for this article, suffice to say this can be heartbreaking and difficult to accept for all us in what is a very tight industry. It is both workers on and near the road as well as road users who we seem sometimes to accept that being in harms way inevitably means we must also accept harm. While there are many, many hours spent talking on and attempting to provide solutions and innovations to assist in the reduction of these outcomes, it remains to be something we ALL know we need to work on and improve in.

We think that this is something we would like to share the burden of with our Australian colleagues, as we are certain the feelings, concerns and deep desire to change this often sadly accepted risk and fact is no different in New Zealand as it is across Australia.

Those of us reading this or understanding the discussion are the very best people in Australasia to take a personal responsibility for it and do everything we can to reduce the harm and the devastating nature of injury and death not only at worksites, but on our roads in general.

The Aotearoa Temporary Traffic Management Association is slowly and steadily positioning to be a platform for these discussions, and it is our hope that the efforts to develop the strength of voice it has will be a factor in facilitating thinking around the reduction of harm and hurt. We believe we could all collectively use as much help and support as we can muster for this important subject.

In other news, the 2021 TTM Conference for NZ is now coming into focus and running on the 17/18th November this year in the Waikato region. We hope to be able to share more of this important event virtually and make it possible for you all to share in at least part of the knowledge pooling that we expect it will once again produce.

You will be able to keep updated on the program and opportunities to participate through the TTM Conference Website at - <https://ttmconference.co.nz/>

We invite anyone with an interest in what the overall industry is doing in Aotearoa to visit the Aotearoa Temporary Traffic Management Association website at <http://attma.org.nz/>. There is still no cost to register on the site and the information outputs are beginning to increase as need for communication lines is recognised in our work community. We look forward to it being of value, and allowing for questions and comments to be shared across the wider roading community irrespective of which "island" we live on!

The Association remains committed to supporting paths of communication for the roading and associated industries across the Pacific region with the very real goal of improving our industry through open and honest discussion and sharing of knowledge.

Until next time, we look forward to continuing the efforts to improve our industry at every level, and with the inclusion of as many of the people as possible.

**The team at RISS
Roading Industry Support Services
Waikato, Aotearoa.**





THE ENVIRONMENTAL SUPERMODEL

Reducing transport-related pollution is a job for everyone in the industry, and as Paul Hutton in the UK writes, a solution being perfected in the English city of Oxford could help us here in Australia

According to the European Environment Agency, transport is responsible for nearly 30 per cent of all the CO₂ emissions in Europe. Of this, almost three-quarters - 72 per cent - comes from road transport. While this is a significant contributor to overall pollution levels, it is made worse because road vehicle pollution, including CO₂ and other pollutants such as Nitrous Oxide and Sulphur Dioxide, is emitted inside our cities.

Other significant pollution sources, such as coal-fired power stations, are generally in isolated locations and not so impactful to city communities. While public opinion sways away from fossil-fuel energy generation, there does not seem to be the same emotive reaction to the impacts of road vehicle pollution on the climate, health and city liveability. Undoubtedly, the uptake of electric vehicles will be a significant driver in reducing localised road vehicle pollution, however I understand this is slower in the southern hemisphere mainly because of government incentives, charging infrastructure requirements, and the distances of inter-urban trips. Add to this the lack of domestic production and the lengthy supply chains, which contributes to the uncompetitive cost of electric vehicles.

One of the problems with improving air quality is that it is so weather-dependent. What happens to traffic fumes from the same stretch of road is different on different days. On hot, still days, it can linger over homes and offices, while on windy days, it gets blown out to sea, and the

air we breathe is clear. A gentle breeze in one direction can lead to dangerously poor air quality in a school playground; another day, it could be outside a hospital.

Suppose cities are to increase their liveability, achieve emission and pollution goals while still enabling people and goods to move. In that case, a critical component is to adapt transport management systems to respond to these challenges. There are examples of Intelligent Transport Systems solutions from Europe used to manage traffic to prevent air quality from exceeding legal limits. In addition, many European cities have clean air and low emission zones to maximise the community environment and liveability. But while this has a significant effect on improving communities, the impact on productivity has to be considered and accommodated in either the transport management system or planning, as transport restrictions and costs reduce the efficiency of the network. Alternative solutions, therefore, need to be found if possible.

The Network Emissions and Vehicle Flow Management Adjustment (NEVFMA) project for Highways England centres on the A34 Botley Interchange to the west of Oxford City Centre (around 100km west of London) and addresses these challenges. The NEVFMA management system utilises advanced data analytics, AI and a behavioural-simulation modelling framework at a mesoscopic level to predict the speed and volumes of vehicular traffic in the city. By supplementing this framework with real-time traffic data and air quality monitoring, short term predictions of vehicle emissions and, subsequently, NO₂ dispersal, are generated. With this sophisticated and predictive solution, traffic managers have the clarity and capability to make informed decisions

on managing the network based on multiple priorities.

The solution is initially built in the Aimsun Next traffic-simulation platform and the MappAir environmental mapping platform to create a static digital twin of the network. By adding real-time traffic information, accurate short-term predictions of the traffic network are generated using the Aimsun Live real-time platform. From this, emission levels can be predicted and interfaced with EarthSense's pollution dispersion model to calculate the pollutant levels across the city in the immediate future, returning critical KPI data in around 10 minutes.

Predicting the traffic and environmental conditions in the city is an exciting opportunity; however, to be an effective end-to-end solution, transport network managers also need the system to be capable of decision support to proactively manage the transport network and the environment.

Should the system predict congestion or poor air quality, the managers can select a range of traffic management responses, which are then modelled to predict the outcome and provide metrics. The solution's dashboard supports the manager by identifying the best operations plan, effectively managing the traffic build-up, and the reduce emissions before they have happened. The NEVFMA project provides the right strategy at the right time, reacting in real-time to changes in both traffic and

weather to maintain the balance of the environment and city mobility.

One example of its effectiveness was when a lorry collided with the median barrier, separating the two carriageways of nearby the M40 motorway, causing its closure. The NEVFMA solution predicted the short-term knock-on effect on roads, including significant congestion on the alternative arterial A34. The system then identified the most efficient traffic management options, one of which was to divert northbound and southbound traffic onto alternative routes; splitting the traffic flows reduces idle time and keeps traffic flowing, reducing and dispersing the emissions. This kept air quality within legal limits, under the $40 \mu\text{g}/\text{m}^3$ NO_2 threshold. Had the default traffic management solution been used, that limit would have been breached.

"This is a great example of where short-term modelling using real-time data can have a significant and measurable effect," explained Aimsun's UK Managing Director Gav Jackman. "Our solution doesn't just wait for the traffic management solution to deal with the congestion that has built up, it predicts it before it has happened and can therefore minimise it. Because we took air quality into account in our modelling, the most environmentally friendly solutions are identified. Of course, if the weather is different, we might find another traffic management solutions that would have been better. The technology is vital in helping the traffic managers make the best decision."

EarthSense managing director, Tom Hall has explained, "Working to investigate how traffic management and control systems can be used to reduce emissions in the Oxford area enables us to trial both the air quality predictions from MappAir and the Aimsun model. We hope that this will enable Oxfordshire County Council's ambition to have the world's first zero-emission zone to be realised. It should also prove the scalability of this project's approach."

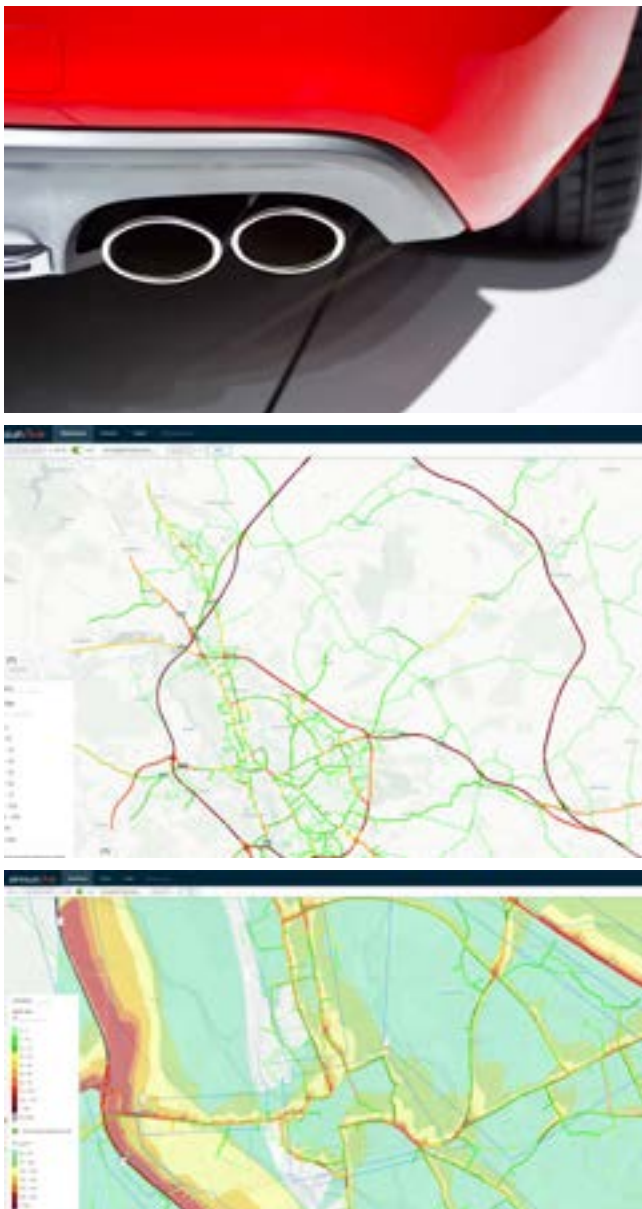
Every time I have visited Australia, I have been struck by how your officials, and those from New Zealand, pride themselves on their cities' 'liveability' - a subjective metric that reflects how desirable a city is to work, live and enjoy. However, I am also told how there are many examples of cities where air pollution significantly impacts the liveability and poses a genuine health risk, particularly affecting community health and recreation activities.

"This is an innovative use of a modelling solution, which could have a significant and speedy effect on air quality in cities across Australia," added Aimsun's Australian MD Scott Aitken. "In most places, we already have the modelling capability, the real-time traffic information and weather data, so using the technique developed in the UK is just a case of fusing it all. What's so great about this solution is that we'll be cleaning up the air by reducing traffic-related emissions in the places that matter, and, unlike so many other solutions, drivers won't be inconvenienced, charged, fined or otherwise have reasons to complain."

This NEVFMA innovation in the UK was developed for Highways England by Aimsun, EarthSense, Siemens and Oxfordshire County Council.

Paul Hutton is a writer and commentator on intelligent transport systems and communications professional

Paul Hutton
Aimsun Ltd.



TECHNOLOGY FOR SAFER ROADS

Roadway experts present CAV innovations for roadway safety at ATSSA's 2021 Convention

Emily Freehling ATSSA

Technology will drive many of the innovations that can make American roads safer in the years and decades to come. Three education sessions at ATSSA's 51st Annual Convention & Traffic Expo highlighted specific ways departments of transportation (DOTs) around the country are deploying technology to make roads safer today and preparing infrastructure for the growth of connected and automated vehicles (CAVs) that is expected in the coming years.

SAVING LIVES WITH SMART WORK ZONE TECHNOLOGY

Smart work zone technology keeps motorists and work zone personnel safer by avoiding crashes caused by queuing and excessive speeds. Panel experts with experience implementing smart work zones in Arizona, Wisconsin and North Carolina said this technology is simpler and less costly to implement than many assume, and that it can improve safety on projects large and small.

Major components of smart work zone setups include data sensors that can be mounted on existing roadway infrastructure to transmit information on driver speed and traffic flow. That information is fed to smart message boards, which warn drivers that they are approaching a backup. Variable speed limit signs allow limits to be adjusted based on traffic flow information.

All of these tools have shown tangible results. In Wisconsin, Erin Schwark of WisDOT said a 2017 study found that injury crashes were down 63%, overall crashes were down 15% and overall crash-related costs were down 13% in smart work zones. In North Carolina, Steve Kite, formerly of the North Carolina DOT (NCDOT), said the state had seen a reduction of 5 to 7mph in speeds in work zones where variable speed limit signs were installed. Kite is now safety director for Stay Alert Safety in North Carolina. Panelists recommended that interstate resurfacing and rehabilitation projects be considered for smart work zone technologies, as these projects are likely to create traffic queues.

The cost of implementing smart work zones has dropped in recent years as technology has improved. Brady Markell of Street Smart, a traffic control equipment rental company based in Lino Lakes, Minn., said smart work zone systems can be implemented for less than 1% of a construction project's costs.

Adam Carreon of the Arizona DOT (ADOT) said that as states become more interested in readiness for CAVs, smart work zones will be essential, as temporary changes in the roadway landscape will need to be communicated.

PAVEMENT MARKINGS TO SUPPORT MACHINE VISION SYSTEMS

Automated vehicles' ability to accurately map their road environment is key to their safe operation.

The most basic way that most automated vehicle systems map their surroundings is through pavement markings. That means that having uniform standards for highly visible lane markings will be crucial to a safe national rollout of CAVs.

Phil Magney, president and founder of VSI Labs, a research company in Saint Louis Park, Minn., that works on CAVs, said high-contrast lane markings are the automated vehicle's first and last line of defense. They represent the "ground truth" that guides the algorithms within these vehicles as they build high-definition maps and other advanced features that ultimately guide the car.

This makes pavement markings an important area for federal, state and local policymakers to focus on as they wrestle with how to prepare for CAVs.

Ted Bailey, cooperative automated transportation program manager for the Washington State DOT (WSDOT), said adopting uniform standards for striping roadways is a natural place for governments to start. However, improving and standardizing markings comes with a cost. Washington state is looking at an additional \$3.5 million to prepare lane markings for automated vehicles.

But Bailey said the added investment can be justified by the safety benefits it offers. WSDOT determined that reducing runoff crashes by even 20% could result in a return on investment of \$78 for every \$1 spent improving lane markings for automated vehicles, he said.

Kristin White, executive director of the Office of Connected and Automated Vehicles within the Minnesota DOT (MnDOT), said emphasizing safety benefits is important to help build the case with policymakers and the general public. Research by the American Automobile Association (AAA) has found that 73% of Americans don't support automated vehicle technologies and are fearful of them.

"There is a lot of misconception about what is out there," White said.

SAFETY APPLICATIONS OF V2X TECHNOLOGY IN UTAH

The Utah DOT (UDOT) has invested in infrastructure that can help it share information with the thousands of CAVs it expects to hit roadways in the coming years.

UDOT's phased approach to building vehicle-to-everything, or V2X, communications capacity started with pilot programs for mass transit and snowplows and has progressed into a partnership with Panasonic that will expand V2X capabilities.

Peter Jager, UDOT's project manager for technology and innovation, said Utah deployed an automated shuttle pilot project last year on an 11-mile corridor that improved shuttle schedule reliability by 6% at morning and afternoon peaks. Similarly, a pilot program that equipped snowplows and their routes with V2X devices allowed for more efficient snow removal, with plows able to optimize traffic light cycles and travel safely in platoon.

The goal of the Panasonic partnership is to prepare Utah to receive data from CAVs and communicate alerts back to them. As part of the program, UDOT has equipped 35 of its fleet vehicles with after-market V2X equipment, and UDOT and Panasonic have partnered to deploy 69 roadside units to receive data from connected vehicles on select corridors. The next phase of deployment will more than double these numbers.

UDOT officials have been able to demonstrate how CAVs and roadside units interact with the state's cloud infrastructure to interpret data, with the end goal of reducing crashes, reducing travel time and reducing emergency response time to incidents. An accident that might have taken 15 minutes to be known to first responders in the past - through older methods like 911 calls - can now be known to a connected vehicle network in less than a minute when a car communicates to roadside units that its airbag has deployed.

In another application that UDOT plans to add when its next phase of roadside units is installed, drivers will receive warning of hazards at sharp curves through data being transmitted from vehicles passing through those curves.

Connected vehicles transmit data in a uniform format, known as the basic safety message or BSM, 10 times per minute. The BSM includes information on a vehicle's speed, brake status, accelerator status, windshield wiper engagement, air temperature and more—all in a secure environment without attached personal information. The amount of data being transmitted will increase exponentially as an increasing percentage of vehicles on the road are equipped with connected technologies.

"In the V2X system, the vehicles and the roadway will be having a constant conversation," Jager said. The Panasonic partnership is helping UDOT scale up its connected infrastructure to be able to use all of that chatter to save lives.



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To reach Emily Freehling,
communications@atssa.com.





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.

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

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

FEATURES & Inclusions

eSTOP

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

eSTOP-M

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

* quantity as per client request.

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More drivers are on the roads – are your workers safe?

An increase in online purchases throughout the COVID-19 pandemic has increased the need for drivers to meet delivery demands. The recent ending of JobKeeper is also expected to increase the number of drivers returning to work.

Employers must ensure returning and new drivers enter the workforce safely. This means ensuring they have the appropriate licences for the vehicles they will drive and providing them with the information, training and supervision they need to do their job safely.

Inductions should make them familiar with their work health and safety responsibilities and ensure they are aware of and understand processes and procedures, including on drugs and alcohol. During their induction, workers must understand the health and safety risks of their work, particularly if it involves solitary long-distance driving.

The systems and control measures in place to keep them and others safe need to be understood, as well as how to work in a healthy and safe way, including mental and physical health. Other information they need includes:

- how to manage distractions while driving (mobile phones and other technologies)
- requirements for routine mechanical checks on any equipment/vehicles
- the safety features and operating functions of the vehicle they plan to use, especially if they haven't driven for some time.

It is important to consult with workers, on all these matters, as well as practical considerations such as planning a safe journey and managing hazardous road conditions and fatigue.



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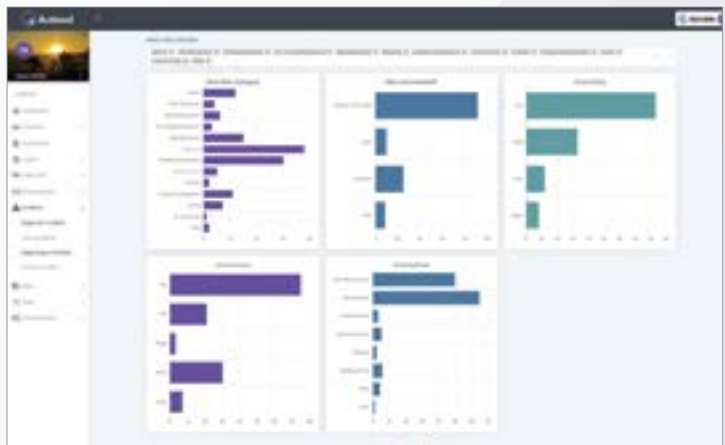
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LDC equipment is proud to be a member of HRIA. We are fully 100%Australian owned and operated and we believe in supporting other locally owned Australian businesses within our supply chain.

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.



Queensland Government

Department of Transport and Main Roads

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

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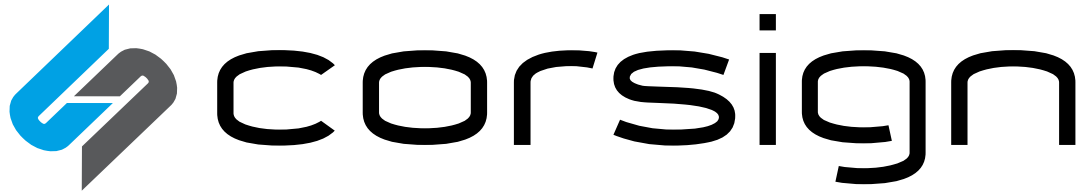
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