

TMAA DETOURS

QUARTERLY MAGAZINE | EDITION 38 | MAY 2022



TRAFFIC MANAGEMENT
ASSOCIATION OF AUSTRALIA

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ANDREW WHITE

Change is the only constant said Greek philosopher Heraclitus around 500BC!

2022 is a year of Change

One of the important functions of TMAA is the governance of our Association and the need for its members to lead the organisation through elections to the Board. In May we were able to finalise the Board elections with the change to a new Board.

Your TMAA Board:

President - Andrew White (Northern Territory)

Vice President - John Cassel (Queensland)

Treasurer - Dylan Baker (South Australia)

Secretary - Anthony Simmons (Victoria)

Member - Peter Dixon (Tasmania)

Member - Stephen O'Dwyer (Western Australia) (Immediate past President)

Member - Ben Marsonet (New South Wales)

As your new President, I am pleased we have three new members to the Board and will be encouraging them to bring new ideas to the great work Steve and the previous Board have done in the past four years. Our Association is in a solid position through the work of the previous Board and this benefits our members and our mission to improve safety on a national level.

ABOUT ME

I became a founding partner in Workzone Traffic Control, South Australia in 2003. I am proud to note that I was part of the initial South Australian Traffic Control Association (SATCIG as it was known) before merging to TMAA in 2011. For more than a decade I have been the voice of traffic management not just in South Australia, but across our country, representing TMAA on the AS 1742.3 review till its launch in December 2019, and the Austroads Workgroup which developed the AGTTM, drafts for the harmonised training, company prequalification, and traffic controller registration schemes.

My background is in the electrical industry, specifically in production and automation so I am keenly interested in these areas in my traffic management operations. Seeking what I thought would be a less strenuous industry, I have since grown the Workzone group and now we operate a large workforce and 24/7 operation with over 250 staff, with multiple business units including Workzone Territory - so not so "less stressful." But I am grateful for the support of my team to enable me to be on the TMAA Board. In my time on the Board, I have developed a broad knowledge of how each State/Territory operates, I remain determined to ensure the timely implementation of the Austroads Temporary Traffic Management Harmonisation project and all its elements. I believe as an industry sector; it is important we understand the productivity benefit for our clients in so much that we are able to use the incoming changes to our industry to work smarter and more efficiently for our clients - adding greater value. We need to understand the public need for safety and efficiency but also be respected for the important function we perform to protect them.

There are still many issues around the structure of government contracts, and I applaud Roads Australia who are working with us nationally, as we work with government agencies to seek solutions to procurement, assurances of a level playing field and fairness for industry tenders - not just the lowest price.

I believe we have many opportunities to bring change, innovation and technology to our industry which will provide safety and productivity outcomes for our staff, businesses, clients and the public. I will advocate for our authorities to trial and implement relevant devices that improve our industry.

A CHANGE IN DIRECTION

As TMAA President, I am fundamentally aware that I carry the voice of our members and our key safety message to all that I meet and interact with each day. I have forged new and strong relationships with Ministers across Australia, meeting and sharing our industry needs and wants with Assistant Federal Minister for Road Safety Scott Buchholz, Minister Michael Ferguson (Tasmania), Minister Eva Lawler (Northern Territory), Minister Ben Carroll (Victoria) Minister Tom Koutsantonis (South Australia), and in June Minister Natalie Ward (New South Wales). I will also be presenting at the Safety Industry Forum in Adelaide on behalf of our industry in June. I have made it my mission to ensure that government fully understands the high-risk environment in which we work, from road and equipment dangers, to health and wellbeing risks.

I would like to single out Austroads as the crucial player in our industry moving forward. I commend Austroads on working with us across the past six years to bring to fruition the national harmonised training program for our industry and the much-discussed pre-qualification scheme for all companies who work in any traffic management space. I have been actively involved as your representative across these years on the committees that have worked towards these goals. As we roll out this program across each state and territory, TMAA will assist its members to embrace and implement these new practices and provide ongoing workshops and webinars to assist the adoption of new learnings. In the second half of this year, you can expect some member specific templates and chat rooms to assist with these implementations. I again urge each Division to continue to work with their respective government and road authority as this process unfolds and be part of the conversation around how best to implement the new practices. My thanks to Dr Geoff Allan and Chris Koniditsiotis (Austroads), for their support in bringing the pivotal role of traffic management in every industry to the forefront and recognising the need to ensure our industry continues to change for the better and benefit you, our members.

Andrew White
TMAA President

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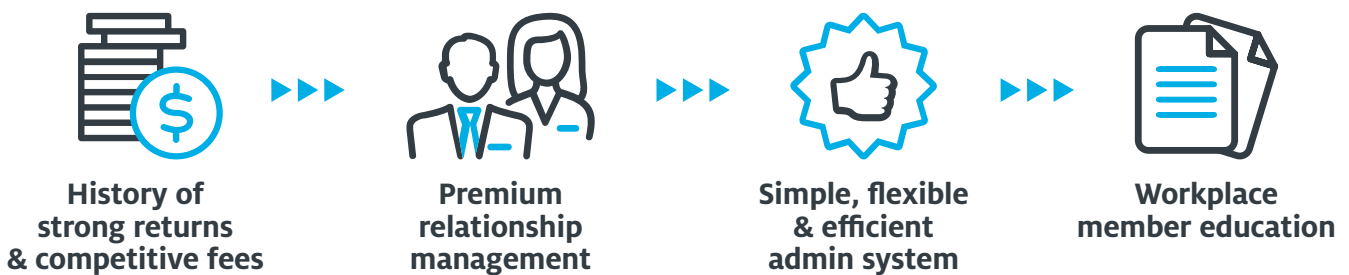


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The benefits of super and how your employees can optimize their balance at retirement

HOW DOES SUPER WORK?

Super is designed to provide your employees with an income in retirement. In other words, they're saving for their future. The end goal is to have enough money to support themselves once they're no longer working. Although, super isn't the only way to support themselves in retirement.

The government provides an age pension for people who qualify. This is currently \$25,700 per annum (approximately) for a single person, which works out to be about \$987 per fortnight. For most people that's only enough to pay for the basics.

The good news is your employees' super, and the age pension can work together. So even a modest super balance can help top up their age pension to provide them with a more comfortable lifestyle once they stop working.

HOW DO MY EMPLOYEES CHECK HOW THEIR SUPER IS DOING?

Equip members can check on their super account by logging into the secure online portal - MembersOnline. They'll be able to see their balance, review recent contributions, and see how much they've earned from investment returns.

Once a year, we'll send an annual statement to members that outlines super contributions, fees, and returns. These statements are usually distributed in August and September.

DOES MY EMPLOYEE RECEIVE COMPOUND INTEREST?

So, how does compound interest work, and more importantly, how does it impact your employees super?

Compound interest is a cornerstone of investing. First, let's look at interest. Simple interest is a fixed percentage payment on a lump sum. Say your employee has \$1,000 in a bank account and sees a 3% return for the year. That adds up to a balance of \$1,030 at the end of year one.

Compound interest uses this concept but allows them to earn interest on the interest, multiplying their money even further.

Let's use super as an example. Take a 25-year-old female with a starting super balance of \$20,000. If she was to earn the average Australian salary of around \$60,000 throughout her lifetime, and with annual investment returns of 5.7%, she would look to retire with \$354,148 at age 67*.

That calculation is based on a steady income throughout her lifetime. It combines regular employer contributions to her account and annual interest compounding to create a super nest egg.

As you can imagine, once she starts to play around with additional contributions, the end figure can grow substantially. With salary sacrifice contributions of \$100 per week (\$5,200 per year), our example member's super balance would grow to \$595,146 by age 67*.

That's the power of compound interest. If your employees would like to see how much they could retire with and how additional contributions can boost their super over time, they can visit the [Equip Super Retirement Calculator](#) for an estimate.

We can't provide your employees with an exact number of what they will retire with, but we can certainly help with some projections.

If your employee logs into their Equip account online, a projection based on their current age and balance will be provided. This projection is based on very general numbers around income and investment strategy, so we'd recommend adjusting the sliders for a more accurate forecast. At the very least, they should make sure their income, investment strategy, and desired retirement income are accurate.

HOW CAN EMPLOYEES MAXIMISE THEIR SUPER?

Members who top up their super regularly can make a real difference to their future. The good news is most people receive automatic legislated super contributions from their employer which is increasing to 10.5% at 1 July 2022. But if you'd like to support them further, you can arrange workplace education sessions with your Relationship Manager or refer them to a financial advisor.

Over time, small contributions can make a massive difference to how your employees live in retirement. It can be hard to grasp as a concept, but once they do, they'll also start to appreciate it as the eighth wonder of the world.

*Calculations sourced from the [Equip Retirement Calculator](#) and based on a starting balance of \$20,000 with employer contributions of 10% increasing to 12% by 1/7/2025. Based on 5.7% return (net of tax) - Neutral investment option and 2.5% inflation. Percentage based fees of 0.88% and insurance premium and dollar-based fees of \$203 p.a. Figures in today's dollars. Source: <https://supercalcs.com.au/ris9/equipsuper>

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



With the ASBAP (Austroads Safety Barrier Assessment Panel) guidelines now requiring all new TMAs sold for use in Australia to be tested and approved to MASH Standards, one of the most critical questions for equipment purchasers to ask is: **“Is it MASH Approved?”**

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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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LOUISE VAN RISTELL



SAFETY FIRST

One of TMAA's key pillars of action is to promote traffic management safety and innovation. This has never been more prominent than in 2022, with the March TMAA Conference held in Melbourne, Intertraffic, National Road Safety Week, the nationally televised Your Speed is Our Safety Campaign, and the Roads and Traffic Expo, all back to back events delivering our key messaging.

For me this is validation that we, as an industry, are front and centre in the minds and actions of government and the public sector. Access to Federal, State and local Ministers has never been more available to each of our Divisions and I encourage all of you to keep the conversations active, working with your government to drive solutions based strategy for our industry.

This year our new Board was elected providing the opportunity to revise our Strategic Plan. This is now available on our website. In summary our four key pillars are:

1. Promote traffic management safety and innovation
2. Advocate on behalf of members and the industry
3. Provide member services and expand membership
4. Govern and manage the association well

I am tasked as the Chief Executive Officer with delivering the pillars and working with you, the members, our governments, road authorities and associated

stakeholders. We will be recruiting a membership officer to assist members and non members in being part of our Association, and producing additional member resources and installing an expert to answer your chat questions each week. More information regarding these new initiatives as we move into June and July.

I believe we will bring our industry to the forefront, recognized as the crucial first course of business for any site. We need to keep reminding our associated industries that traffic management must be in place before works proceed to ensure compliance and safety for all. Government is on board with this and we need to call out anything that breaches these practices.

I applaud the additional safety practices introduced through the Austroads AGTTM and its implementation across the country. TMAA is there to assist, and, following on the success of 2021 workshops and webinars, we will continue to support our member education via new portal templates, chat room, webinars and workshops as the transition to training and pre-qualification of businesses is rolled out across this year and the next few years. All of these measures serve to produce consistent, safe practice in our industry and the flow on effect to our clients and stakeholders will be welcomed.

I encourage members to utilize our resources to enhance your business operations and safety. Keep up to date by ensuring you read our newsletters, magazine and any social posts we run. I am only a phone call or email away and look forward to the next chapter of change for our industry, putting safety first.

Louise Van Ristell
CHIEF EXECUTIVE OFFICER



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Traffic Controller of the Year

Ciara Griffin has had her best foot forward since being named Traffic Controller of the year 2021. She has been working diligently to honour the award and is very excited to show the country she's earned it. It's the busy dry season, and Ciara has worked around the clock on numerous projects.

Recently, she's been running a 4-person crew in the outback on the Northern and Central Reseal team with Downer Bitumen. Ciara was sent with a new crew to train, staying between Katherine and Victoria Highway. Each day was busy with many areas to be covered, from stockpile sites to installing 2km set ups at a time. Ciara loves the outback and enjoys working in the beautiful nature and exploring what the NT has to offer. It was Ciara's crews first time in Katherine, so on their day off, Ciara brought them to explore the hot springs in Katherine, just one of many things they got to see in the beautiful NT with work!

As a supervisor, Ciara makes an excellent leader. Whether it's as a helping hand on a lane closure, or a re-vamp of an entire site, Ciara's WZ1 Certification is being put to good use.

Ciara has been throwing her wand into the ring for public events. She's helped with weekend events including Palmerston RSLs and working at the Fred Pass show. It takes a lot to commit your weekends to your work, and it's this kind of dedication that is so highly respected in the industry. It's this dedication that got her up on that stage at the TMAA Conference in 2022.

We sat down with Ciara to see where she has been at since the big win, and this is what she had to say:

"The TCOY award was not something I expected to even be nominated for, let alone win, so it was a huge surprise when they announced my name that evening. We had a great night at the conference, and I just want to say thank you to everyone who was involved in making it happen, it was a huge honour. Since the conference, it's just been business as usual - lots of work happening around Darwin at the moment being dry season, so it's been busy. Although, it was busy all wet season too!"

With eyes on the horizon, Ciara is looking forward to all the upcoming large scale outback work, another year of adventures.



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DURING COVID 19
AND BEYOND**

The Your Speed is Our Safety Campaign funded by the Office of Road Safety, will be airing in 2022. Please share our social media links and the videos with your colleagues and stakeholders to promote the safety, and slow down message.

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

Please share them as a story set in order.

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PART 2 youtu.be/0WGSBA4L0W4




PART 3 youtu.be/4yzkIYJ1p4M


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The focus of the past few weeks has been the upcoming official launch of the government's speed camera trials. Both myself and TMAA Vice President and TMAA QLD Vice Chair John Cassel will be in attendance at the Ministerial launch for this new innovation which we hope will eventually be a national initiative.

TMAA QLD member companies will be tasked with trialling the cameras on their sites, and I would like to thank TMR for making TMAA the lead on this initiative as we are best placed to understand and install these cameras as well as evidentiary requirements before works commence on site. As the trials progress with volunteering members, we will bring you the findings and outcomes of these trials. We anticipate this will take several months to finalise.

The TMAA QLD Division is one of the most locally focused and pro-active TMAA Divisions, and the second half of this year will see even more activities planned for our members. In July TMR will host our meeting in the city and senior TMR representatives will provide information regarding the new training and pre-qualifications systems unveiled recently by Austroads as part of the national harmonization project. All members should aim to attend this meeting to ensure currency.

In August we intend hosting a Zoom traffic controller forum, again with senior TMR officials to provide the same update for our traffic controllers. We encourage you to advise your teams of this Zoom launch as information is sent to you. Please share the link with your teams and this

will also be shared on our social media platforms. We would encourage our regional members to be part of this as well to ensure you are up to date.

TMAA will also be providing access to a new members portal where free templates will be available for businesses. We will introduce a chat room where members can direct their operational questions and they will be answered weekly by a traffic management expert. We are also engaging a national membership officer from July who will field membership and non-member queries. More information on this in late June.

We have a breakfast planned for September, regional lunch in October, golf day in October and TMR will host the final meeting of the year in November with another update on progress of training and pre-qualification. Of course, we will hold our annual Christmas lunch in December as usual.

It has been my privilege to work with you all during the last few years as Chair and I believe our Division remains a strong and industry focused one. I urge you to continue to be a group voice for the Association and to bring items to the table for robust discussion and solution. As this is my last Chair report, I thank you for your support and wish you well in your traffic management endeavours as we transition to new processes.

Andrew Clements
TMAA QLD Chair

TMAA QLD member companies will be tasked with trialling the cameras on their sites, and I would like to thank TMR for making TMAA the lead on this initiative



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National Road Safety Week 2022

15 - 22 May



On Monday 6 June, Superior Traffic Management Director Fiona Glancy, spoke about Road Safety Week with students from Belmont State School.

"This is the second year in a row we have been invited to talk to the children about the importance of road safety," she said.

"The school has been wonderful in supporting me to get the message of Road Safety out to the children."

"In 2015, our traffic controller, Ben Smit was killed by a driver while at work. His wife is a teacher at this school, the school where my children, now go.

We talked with the children about what types of clothing road workers wear, and we showed them the types of signs to look out for and explained what they mean. My wonderful assistant John demonstrated stopping a car with a stop slow bat and hand signals.

My aim for these talks is to create backseat drivers. If they see the signs, to tell their driver to 'slow down, you are about to drive into a worksite'. If we can help create awareness in the younger generation, we just might be able to control the behaviour of the older generation and prevent any further avoidable tragedies.

I also asked all the children to give a big smile and wave to all the Traffic Controllers they see, especially the grumpy ones."

The TMAA proudly thanks Fiona for her commitment to the industry, and the safety of our traffic controllers. 'Slow down, you are about to drive into a worksite.'



Line marking the way to safety

The Honourable Mark Bailey MP
Minister for Transport and Main Roads



Loud lines will soon mark the way along sections of the Cunningham, Moonie and Gore Highways in the Western and Southern Downs Region.

Regional Roads Assistant Minister Bruce Saunders said the audio-tactile line marking was proven to make rural roads safer.

"About 80 kilometres worth of new line marking will stretch along priority sections of three key connectors in the Western and Southern Downs regions," Mr Saunders said.

"Raised ribs are placed at intervals along the line marking which vibrate and make a loud sound when a vehicle crosses them, which is proven to alert a driver that they are going off the road."

"This helps us to reduce the number of run-off-road crashes where a single vehicle leaves the road, which are frequently associated with fatigue and driving long distances.

"We know that our regional communities disproportionately shoulder the burden of lives lost, with over half of all road fatalities occurring on rural roads."

New line marking will be installed at the following locations:

- Cunningham Highway for 15 kilometres west from Inglewood
- Moonie Highway for 21 kilometres between Nandi and Ducklo
- Moonie Highway for 12 kilometres west from Surat Development Road

- Moonie Highway for 12 kilometres west from Moonie
- Gore Highway for 16 kilometres between the Toowoomba bypass and Pittsworth.

Mr Saunders said road upgrades like this were funded thanks to the Targeted Road Safety Program

"The Palaszczuk Government has invested \$900,000 through the Targeted Road Safety Program as part of our ongoing commitment to improving safety on our rural and high-speed roads," he said.

"A large portion of the funding for this safety program comes from our Camera Detected Offence program, where fines from people caught speeding, using their mobile phone, or not wearing a seatbelt by our camera technology are reinvested.

"This joins almost \$1.7 billion allocated in the current state budget to road safety, that goes towards prioritising safety upgrades, improving driver education, making school zones safer, and developing policies to reduce road crashes and trauma.

"While we do everything we can to maintain and improve the state-controlled road network, ultimately road safety is everyone's responsibility.

"Drivers need to be aware of the fatal five and take them seriously - drink driving and drug driving, fatigue, inattention, not using a seat belt and speeding."

Locals are reminded to stick to the speed limits, abide by the road rules and drive to the conditions.

For up to date information on road works and conditions across the state, visit www.qldtraffic.qld.gov.au, call 13 19 40 or download the OldTraffic app.

STEP BY STEP: Walking towards an active future



The Palaszczuk Government has bolstered its commitment to walking with the release of Queensland's second walking action plan.

Transport and Main Roads Minister Mark Bailey praised Queenslanders for the strong uptake of active transport for health, recreation and travel.

"More and more people are making the move to walking - whether it's to the bus stop, school, the local shops or for exercise, our new action plan contains practical actions to help make walking the easy choice," Mr Bailey said.

"This uptake is more important than ever as we battle with having one of the most sedentary generations in history.

"We need to see more walking in the lives of Queenslanders, and what better way to do that than invest in the infrastructure needed to do it.

"We want to encourage more people to walk no matter where you are in Queensland, so we will continue to build on our previous two-year plan, released in 2019.

"Our previous action plan contained 44 initiatives and build a strong foundation for future investment and initiatives.

"A further 35 practical and targeted actions are laid out in the 2022 action plan, which will outline how we invest over the next two years and help to ensure our investment return maximum benefits."

Mr Bailey praised the progress already made across government departments, local government and the community.

"Big steps have been made over the past two years in delivering more active transport projects like rail trails, footpaths, shared path infrastructure, micromobility reform and much more," he said.

"A lot of these achievements have come to life through our work with local governments in delivering the infrastructure communities need as part of our grant program."

Mr Bailey said the action plan included:

- delivering new planning grants to support local governments to improve walking environments around schools, public transport stops, shops and town centres
- promoting more shade for people walking
- improving the interaction between people walking and those using personalised mobility devices, such as e-scooters
- encouraging more people to walk to and from school through the Safe School Travel program
- recognising high quality projects that support walking as part of the Minister's Award for Urban Design
- planning for strong active transport outcomes from the Brisbane 2032 Olympic and Paralympic Games.

Queensland Walks Executive Officer, Anna Campbell, said she congratulated the Queensland Government on its continued investment in walking through the new action plan.

"We support Minister Bailey's commitment to improve walking environments in urban, regional and town centres in Queensland," she said.

"It is a clear signal of the Queensland Government's support for inclusive, equitable and sustainable transport like walking, and a solid investment for every single Queenslanders."

Key achievements to date:

- piloting and publishing walking network planning guidance to identify the best routes and projects around important destinations such as town centres, public transport stations and schools
- assisting local governments to lower speed limits in areas where many people walk
- piloting smart crossings to vary crossing times for people walking
- releasing a model code for neighbourhood design to create more walkable neighbourhoods
- supporting groups including 10,000 Steps to encourage walking through individual and workplace participation and community engagement
- assisting to deliver the Eco Tourism Trails Program, which progresses iconic ecotourism experiences such as the Wangetti Trail and the Cooloola Great Walk

For more information, visit www.tmr.qld.gov.au/Travel-and-transport/Pedestrians-and-walking.

FAST FACTS

1. It's estimated Queenslanders walk more than 682 million kilometres each year.
2. If you walk 9000 steps a day, it will equate to walking around the Earth 3.5 times in an average lifetime.
3. 1 in 5 Queensland adults walk for recreation.
4. Over 83% of trips to and from public transport are made by walking.
5. Walking for an average of 30 minutes or more a day can lower the risk of heart disease, stroke and Type 2 diabetes.
6. Queensland has more than 10 Great Walks covering world heritage areas and national parks from Currumbin to Cooktown.

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ANTHONY SIMMONS

We were pleased to host our first face-to-face meeting and lunch for 2022 - and only the second since Covid-19 - on 2 June at The George on Collins, Melbourne.

It was great to see all the old faces and some new members and guests in person; and we were fortunate to be able to hold our regular bimonthly meeting and 10th Anniversary Lunch concurrently.

We thank Equip Super for sponsoring the lunch and Charlie Yanni, Executive Officer Growth & Employer Relations for opening the event.

Three members were presented with their 10th Anniversary Awards (plaques) - Active Traffic Management (Con Doubaras), Altus Traffic (Russell McAdam) and Traffic Group Australia (Aaron Urquhart)

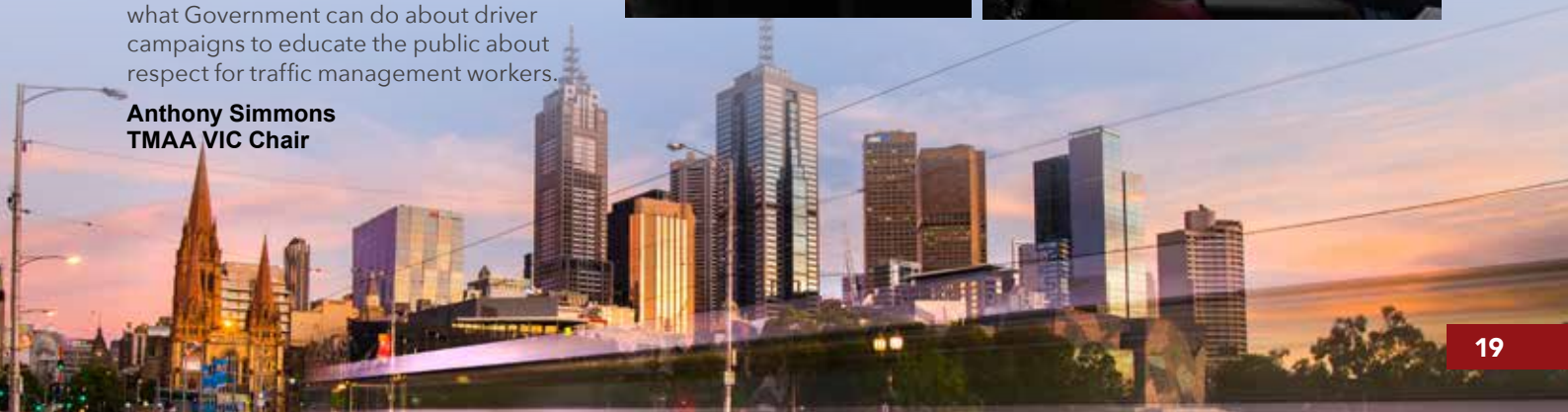
Our guest speaker was Brett Langley, Chief Network Operations, Department of Transport (DoT).

Brett addressed DoT's focus on Traffic Management Reform, the establishment of the Traffic Management Roundtable Working Group; and highlighted the key objectives of the Reform Program:

- Safety (new accreditation process and the new national training program).
- Congestion Management (Update of Victorian Code of Practice to align with the AGTTM; review of surveillance processes).
- Industry Efficiency (centralisation of MOA processes, reviewing consent to work processes, and industry portal)

He delivered the welcome news that the State Government had allocated \$14M to continue the program over coming years and look at other initiatives (e.g., reach out to councils with respect to MOA practices). Consideration would also be given as to what Government can do about driver campaigns to educate the public about respect for traffic management workers.

Anthony Simmons
TMAA VIC Chair



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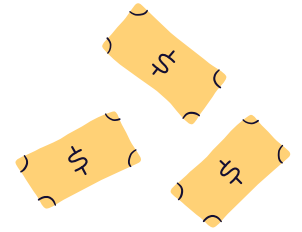


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For many businesses, debtor finance can be a double-edged sword when it comes to managing cash flow. You play by the rules set by the finance company and when they move the goalposts, often without notice, you're reminded just how much you wrestle with the solution.

When the finance company reduces your available funds because of concentration risk on one debtor, or when they ask you for a signed POD even though the job is 300km away from the client's office and there is no one authorised or willing to sign off the timesheet, it's a reminder of how rigid their rules are and prompts the question as to why you're paying tens of thousands or hundreds of thousands of dollars for a mediocre solution?

When the contract comes up for renewal, it's a reminder of the pain you had to go through when you applied for the loan. The extensive application forms, deep dive into your financials, bank statements, AP/AR, ATO tax portals, purchase orders, proof of delivery, client phone calls and site visits. Not to mention the time it took to be assessed, the back and forth, and requests for further information... all for an approval that ties you to strict terms and conditions, typically on a 2 year term.

Then there are legal fees, establishment fees, application fees, line fees, minimum monthly fees, interest rates, personal and directors guarantees, and fixed and floating charges over all current and future assets.

Why are you doing all of this?

The answer is simple: debtor finance has historically been one of the only solutions available to alleviate cash flow pressure on businesses like yours.

So, you sign on the dotted line, you settle on the loan, you add the million dollar liability to your balance sheet and you change how you do things to suit the finance company's processes.

At the start everything seems fine. But over time you remember the 80% rule, designed to keep you coming back for more. You also realise that the administration of the facility is taking up the precious time of your management team and it starts to feel like the rug has been pulled out from under you.

At Marmalade, we know there is a better way. A way that ensures your cash flow challenges become a thing of the past without having to place yourself on a hamster wheel of debt. With Marmalade, you can sleep easy knowing your invoices will be paid in full and paid when you want, with no negative impact to your balance sheet. There are no lock-in contracts, applications or personal guarantees.

The real clincher is that you have the power to choose which invoices you wish to receive early payment on, with a one-off fee locked between 3-5% per invoice, no interest, no ongoing fees, no exceptions. Alternatively, you can choose to get paid in-line with your standard payment terms meaning the control is firmly in your hands.

In addition, Marmalade takes on all the risk of late or non-payment without interfering with your day-to-day collections, unlike debtor finance companies who will recoup any money borrowed if an invoice goes past 90 days, heaping additional pressure on your cash flow.

We are already working with many of your peers in the Traffic Management industry and other members of TMAA. If you would like to learn more about the power of our payment on demand solution for your business, please reach out to me directly on 0488 846 875. I look forward to talking to you.

Sincerely,



Derry Cosgrave

Business Development Manager
Marmalade

E: derry.cosgrave@withmarmalade.com.au

M: +61 488 846 875



SARAH

EVERYONE HAS A RIGHT TO GET HOME SAFE

This was the theme for 2022 Yellow Ribbon National Road Safety Week (NRSW) and Safer Australian Roads and Highways (SARAH) was particularly honoured that these words should be reflected in this year's Road Safety Statement by His Excellency General the Honourable David John Hurley AC DSC because the sentiment formed the foundation for the Week.

These words reinforce that fact that whether on, or beside our roads and highways, your safety, and that of your loved ones, friends and colleagues, is a fundamental human right... And that right can never be traded away for any reason.

Ensuring that everyone can "get home safe" represents an essential challenge to our governments, corporates, unions, business, and indeed, every member of our community, for it requires us to actively look after all those on the road ahead.

While it remains a challenge, we are especially appreciative of the road safety work done during the Week by the traffic management industry, probably because this industry has first-hand knowledge of the trauma experienced when things go wrong.

Indeed, the NRSW message that "Everyone has a right to get home safe" was all the more poignant this year, given that last November traffic controller Timmy Rakei was killed, while his colleague, TC Shaun Kilmartin, was seriously injured in what was a completely avoidable crash in Carrum Downs Victoria.

SARAH dedicated the Week in memory of Timmy and in solidarity with Shaun and we thank the traffic management industry for its advocacy in remembering them.

In reflecting on the Week itself, we are proud that the commitment to "Drive So Others Survive!" was seen across Australia with buildings, bridges and icons lit in yellow, while metropolitan, regional and local events were held to garner organisational and community support.

While there are so many to thank for the outstanding promotion of the Week, it would be remiss not to mention the Government of Victoria and especially the Hon Ben Carroll MP, Minister for Roads and Road Safety for hosting the national launch in Melbourne, and of course, we gratefully acknowledge the Transport Accident Commission (TAC) for undertaking this year's secretariat and coordination responsibilities.

I would also like to acknowledge the outstanding contribution of each of our Principal Partners including Altus Traffic Australia, Ennis-Flint APAC,

Roads Australia, Australian Automobile Association, Volvo Cars Australia along with our Gold Partners, Traffic Management Association of Australia, Mix Telematics Australia, 3M ANZ and SG Fleet. I also acknowledge the support of the jurisdictional Ministers and government partners including:

- Hon Scott Buchholz MP, Former Assistant Minister for Road Safety and Freight, and the Commonwealth Office of Road Safety;
- Hon Mark Bailey MP, Minister for Transport and Main Roads, and Department of Transport and Main Roads Queensland;
- Hon. Natalie Ward MLC, Minister for Metropolitan Roads & Hon Samuel Faraway MLC Minister for Regional Transport and Roads, and Transport for NSW;
- Hon Chris Steele MLA, Minister for City Services and Transport Canberra;
- Deputy Premier and Minister for Infrastructure, Hon Michael Ferguson MP and Department of State Growth Tasmania;
- Hon Joe Szakacs MP, Minister for Police and Emergency Services, and the South Australian Department for Infrastructure and Transport;
- Hon. Paul Papalia CSC, MLA, Minister for Police and Road Safety, and the Western Australian Road Safety Commission;
- Hon Eva Lawler MLA, Minister for Infrastructure, Planning and Logistics, and the NT Department of Infrastructure, Planning and Logistics.

In closing, it is important to remember why SARAH created National Road Safety Week and it is appropriately summed up in the words of the Governor-General:

"The statistics tell us we have a long way to go. The number of Australians killed each year, on average, for the last 10 years is 1,200. More than 400,000 have been seriously injured in the last decade alone. We simply must do more to reduce this toll and prevent the pain inflicted on families. It is incumbent on all of us who use the road to conduct ourselves in a considerate and responsible way to ensure the safety of those around us.

I want to commend all involved in 2022 National Road Safety Week for highlighting the issue of road safety and for promoting ways to help reduce the incidence of road trauma."



Peter Frazer,
President SARAH

EVERY DAY... NO EXCEPTIONS!



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

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

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





Improving road work safety.

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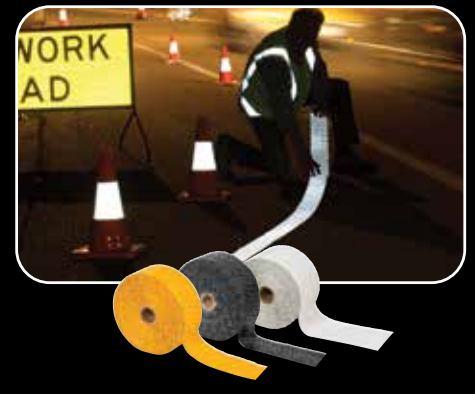
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MAX LINE

The industry has seen a strong start for the first half of 2022 in Western Australia with a number of large projects on the go. Covid and staff shortages have been two interesting topics that have arisen around the industry.

TMAA held a meeting on the 27th of April at the Ingot Hotel and it was a pleasure to have Gareth Peers from Main Roads and Max Bushell from Western Australian Local Government Association (WALGA) attend as guest speakers. Max Bushell held an informative talk on the overview of temporary traffic management from a Local Government perspective and Gareth spoke about the changes around our industry and MRWA.

Late July WALGA has arranged a meeting with the TMAA and MRWA to discuss a process of updating the WALGA specification around the implementation of traffic management. It's great to see WALGA interacting with the TMAA and MRWA. It is something I am looking forward to building a long lasting and strong relationship with WALGA as all organisations move towards creating safe work environments,

1 July 2022 will see the mandatory introduction of Portable Traffic Control Devices on all Main Roads. This is great move for industry and the safety of traffic controllers on worksites across WA.

There has been a second TL-2 Truck Mounted Attenuator arrive in WA. Great to see traffic business investing in innovative equipment to create safe work zones for traffic controllers and road workers alike.

The new Code of Practice for Western Australia was released in May and if you have not seen it yet I would recommend grabbing a copy and reading up on the new changes to our industry.

WorkSafe WA Traffic Management proactive team project has kicked off, you might have seen WorkSafe auditing Traffic Management sites across the state over the last few months. It is great to see Work Safe get on board with our industry and drive change to create safer work environments and conditions.

The next TMAA meeting will be held at 9:00am on the 17 June at the Ingot Hotel, look forward to seeing everyone then!

Max Line
TMAA WA Chair



Fact Sheet

Drive Safe Addendum

Emergency towing

If you find yourself obstructing traffic on a freeway or major metropolitan road, Main Roads may help relocate you to a safer location at no cost. From there, you can arrange further towing services to take your vehicle to your preferred location. Call Main Roads on 138 138.

Temporary speed limits

Temporary speed limit signs, for speeds lower than those that normally apply, may be installed along a road for a number of reasons such as poor road conditions, or work or events being undertaken. These temporary speed limits are for the safety of drivers as well as for people undertaking work or participating in an event on or near a road.

The law in regard to temporary speed limits is the same as applies to normal speed limits - that is, you must not exceed the speed limit shown on the sign. Speeding vehicles are a very real threat to the safety of other drivers and roadworkers.

Some reasons for temporary speed limits reductions include:

- The road condition or layout may have changed and you may not be aware of this.
- While under construction or repair, the road surface may not be safe to drive on at the normal speed e.g. loose gravel, uneven surface, narrow lanes, alignment changes etc.
- Some roadwork activities are mobile, such as line marking, road patching and mowing. The roadworker may be moving through the zone and needs a reduced speed limit for safety reasons.

Note: Roadworkers may not always be visible when travelling through a temporary speed limit zone.

Signs and devices for roadworks and special purposes

These signs warn you about temporary hazards. They are used where there are roadworks in progress. Their purpose is to protect people working on or near the road and those travelling along it, to guard against damage to vehicles and to protect the road. Pay particular attention to the signs including any speed limits that are displayed.

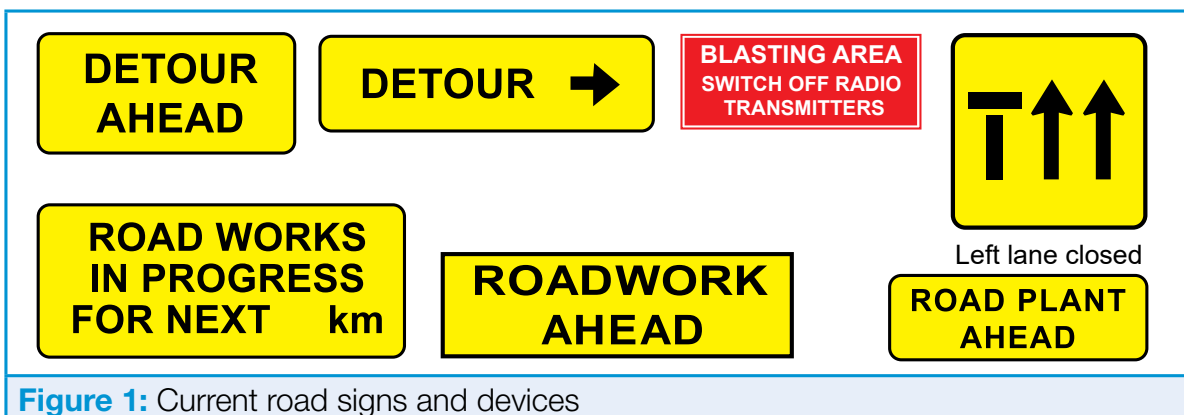


Figure 1: Current road signs and devices

Note: The following signs are no longer in use: HALF ROAD CLOSED, WORKMEN AHEAD, BRIDGE WORK DETOUR, and BRIDGE UNDER REPAIR.

Roadwork signs

These signs are provided to ensure everyone's safety and are enforceable and regulated by law. Disobeying roadworks signs means:

- You are committing an offence, which may lead to fines and demerit points.
- You may be liable for damage caused to personnel, roadwork equipment and materials.
- Vehicles may be damaged by loose stones and gravel.



Figure 2: Worker symbolic sign. Workers may be present on or near the road. Drive with due care and attention for your own and roadworkers' safety.



Figure 3: Traffic controller symbolic sign. A traffic controller may direct you to stop, you must follow their directions.



Figure 4: This multi-message sign warns motorists that there are roadworkers ahead on or adjacent to the road, and imposes a speed limit that applies until the next speed limit sign. You are required to reduce speed to, or below, the speed limit indicated.



Figure 5: Hand-held stop sign used by a traffic controller. You must stop at a safe distance from the traffic controller and wait when facing a STOP bat. You may proceed with caution when faced with a SLOW bat.

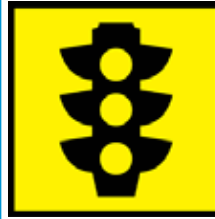


Figure 6: Temporary traffic signals must be complied with as you would for other traffic control signals.



Figure 7: Left lane closed ahead. The T symbol indicates which lane is closed ahead and the arrow which lane or lanes remain open.



Figure 8: Loose Stones sign warns motorists of hazardous road surface conditions ahead. Take care and drive to the prevailing conditions.



Figure 9: Slippery road sign. This sign warns motorists of hazardous road surface conditions ahead. Take care and drive to the prevailing conditions.

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▶ TMAA SA CHAIR'S REPORT



MATTHEW WRIGHT

It was a great opportunity for the South Australian Traffic Management Division to attend a breakfast at the beautiful host Adelaide Oval with special guest speaker from the Department of infrastructure Wayne Buckerfield. All who were able to attend discussed progress and changes in the industry as well as future improvements to help grow and strengthen the traffic management sector. Some of the key items mentioned in the presentation were the upcoming Torrens to Darlington South Road project, the start of the Fleurier Connections Alliance and the grade separation recently announced of the Marion Road/Cross Road rail crossing. Members were presented with an upcoming pipeline as well as a current list of works. This gives South Australian Traffic management companies great confidence in the future growth of the industry. The breakfast is a great forum to get to know each other in a relaxed atmosphere and to work collaboratively to help improve the industry and solidify the importance and reasoning as to why traffic management is crucial to all infrastructure and utilities projects across South Australia.

More recently Dylan Barker (TMAA SA Board Member) and TMAA President Andrew White, met with The Hon. Tom Koutsantonis MP in Adelaide

The Minister was accompanied by:-

- Adviser, Nick Antonopoulos
- Jon Whelan Chief Executive, Department for Infrastructure and Transport (Recently appointed)
- Andrew Excell Director, Transport Network and Investment Strategy, Department for Infrastructure and Transport (DIT)



L - Rebecca Pickering (CCF CEO), Andrew White, Dylan Barker, Wayne Buckerfield

It was a great opportunity for our President and South Australian board representative to introduce the traffic management Association to the new state government and Transport Minister. During the meeting discussion centred around the importance of the Association and the state government working together to improve the industry and safety for both road users and traffic controllers. Discussions were also had regarding the harmonisation of traffic control and training around the nation and how we can best achieve this result. The Traffic Management Association of Australia would like to thank the Minister for his time and looks forward to ongoing discussions on how best we can work collaboratively to improve the industry.

Matt Wright
TMAA SA CHAIR

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- Trade school
- RTO coordination
- Employee assistance (welfare)
- Mentoring/Support

WHAT DOES THE CHARGE OUT RATE COVER?

- Apprentice welfare and support
- Training – off the Job
- Registered Training Organisation (RTO) Fees
- Employee welfare support
- Annual Leave Days
- Sick Days
- Public Holidays
- Superannuation
- Workers Compensation
- Medicals including drugs and alcohol
- Uniform and PPE
- Payroll
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CACL issues invoices to Host Trainers, based on a normal 40 hour week. Invoices are issued to Host Trainers once apprentice time sheets have been processed in respect of work undertaken at the Host Trainer’s work site.

The invoice payment terms are 7 days. Specific information relating to charge out rates for CACL Apprentices will be provided separately.

The full terms and conditions of the hosting arrangement are contained in the Host Trainer Agreement. The Host Trainer Agreement contains important information, including in respect of apprentice safety and terms of employment, and it is essential for you to read, understand and sign the Agreement before an apprentice/trainee is placed with you.

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Update on the National Harmonisation of Temporary Traffic Management Practice – Training and Skill Sets

Geoff Allan,
Austroads
Chief Executive



Austroads is working with its members, transport and road departments, local governments, and key industry stakeholders to harmonise temporary traffic management practice in Australia and implement the Austroads Guide to Temporary Traffic Management.

Delivering nationally consistent temporary traffic management practice is a large-scale, wide-reaching, and transformational change.

Our objective is to work with transport departments, temporary traffic management companies, workplace health and safety agencies, and training organisations to deliver a harmonised operational environment consisting of:

- training package material for traffic controllers, traffic management implementers, and traffic management designers complying with work, health and safety requirements, and relevant training and educational requirements
- approval of registered training organisations to use the training package material in providing high-quality training services
- prequalified temporary traffic management organisations using trained personnel available to service the market
- an Austroads temporary traffic management IT system allowing online electronic management of entities, individuals, and qualifications
- an approval process for new devices used for traffic control at temporary traffic management sites.

In the last edition of *Detours*, I wrote about the Austroads' Innovative Temporary Traffic Management Device and Solution Assessment (AITDSA) which will assess innovative devices and solutions for use on public roads. AITDSA will commence on 1 July 2022.

I also advised that in this edition, I would focus on the training packages and methods to recognise registered training organisations as approved training providers (ATPs) and the training courses for traffic controllers, traffic management implementers, and traffic management designers.

With the help of the industry and training providers, Austroads has achieved significant milestones working with state and territory transport departments to nationally approve eight new skill sets specific to the temporary traffic management initiative, and the Registered Training Organisation Operational Framework for Temporary Traffic Management. The framework includes arrangements for the application and prerequisite conditions for companies that provide training on the Austroads Guide to Temporary Traffic Management. Our goal is to ensure that we have highly capable registered training organisations providing quality delivery consistent with the Guide, to teach temporary traffic management professionals.

EIGHT NEW SKILL SETS APPROVED FOR TEMPORARY TRAFFIC MANAGEMENT

Settling on a nationally harmonised set of skill sets for temporary traffic management, especially considering the varying approaches across states and territories, has been a challenge for all. Each Australian jurisdiction has a different approach to operating and administering temporary traffic management. This means training varies depending on where an individual undertakes the training. Requirements relating to the duration of the course, the theoretical component, and practical learning experience and assessments differ between jurisdictions.

We have conducted significant consultation with industry, including both the training and traffic control sectors, and state and territory transport departments to approve eight new skill sets for the three core temporary traffic management roles – Traffic Controller, Traffic Management Implementer and Traffic Management Designer.

- **RIISS00058** - Traffic Controller - Urban Streets and Low Volume Rural Roads (TC1)
- **RIISS00059** - Traffic Controller - High Volume Roads (TC2)
- **RIISS00060** - Traffic Management Implementer - Urban Streets and Low Volume Rural Roads (TMI1)
- **RIISS00061** - Traffic Management Implementer for High Volume Roads Description (TMI2)

- **RIISS00062** - Traffic Management Implementer for Motorways and Freeways (TMI3)
- **RIISS00063** - Traffic Management Designer for Urban Streets and Low Volume Rural Roads (TMD1)
- **RIISS00064** - Traffic Management Designer for High Volume Roads Description (TMD2)
- **RIISS00065** - Traffic Management Designer for Motorways and Freeways (TMD3)

More details can be found on the [National Training Requirements](#) page of the Austroads website.

The skill sets enhance and harmonise theoretical and practical training for temporary traffic management. This provides for graduated requirements for individuals wishing to qualify as traffic controllers, traffic management implementers, or traffic management designers in a variety of environments from urban streets and low-volume rural roads to motorways and freeways. The skill sets also prescribe the required units of competency per training course and include requirements for the practical learning experience. This structured graduated set of requirements enables a career pathway for individuals to progress within and across temporary traffic management roles.

The skill sets are mapped across the three temporary traffic management categories as shown in the table below.

Role	Category 1	Category 2	Category 3
Traffic Controller	TC1	TC2	Not applicable
Traffic Management Implementer	TMI1	TMI2	TMI3
Traffic Management Designer	TMD1	TMD2	TMD3

MUTUAL RECOGNITION OF AN INDIVIDUAL'S TEMPORARY TRAFFIC MANAGEMENT QUALIFICATIONS ACROSS JURISDICTIONS

Individuals who have achieved a relevant temporary traffic management qualification (i.e. Statement of Attainment) will be mutually recognised across participating states and territories. There may be additional requirements in states and territories specific to the jurisdiction, for example, different personal protective equipment requirements.

This aims to make it easier and more efficient for individuals when moving from one state or territory to another. The standardised national training will assure participating agencies that an individual who is awarded a Statement of Attainment with relevant units of competency can safely perform the relevant temporary traffic management task.

INDIVIDUAL ENTRY REQUIREMENTS

Apart from the jurisdictional 'white card', there are no entry requirements for individuals who wish to attend a training course to become a traffic controller or traffic implementer for category 1 environments. There are entry requirements to become a traffic management designer working in category 1 environments.

There are also entry requirements before a person can attend a training course to work on more complex category 2 or 3 environments. These entry requirements pertain to the practical experience of an individual. This aims to achieve a nationally consistent set of training entry conditions and ensure only people with appropriate qualifications and experience can be trained in the more complex temporary traffic management environments.

THEORETICAL AND PRACTICAL LEARNING

An individual will be required to undergo theoretical (in-class/face-to-face) training, based on a defined set of units of competency per training course and successful assessment before being permitted to undertake the practical learning experience.

After successfully completing theoretical training, individuals will be required to obtain practical learning experience and successful assessment before being approved. The change aims to ensure that individuals have the opportunity to gain sufficient practical experience before working independently.

The introduction of this graduated training approach, which requires individuals to build up their skills and experience before they undertake qualifications to work in more complex environments, will also enhance safety. This approach has been used successfully in other road safety initiatives, most notably the graduated licencing scheme.

NATIONALLY CONSISTENT REGISTERED TRAINING ORGANISATION OPERATIONAL FRAMEWORK

Any registered training organisation wishing to provide temporary traffic management training has to become an approved training provider by applying to and being approved by the state or territory where they wish to teach.

The registered training organisation's suitability to provide training and become an approved training provider will be assessed against a range of nationally consistent criteria. The organisation will be required to provide details on matters such as its training and assessment strategy and the suitability of its proposed trainers and assessors.

More information can be found on the [Austroads website](#).

I would like to take the opportunity to thank the industry for its engagement and acknowledge the efforts of state and territory transport agencies for their work to ensure a nationally harmonised position. I would also like to acknowledge the efforts of Tony Feagan, Thuan Nguyen, Andrew Lee, Tanja Conners, Domenic Gangi, and Kirsten McKillop led by our Project Manager Chris Koniditsiotis (the Austroads implementation project team), for achieving this important milestone.

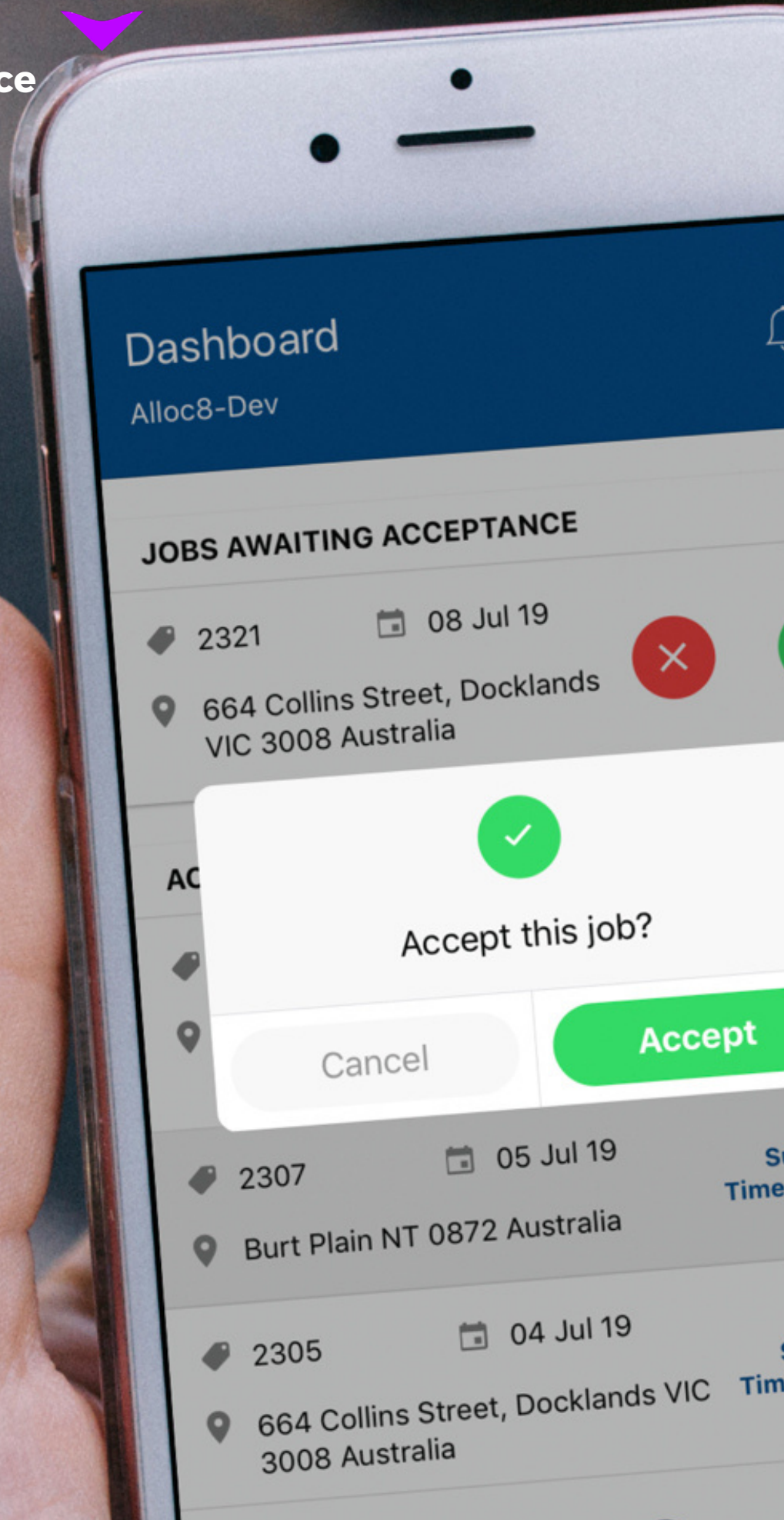
Finally, congratulations to Andrew White for his recent election as TMAA's new President, Austroads looks forward to working with you and the TMAA Board, and a special thank you to Stephen O'Dwyer for his leadership and fine work as immediate past President of TMAA.

Geoff Allan,
Austroads Chief Executive



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YOUR ROADMAP TO GROWTH AND DEVELOPMENT

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

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

PROTECTING THE BOTTOM LINE

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

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

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

THE PRACTICALITIES OF PLANNING AND FORECASTING

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

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

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CHRIS BOYER

It has been an eventful Dry Season for TMAA NT! We conducted our May TMAA NT Meeting at the premises of Roadside Services and Solutions, a long time TMAA Associate member and supplier to companies in TMAA NT, where we were graced with the presence of the Local Government Association of the NT (LGANT). It was great to be able to mix perspectives with LGANT, in the relevant setting of a member's business premises. Thank you to LGANT for attending and thank you to Roadside Services and Solutions for having us.

With eyes on the horizon, we are in the peak of busy season with numerous civil construction projects. The future of the NT is looking promising with large construction projects and federal Government funding. On 2 June we had an Industry breakfast at the Hilton Darwin as a joint venture with CCF NT. Minister Eva Lawler spoke in depth about some upcoming opportunities in the NT with large scale future civil construction projects. Ian Smith from Department of Infrastructure, Planning and Logistics addressed the group on AUSTRROADS. Thanks to the CCF NT for the joint venture breakfast.

Christopher Boyer
TMAA NT Chair

The future of the NT is looking promising with large construction projects and federal Government funding.





TrafficJAM



TrafficJAM is an event that was run as an initiative for Road Safety week. The initiative was founded at Trafficwerx NT after discussions about what to do for National Road Safety Week. An employee at Trafficwerx is a member of the local video game development community and suggested a 'gamejam', a video game development competition with a time constraint and a theme. In this case the time constraint was 1 month, and the theme was National Road Safety Week. With the help of Larrikin Interactive, a local game development and education company, we set off to get sponsors and get the event going.

By pure happenstance, we had reached out to Peter Frazer OAM of SARAH Group, the founder and organiser of National Road Safety week, who was due to visit Darwin around the time that we were beginning to get the event going. Trafficwerx and Larrikin Interactive met with Peter, and had a wonderful conversation about TrafficJAM, after which we organised a videocall so that we could get video content to advise game developers on how to make games about the theme, fun, yet appropriate.

Sponsors were lined up, and the game developers were formulating ideas about their games. They were champing at the bit to get programming and on April 15 they got their chance when the competition began. One week into the competition we had an in person event called a "Hackathon" where everyone gets together and trades ideas on themes and advice on code. For the rest of the competition the developers had to knuckle down and find clever solutions to problems, and avoid "Feature Creep" in order to get a finished game out the door at the end of the competition on Saturday 14 May.

The result was astounding with 13 videogames being submitted to the competition with wide ranging road safety concepts being communicated through all sorts of different gameplay styles. There were VR games showing the experience of being in a bus that is having rocks thrown at it, Pizza boy simulators in which your view is narrowed if you get a call on your phone and even cinematic story experiences which show you the different stories of people we share the roads with.

Everyone who submitted a game deserves a pat on the back but there were some who won awards:

Roadside Services Best Use of Theme - *Driving Lennox by Zaapp* - A game that puts you in the position of someone in a driveless car that goes haywire.

Buslink Best Art Award - *Keys Please by Mr Mininja* - You are in a pub with people who are obviously too intoxicated to drive, remove their keys from them all before they catch you!

Steam Tant Rising Star Award - *Slice of Safety by Daggerheart* - A top down pizza boy simulator with a random phone call feature that requires you to hang up in order to regain your vision, fitting coming from a 15 year old boy!

TMAA Most Innovative Game - *NT VR Bus Safety Experience by Zepher* - A VR experience based around bus safety

Towards Zero Best Overall Game - *Drivers and Dragons by Sylvan* - Dungeons and Dragons meets road safety!

National Road Safety Champion - *Drink Driving is Bad, Mky by Coldie* - Feel first hand what alcohol does to your driving skills!

National Road Safety Champion - *OzTraffic SA by MarcusFromOz* - A rural driving simulator, in which you are forced to drive safely for 10 minutes, a good start!

National Road Safety Champion - *Way Ahead by Sergey Germogentov* - A driving game in which you drive a car smashing lots of bottles and pots, after your little experience you are informed that the objects were actually people, with great message at the end: "People are fragile"

National Road Safety Champion - *Road Share Award by Issung* - A cinematic experience where you are teleported into each car driving past, and join them briefly on their story

National Rising Star - *Avoid by Mira* - A game created by a 13 year old girl in Victoria about taking care to avoid pedestrians while driving.



The final event was the showcase of all the amazing games made for TrafficJAM which was held on the 21 May at the Palmerston Recreation Centre. There were people from all walks in attendance, sponsors, game developers, streamers, government representatives and even Hector the road safety cat! There was yummy food with traffic cone themed chocolates and it was just really cool to see everyone play the games and engage with the road safety messages .



The event was a hit, but it couldn't have gotten anywhere without our sponsors:

- Trafficwerx - Founder
- Trace Technologies - Main Sponsor
- TMAA - Key Sponsor
- Roadside Services and Solutions - Key Sponsor
- STEAM TANT - Key Sponsor
- Buslink NT/ Comfort Del Gro - Key Sponsor
- Towards Zero NT - Key Sponsor
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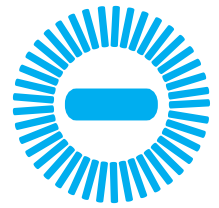
We cant wait to do it all again in 2023!

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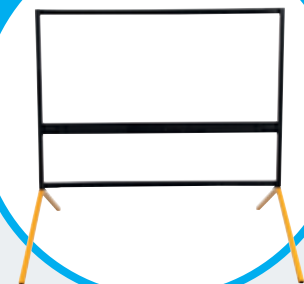


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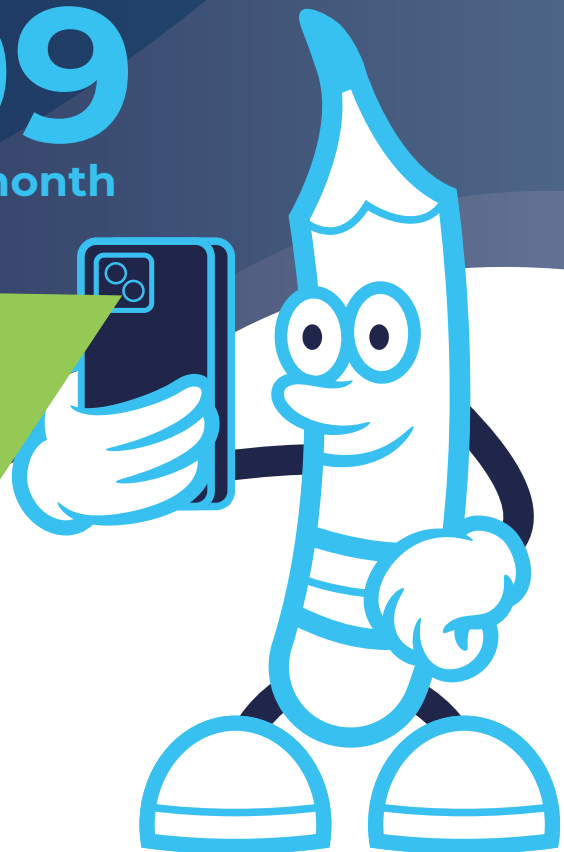
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▶ TMAA TAS CHAIR'S REPORT



PETER DIXON

I write this at the end of Road safety week. This year marks the 10th year since tragedy sparked its creation as a grass roots movement in 2013 and, having attended the National and Tasmanian Launches this year, it is great to see each year how far and wide the message and support has spread into a unilaterally supported campaign by government and industry.

With Traffic Controllers exposed on the road every time they go to work. It is important to push the Road Safety Pledge to those who use our roads.

In May the 2022 state budget was handed down, containing a solid \$2.7 Billion dollars into Road and Bridge upgrades (including \$731 million for the new Bridgewater bridge), as well as \$633 million over the next four years to support roads of strategic importance. There is also an additional \$64 million for road safety projects all of which will help our industry and workers.

We welcomed an update from Annie Johns (Safety Advisor for State Roads) as a Guest speaker at our April Meeting & luncheon where we were given an update to non Traffic Practitioner road works education initiatives, the current status of Harmonised Training framework in the pipeline and updates regarding Temporary Traffic Device prequalification.

We are appreciative of the continued support from within the Department of State Growth, helping navigate the formal adoption of the harmonized Austroads Guide to Temporary Traffic management.

Peter Dixon
TMAA TAS Chair



Tasmanian Launch of National Road Safety Week



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Michael Ferguson

Tasmanian Minister for Infrastructure and Transport



The \$46 million Hobart Airport Interchange has reached a major milestone, with its centrepiece overpass opening to traffic.

The Hobart Airport Interchange project is part of the \$350 million South East Traffic Solution, jointly funded by the Australian and Tasmanian governments.

There is still some work to do on the ramps and roundabout connecting the highway with Kennedy Drive and Holyman Avenue, with the project to be completed in the coming months.

The interchange provides uninterrupted flow for four lanes of traffic heading between Hobart and Sorell, replacing a previous roundabout, which was nearing capacity due to increases in freight traffic and commuters from fast-growing residential areas around Sorell and Hobart's Southern Beaches areas.

The South East Traffic Solution comprises six key projects that will create a four-lane highway between Sorell and Hobart's CBD.

The Hobart Airport Interchange project is boosting the Tasmanian economy through the involvement of local companies.

Delivered by Tasmanian company Hazell Bros, the project is generating direct employment for 48 people.



The 18 girders that support the overpass, each one 22 metres long, were prefabricated in Tasmania by VEC Civil Engineering.

A total of \$349.5 million in joint funding has been committed to the six projects that make up the South East Traffic Solution.

It's great to be delivering the efficient road infrastructure required to meet Tasmania's current and future demands.

WOMEN IN INFRASTRUCTURE

The Civil Contractors Federation's annual Women in Infrastructure event is a highlight in my calendar, providing an opportunity to acknowledge women across our industry and supporting them to succeed.

To support the Tasmanian Liberal Government's historic \$2.7 billion infrastructure investment over five years, we've committed to creating a Hi Vis Army - providing the perfect opportunity to increase gender diversity in the sector.

We have provided \$4 million to the Civil Construction Federation over four years to help enhance and expand training. Attracting more women into construction is an important focus of this initiative.

I'm also pleased that the Tasmanian government has supported the Federation's *Women in Civil* program with a grant of nearly \$200,000 to provide pre-employment training to help women obtain employment in civil construction.

In addition, the recently launched Women and Their Trades program focuses on breaking down barriers to women of all ages gaining apprenticeships, while we have also partnered with Keystone Tasmania, the state's building industry training body, to develop our \$75,000 Women in Building and Construction Strategy to highlight the variety of career options within the industry.

The success of these initiatives in attracting more women into the industry will be important to ensure we have the skills and talent needed to deliver our massive commitment to infrastructure in the coming years.

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TYNAN DIAZ

TMAA NSW were hosted by 3M in April at their headquarters in North Ryde. On behalf of the TMAA NSW division I would like to thank Graham Watson and the team at 3M for the hospitality & for the tour of the impressive Innovation Centre. On the day members were able to see innovative products such as; harnesses, demonstrations, portable devices, temporary line marking materials, TC signs, devices and many more. 3M also sponsored a fantastic breakfast & lunch allowing members & suppliers to come together as we continue to form new & existing relationships within our Division.

Our inaugural golf day was to be held on 20 May, but due to inclement weather we have postponed and the Golf Day is now scheduled for 22 July, 2022. We will share the invitation in the coming weeks. Those who have already offered to sponsor and have booked teams will automatically be transferred to this new date. New bookings can be made via the link once the updated invitation is released. Thank you to Ciaran, Louise & Choi for your continued support in organizing our inaugural golf day - It will be a day not to be missed, and I know many of us are looking forward to a successful & fun day!

Our inaugural golf day - It will be a day not to be missed, and I know many of us are looking forward to a successful & fun day!

On 29 June, we will hold our next TMAA NSW Division meeting. We are thrilled to announce that we have two keynote speakers and guests:

Prabaka Siva | Transport for NSW Director of Network Access Coordination & Customer Journey Management. (The presentation will be focused on the new OPLINC portal & distribution information.)

Craig Walker | Transport for NSW Senior Temporary Works Interface Manager The presentation will be focused on establishing consultation & working groups with members for future changes to the Traffic control at work sites manual (EG. TCAWS issue 6.2)

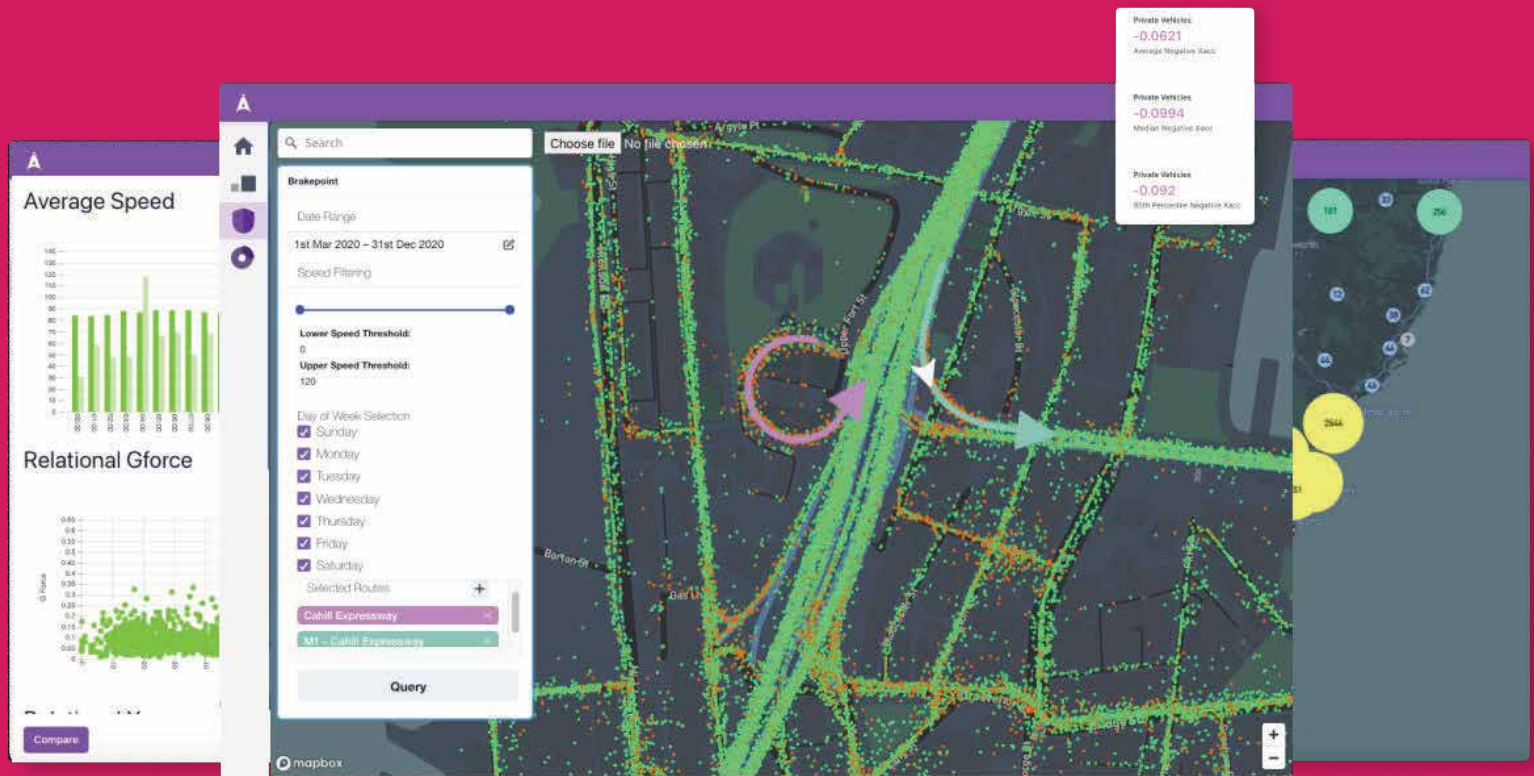
Our members now have direct opportunity to work collaboratively on key industry issues current & future. We see this as a huge success for our Division & we encourage ALL members to ensure your attendance at our next meeting. A united approach from members, ready to positively contribute will see this opportunity flourish for all stakeholders.

Ciaran and I are committed to continue driving the collective message of our Division. We encourage you to consistently attend meetings and events & work in collaboration with each other, our associates, & suppliers as we strive for industry best practice in our state.

Tynan Diaz
TMAA NSW Chair



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The NSW Government reveals the roadmap to reduce road trauma

Last year, the NSW Government successfully achieved its target to reduce fatalities by 30 per cent over the previous decade.

The 10-year achievement came as NSW reported a road toll of 272 in 2021 – the lowest road toll in 99 years and 12 less than 2020.

While it was a pleasing result, there is still a way to go.

I'm proud that NSW was the only Australian jurisdiction to achieve a year-on-year reduction in road fatalities between 2019 and 2021, but I am still more committed than ever to bring the road toll down.

Someone is killed or hospitalised every 46 minutes because of a crash on NSW roads.

Death and serious injuries on our roads cost the community around \$9 billion each year, however the cost of the psychological and emotional damage suffered by the victims, their families and friends is immeasurable.

This is why the NSW Government is investing more than \$2 billion over the next five years on road safety initiatives to help achieve our ultimate goal of creating a safe transport system where no one is killed or seriously injured.

Everyone has a right to get home safe every day, no exceptions.

Safety is at the heart of two key initiatives unveiled by the NSW Government recently.

The 2026 Road Safety Action Plan builds on the achievements of the plan before it, the Road Safety Plan 2021, and sets a new road safety target of halving deaths and reducing serious injuries by 30 per cent on NSW roads by 2030.

The initiatives delivered over the next five years as part of the 2026 Road Safety Action Plan include a focus on stronger local government action, engagement and education programs, continuing to tackle offenders, and using new vehicle technology in the fight to end road trauma.

A new online Learner Licence Education and Testing Platform will allow people to train and test for their licence online, and a new online Road Safety Education Centre will improve access to information and resources for all road users.

There will be further expansion of the Driver Licensing Access Program, and the Local Government Road Safety Program will be enhanced.

A new Drug and Alcohol Advisory Group, comprising of NSW Police, Transport for NSW and other agencies and experts, will be formed to help guide the way forward for drug and alcohol testing.

This body will recommend ways to achieve greater efficiency, enforcement and deterrence of drink and drug driving.

To strengthen local community action, Transport for NSW will work with people who have been impacted by road trauma by supporting the Road Trauma Support Group NSW.

The 2026 Road Safety Action Plan also includes a commitment to ongoing delivery of safety infrastructure treatments through a new Towards Zero Safer Roads Program to 2030 – which remains subject to final assurance and funding approval.

The Towards Zero Safer Roads Program will include rural and urban sub-programs and will continue to deliver life-saving infrastructure across the state.

Within weeks of unveiling the 2026 Road Safety Action Plan, the NSW Government also announced the fifth and last round of the \$822 million Safer Roads Program in May 2022.

The Safer Roads Program delivers sustainable and long-term reductions in road trauma through targeted infrastructure upgrades. This includes wide centre lines, safety barriers, rumble strips, roundabouts, traffic signals and new and upgraded pedestrian crossings at high-risk locations.

The Program is made up of two initiatives targeting regional and metropolitan NSW – the Saving Lives on Country Roads Initiative and the Liveable and Safe Urban Communities Initiative.

Since 2018, the NSW Government has committed to delivering more than 270 projects in metropolitan areas in Sydney, Newcastle and Wollongong.

With the final round of the Safer Roads Program, we are investing \$37 million to deliver 20 new projects in metropolitan NSW.

This Program forms an important part of our road safety vision and is estimated to prevent around 1500 serious injuries and deaths on NSW roads over 15 years.

We are committed to working towards zero trauma on the transport network by 2050, and we know the plans laid out in the 2026 Road Safety Action Plan and initiatives we have implemented will continue to help us on that journey.



The 2026 Road Safety Action Plan can be found here.



Further information about the Safer Roads Program can be found here.

English event hears how technology is central in delivering easier transport for people



Over in Great Britain, the Transport Technology Forum has been meeting in the famous city of Liverpool. Paul Hutton sums up what two of the keynote speakers had to say

Hello Australia, Paul here, sending you best wishes from the home of the Beatles, chips in gravy and one of the best soccer teams on the planet.

The UK's transport technology professionals have filled a Marriott Hotel here in the city to discuss how we can make transport greener, safer and more efficient, as we brought together people who work in national government, local authorities, suppliers and consultants, and academia. And yes, of course, the event was titled "We Can Work It Out" because you can't have an event in Liverpool without a nod to the Beatles (and it is a good song).

England has now has a department focussing on getting more people to walk and cycle. It's run by someone who knows a bit about cycling, having won an Olympic gold in 1992 and several stages of the Tour de France.

He attended the event and told delegates it's vital we make it "easy" for people to travel in a more active way.

"If we can't look out of a car window and see active travel and think 'I could do that' then it's pointless," he said, as he explained the importance of making it safe to walk and cycle.

He pointed to the normality of children cycling to school on their own in Amsterdam, which is only 408 miles (about

650 km) from where the Conference was taking place, but that there is a mindset that suggests the Dutch can do it, but not that we in the UK can. Although, he said, there is no reason why we shouldn't.

"Because cars are great, we use them for too much stuff," he said. "We need examples in this country of alternatives," he continued. "In the city of Cambridge in England, 30% of journeys are made by bike, but people just think, 'oh that's Cambridge,' and don't think 'we should do it too'" he added. "We have the examples and it's my job to communicate them."

He explained that the UK Department for Transport isn't just a government department thinking about how people travel, but is "a vehicle for culture change" and good people are wrestling with well-established processes and make them innovative. "I hope Active Travel England can help because it gives a way to travel different", he said.

He had a message to people who don't like riding bikes - "If you look at all the options we have to change things, bikes are the least sh*t option," he said. "Buses and bikes are the only way we can change things in the next few years."

Another keynote guest was the Department for Transport's Chief Scientific Adviser, Professor Sarah Sharples of Nottingham University, who told the conference that technology is crucial in delivering the transport networks of the future.

Prof Sharples joined the Department in July last year to provide independent challenge and support, making the connection between the work in the Department, industry, Local Authorities and academia.

“We are seeing evolution and revolution in transport,” she said. “We are seeing a revolutionary change in the way we travel,” talking about autonomy and how vehicles are powered, saying the priorities are environment, improving transport for the user, global impacts and levelling up and growing the economy.

She discussed the role of technology in how we design the transport system to ensure it is putting users at its heart. “There is a balance between responding to user needs, understanding and diversity... and where we need to change behaviour - how do we think about how we provide transport to encourage more spread of transport use to cope with capacity.

“If someone say we should talk about education and information, I get a little bit cross. There’s a lot we can do about how we design our transport to accommodate and influence behaviour.”

Talking about emerging technology, she discussed AI and autonomy, along with position, navigation and timing and also quantum technologies, where they are trying to understand the possibilities and risks.

“We’re also seeing technologies that are slightly closer to market,” she continued. “An example of this in the Solent (on the south coast of England) where they’re looking at the opportunity of using drone technologies to deliver medical supplies because of the particular geographical challenge that they have. But we see other examples through Future Transport Zones that are looking at implementation of new data solutions to manage traffic, or other types of innovations that can improve the traveller and the customer experience.

“But I think one of the things that’s really really important is that... we use forums like this to extract and share that learning. One of the things that I found since I joined the Department is there was loads of brilliant stuff going on, but people do not know about. So one of my jobs is to take that brilliant research from out of the drawers it’s been sitting in and... broaden it, and share that understanding.”

Talking of Net Zero, Prof Sharples talked about the behaviour change we will require, about electric or hydrogen vehicles, and making people care about their emissions.

She touched on infrastructure, including how technology is helping improve programmes like HS2, how to replace roadside signing with in-vehicle signage.

“I think we need a complete mindset change,” she continued. “I’m interested in the fact that we have a Transport Technology Forum. and it’s not just the Transport Forum, because actually, I fail to find any part of our transport system that doesn’t have technology at its heart anymore. I don’t think we should be thinking about roads as being civil infrastructure - I think they are civil and

digital infrastructure. We have seen this and railways and we’ve seen it for many years and aviation.

“The final thing I want us to reflect on is that actually we can’t think about technology in isolation,” she concluded. “It sits within a wider societal, legal and economic context. And so it’s really important that they understand the role of technology within Net Zero within active travel - walking and cycling - within the levelling up agenda, because that’s the way in which we will get this technology implemented and effective to transform the transport system in the way that I know we’re all looking to see.”

Over here, we’re a small island with lots of people who need to get around efficiently and sustainably. It was clear in Liverpool that we can no longer drive down the long and winding road, but that, if we get all together now, we can deliver an effective ticket to ride (that’s enough Beatles songs shoehorned in - Ed).

Paul Hutton
Managing Director





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- # When paired can be operated with one controller whilst the other takes a break or is on rotation;
- # Can be implemented anywhere a stop/slow baton would normally be used;
- # Fail safe features - ensure no two green lights can be displayed at the same time, low battery, tilt and lantern;
- # Environmentally robust, light weight, three-piece assembly, adjustable height;
- # Small handheld remote controller - rated IP65;
- # Remote controller mimics traffic lantern states in real time;
- # Control up to 2 traffic light units with one controller;
- # Portable carry cases and easy to assemble;
- # Reduces overheads.

eSTOP-M

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

FEATURES & Inclusions

eSTOP

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

eSTOP-M

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

* quantity as per client request.

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Recipe for Success

Many industries, like the fast-food industry for example, have systems in place to ensure the customer gets what they want. Fast food franchises are renowned for excelling in customer service using data driven decision making, strong systems, clear recipes, relevant training and lots of compliance checking along the way.

Using this recipe for success, we've taken these raw ingredients and have applied them to our onsite Temporary Traffic Management Services.

Recipe for TTM Success

1. Get a qualified STMS (G1)
2. Give them a good approved TMP (G5 & G6)
3. Make sure the TMP is (still) applicable for the site and activity (G7)
4. Implement the plan (G8)
5. Check and give feedback regularly and frequently

Many of you will know that the AT TTM team has been collecting and storing data of TTM SCR since late 2014. We now have more than 13,500 records of inspections. Using this information, we know that just under half (48%) of all the inspections we have completed succeed in the Recipe Steps 1 - 4 (G1, G5/G6, G7 & G8) above, but when they do:



84% were 'Needs Improvement' or better

91% had a SCR < 51

99.6% (almost all) were non-dangerous

(0.4% were dangerous)



44% had a SCR < 51 (more than 6 times the failure rate compared to following the Recipe for Success)

86.6% were dangerous. More than 30 times the failure rate)

(13.4% were non-dangerous)

So, how do you know if you are following the Recipe for TTM Success?

It's simple, check, re-check and most importantly feedback to make sure that G1, G5, G6, G7 & G8 pass on every site, every time.

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VMS Board

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



LED Balloon Light

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Safety for road workers

Roads Australia (RA) highlighted its commitment to improving the safety of road workers at the 2022 RA Transport Summit, Australia's premier industry-run networking and knowledge-sharing event for integrated transport.

The Summit coincided with National Road Safety Week, presenting RA's Road Worker Safety Working Group (RWSWG) with an opportune moment to debate a key question, "Should road workers have a barrier to separate them from traffic?"

The session was facilitated by **Graeme Silvester**, General Manager, Health, Safety, Environment, Quality, Sustainability and Rail Safety, CPB Contractors, and the panel comprised:

- **Ryan Cooney** - Programme Director - Road Worker Safety, Waka Kotahi NZTA
- **Liz Waller** - Head of Road Safety, Transurban
- **James Pennings** - Executive General Manager, Sales, Strategy and Marketing, Altus Traffic
- **Rory Bracken** - General Manager HSQES, Fulton Hogan

Graeme opened the session with confronting video of real incidents involving road workers, a powerful reminder of why safety is RA's number one policy priority. He then shared the tragic stories of Timmy Rakei, a traffic controller at Altus Traffic and Brendan Moreland, a CPB traffic controller, who were both killed while working.

Timmy and Brendan did everything right. Every required measure to keep them safe was in place, but they were killed. Their deaths, and the ongoing fatalities and serious injuries among road workers, should motivate all of us to do more to make sure road workers get home safe.

With the audience reminded why we need to act; the panel discussion centred around practical solutions that may prevent further tragedies. Ryan outlined the hierarchy of controls approach New Zealand is using while drafting their guide to temporary traffic management. He suggested we should be asking ourselves what is the safest thing you can possibly do for the workers and the public? Closing the road to remove traffic is the highest

safety standard. However, James acknowledged this is not always possible and detailed the ongoing tension between customer journeys and road worker safety.

While risk cannot always be removed, there are effective controls available to reduce it. Rory detailed efforts to remove people from working in live traffic lanes, an effective control on long term worksites. However, short term worksites present a different challenge, because the safest solutions can take time to implement. Innovations such as signs providing drivers with positive reinforcement for reducing their speed through worksites, marked cars replicating police cars and noise devices that alert road workers to erratic vehicles can combat these time constraints on short-term worksites. Liz also raised the opportunity we have to work with law enforcement to implement overt automated enforcement in work sites, which is another proven solution.

The panel also outlined other initiatives being pursued by the RA RWSWG:

Procurement Reform

A proposal to separate the cost of safety from overall bid costs to encourage greater investment and innovation on safety measures.

Minimum Standards

A project to produce an 'ABOVE THE LINE' industry guideline ('Minimum Industry Performance Criteria for Roadworker Safety).

Pre-qualification Scheme

A plan to increase the barrier of entry to the traffic management industry.

In closing, speakers encouraged the audience to start having conversations about the safety of our road workers and the risks they face so we can all work towards getting everyone on the roads home safe.

Michael Kilgariff,
CEO of Roads Australia



Adopt new temporary traffic control standards.

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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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The Risk Of Objects Inside The Vehicle Becoming Projectiles

What Are The Dangers Of Loose Objects In Vehicles?

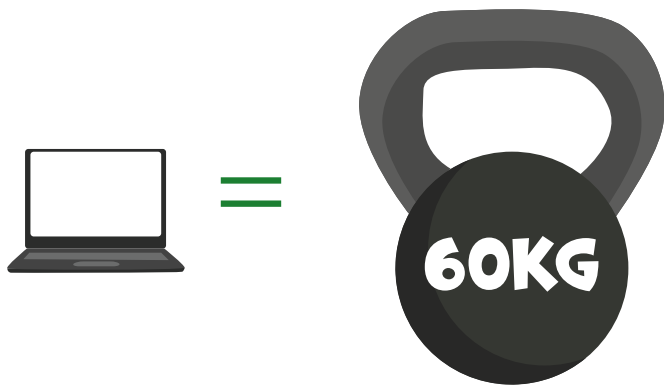
When a car crashes at high speed one of the greatest dangers comes from loose items thrown around the cabin. Objects inside keep moving and can impact at up to 20 times the force of gravity.

This force can mean that small objects sitting unrestrained in your car might become deadly if the car comes to a sudden stop whether this is in a crash or near miss. For example:

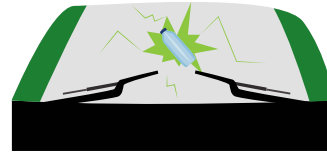
A 1 litre water bottle carries the force of a 20kg object.



G forces experienced during the crash can turn a 3kg unrestrained laptop into a 60kg projectile.



The Risk of Unrestrained Objects



During a crash, unrestrained passengers in a vehicle can also become projectiles in the car. Not being strapped in increases fatality probability by as much as 25% for other vehicle occupants.



Driving with loose loads, not properly restrained and at risk of falling from your vehicle, is an offence under the Heavy Vehicle National Law and Regulation, and for light vehicles under state regulations.



When a car breaks, the vehicle slows down as do all restrained passengers and objects. Whereas unrestrained items are stopped by their collision with another object.

Examples Of Objects That Should Not Be Left Loose Are:



Recommendations To Restrain Objects



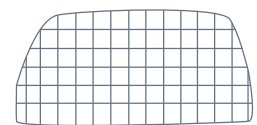
If you have a hatch back or stationwagon, invest in a cargo barrier and high-quality nets or tie down straps.



Stow small items in the glove box or centre console for easy access.



Large or heavy items should be stored in the pocket behind the driver or passengers' seat or in the boot.



If your vehicle has an open boot space, consider installing a barrier to prevent objects from reaching passengers.

Drug Driving

The issue

In the last five years, around 41 per cent of all driver and motorcyclist fatalities who were tested, had illicit drugs in their system. Drivers who take illicit drugs are much more likely to be involved in a crash than drug-free drivers, and are often responsible for these crashes ⁽⁴⁾.

Drugs and their effect on driving

Cannabis and heroin — can slow down a person's reaction time, distort perception of speed and distance, and reduce concentration and coordination when driving.



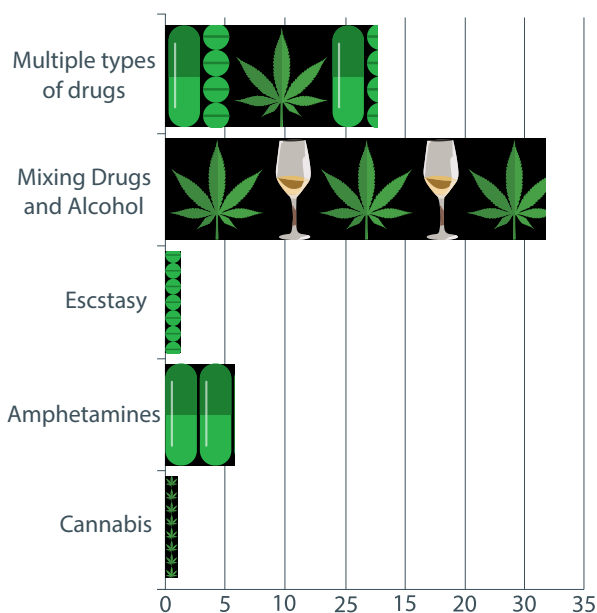
Methamphetamine (ecstasy, cocaine and ice) — can lead to over-confidence, rash decision making and risk taking, and tiredness caused by an inability to sleep.



Hallucinogens — effect hearing and sight as well as the perception of time, distance and movement, and they can make a person sense things that don't exist.

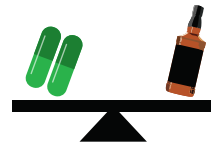


Likelihood of a fatal car accident

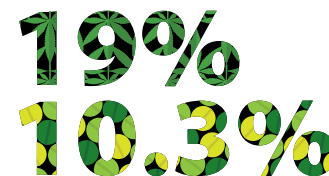


Driving under the influence of drugs

Driving under the influence of drugs is estimated to be equal to that of driving with a BAC of 0.1



19% of driver and rider fatalities in 2018 had stimulants in their system and 10.3% had cannabis in their system ⁽⁵⁾.



One in four Victorians who use drugs admit to driving under the influence of recreational drugs ⁽⁷⁾.

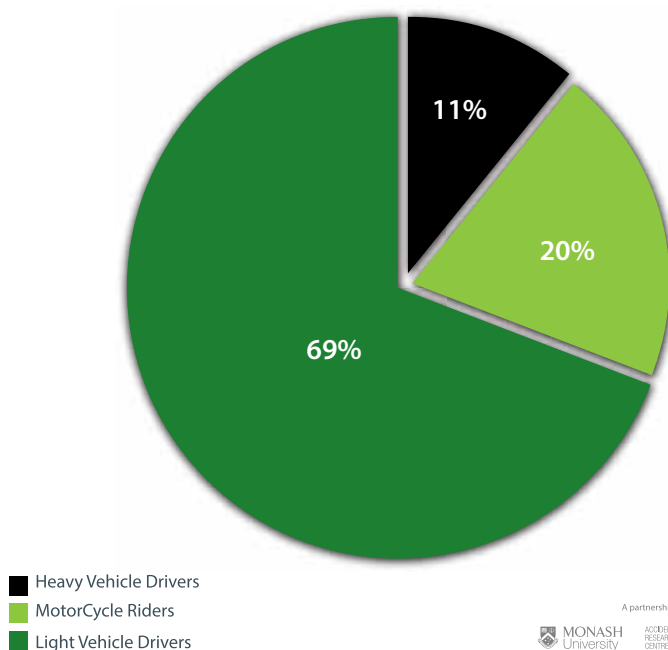


Victoria Police has increased drug testing from 40,000 tests in 2014 to 150,000 tests in 2019 ⁽⁵⁾.



Drug related vehicle crashes

From 2010 to 2013 195 people died in 174 drug related vehicle crashes



'Software upgrade' – Unlocking your always-on-board road safety (and personal health) tool

A partnership between:



NRSPP BLOG | APRIL 2022

What would you think if I told you that you have an amazing power within you that can transform your life? I imagine it would be tell me more.

That this power will help you navigate a lot of the challenges of modern life? The ability to get back to sleep after you have woken at 3am? Or to reduce your stress and anxiety? feel more awake AND make you safer on the road?

This magical transformative power is your own breath. You already use it every moment of every day but simply you haven't activated it's potential.

For Sonja Montague Mackay, founder of The More Human Company, learning how to utilise your breathing is the foundation of good mental and physical wellbeing. A power she herself had to relearn and undo decades of learned "bad" habits.

In April, Sonja will deliver an NRSPP webinar demonstrating how learning more about the science of breathing and how to activate this superpower will give you the opportunity to improve driver safety. Everything starts with self awareness and we spend a shocking 90% of our time on autopilot.

Learning how to breathe will enhance your self awareness, help you figure out what causes you to lose it and equally important how to return to a baseline of calm focus not distracted irate aggression.

The all too familiar impact of being cut off in traffic, the kids yelling in the back of the car and the pop up of notifications all cause us to stress which impacts our focus which impacts our driving.

Sonja likens learning to utilise your breath to a getting a software upgrade: the operating system is there, it's just not being utilised to its maximum. The upgrade, in this case however, is not for your computer or smartphone, but the operator.

"I have to go up and down a pretty busy road so I'm constantly scanning the environment ahead and if someone cuts in front of me, of course I jump," she said. "I have that instant reaction, because that's a natural physiological response and my body is designed to respond to that threat.

"And we want that reaction to happen, especially for saving our life, but it's about then gathering yourself otherwise you're carrying that heightened state of arousal into your driving.

"So you're stressed out driving, which means you're not going to be present and aware, which means you're more likely to have a crash.

"It's not about not reacting – we're not robots – but it's about 'ok I can't do anything about that now, let me take a slow deep breath and chill out! I've got to get from A to B so let me be fully present to my driving and not distracted by the jerk who cut me off."

Crucial Time for the Roads Sector

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

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

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

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

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

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

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

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

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



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

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

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

Paul Robinson

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

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Q&A: Addressing Tyre Pollution

The Question

So your tyres wear out — ever wonder where that tread goes? Tyres play a paramount role in vehicle safety. When traversing a road, a vehicle's tyres utilise friction with the road surface to maintain traction and ensure grip. While this is vital and cannot be compromised, a negative consequence is the tyre and road wear particles created by the abrasion that results from the friction boundary between the tyre and the road, creating what are known as tyre and road-related microplastics.

How Serious Is It?

Research shows tyre wear particles release more pollution than exhaust emissions, in fact up to

“1000 times worse than exhaust emissions”,
according to Emissions Analytics.

As decades of automotive R&D continue to reduce tailpipe emissions, brake and tyre wear particles now make up almost half of vehicle particle matter emissions. While positive change is occurring to reduce exhaust emissions in the industry, there is not the same focus on vehicle-related microplastic levels. It is likely more will need to be done in industry, such as reducing vehicle weight and lowering tyre abrasion levels to combat the pollution of tyre particulate.



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The many benefits of properly inflated tyres

The most simple action we can take as everyday drivers is to ensure our tyres are appropriately inflated to the pressure, in every corner of the tyre possible level.

An underinflated tyre wears considerably faster, increases fuel burn rate and braking distance, reduces steering ability and increases particulate generation. It also costs the driver — or the fleet manager — more.

A simple sign to look for once tyres are newly used. A road-related tyre does not show signs of underinflation until it's more than 25 percent under-inflated. Can you afford not to be safe?

So is there R&D on tyre pollution too?

ADAC, Europe's largest motoring association, undertook a comprehensive study into the environmental performance of Europe's most popular tyre brands. About 100 tyres with numerous tread patterns and sizes were tested across 15,000km on various roads and road surfaces, including in wet, dry and warm conditions, to calculate the amount of particulate shed.

It is important... to emphasise that while tyre performance in driving conditions, but also the environmental behaviour of a tyre", the report from ADAC noted "100% of the few tyre manufacturers in Europe recognise this need and have already provided us with development towards this."

"It is imperative... to emphasise not only tyre performance in driving conditions, but also the environmental behaviour of a tyre", the report from ADAC stated. "Michelin is one of the few tyre manufacturers to have recognised this need and has specifically geared its tyre development towards this."

Perhaps unsurprisingly then, the ADAC testing showed the best tyres to have very low levels of tyre particulate, with its average tyre abrasion recorded at just 90 grams per 1000km.

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A great big hello from our little corner of the Pacific!

As always, please let us know if there is anything particular you would like to know about or have a particular interest in from over here in Aotearoa New Zealand and we will endeavour to share with all in Detours magazine, or more directly with you as may be preferred.

As we start to see the signs of autumn and winter, we all will be aware of the challenges that the cold and wet months bring. We know that general maintenance and projects will slow in production, but that reactive and emergency works will become the most important part of what we do on and near the roads.

As we know, the temporary traffic management industry is called on in all conditions, at all hours and in every type of weather and circumstance to do what we do and be the "thin orange line" that helps support safe travel and the wellbeing of all who pass-by and those that are involved in road hazard. These include those that are business as usual, those which might be somewhat extraordinary and the whole spectrum of amusing and tragic.

As the TTM sector over here is going through a confusing time of discussing change in the guidance we have been used to for more than twenty years, we know that every day, despite any lack of surety and career futures our people need to be considering, they will be available all hours of the day and night, every day of the week and do more than they are expected too to ensure the safety of the roading networks.

Anyone who has been following the story unfolding in these reflections shared in Detours over the last few editions will note that we have been building towards a change in how we confirm our part in the delivery of risk management.

Fundamentally - practice is not changing or expecting to change! What is evolving however is simply, at its core, the consideration and introduction of a Risk Based approach. It seems, for the most part, our industry has understood this to mean that the duties and responsibilities are changing in terms of how we achieve Health and Safety in our workplace. This though is not the case, as legislation has provided us with guidance on this for many years.

What is happening for many of those entities, that incorporate temporary traffic management as a service in their business, is a simple need to consider and demonstrate how they ensure the safety of their people and how their people are looking after others impacted by that service delivery. That can sound a little confusing until we look to the simplicity that really is common knowledge.

It is the right of all people in all walks of life to believe that those who impact on their safety are accountable for their actions.

When you take the time to think about it, the sensible approach is in keeping things simple.

Ask the right questions of those who have spent time on the frontline, and they will very quickly help with your understanding of the simple truths and needs of those who work on and use our roading networks.

Those on the frontline have for the most part exercised a Risk Based approach, every minute of their working day, for many years. Most develop their keen sense of risk when on the job, and not in the classroom. The worksite is where the answers come from, if we take the time to make sure we understand the language.

We constantly see that best practice is attributed to the management of a cause of harm, and yet most often we find that in fact it is poor application of best practice and / or other factors that are causal factors to an incident. When we look at data and statistics, we are often able to find the simple answers.

A simple example is in knowing how much training, available support and time served experience exists for a road worker - and how we compare that to how effort, learning and experience is encouraged in the licensing of the drivers of all types of vehicles. One group seems to be fully owning the responsibility for learning enough to avoid the issues introduced by the other. Does this make sense from a simplistic view of how we deliver on a duty of care? Not really.

We are working extremely hard, with some very brightest minds and personalities and with those of the most extensive experience but are we working smartly.... The point here is - lets work together and deal with the simple stuff first! Let's Pick the low hanging fruit for safety on the roads and deal with that first! Be transparent around the reality of harm on the road - for all groups affected, and let's alter the efforts to fix any one piece of the puzzle at a time and look to how the whole picture works together.

We are not challenging our colleagues in Australia; we acknowledge the support that is being shared and offered in various parts of the roading communities across our two nations to enact change.

We look forward to being a part of what is probably the biggest and yet most simple shift in the theory of Temporary Traffic Management in the last twenty years in NZ. It isn't changing the height of cones, or the font size on VMS - it is simply about dealing with the facts and as an industry of many, to be a part of change rather than being subject to it.

We look forward to sharing our progress from over here and in hearing about the equally important work in this sector from over there!

We acknowledge the weight TTM as an industry carries in road safety no matter where you deliver your service. We are continually grateful to be able to share some part of our experiences in the industry with you all.

Be safe as the weather turns at this end of the world and take care of each other.



A partnership between:



NRSP's First Heavy Vehicle Toolbox Talk is Out Now!

DISTRACTION

HV driving is in nature a solitary activity, with drivers often experiencing loneliness, boredom, and declining vigilance, leading them to engage in secondary tasks^{3,7}.

Driver distraction can be defined as something that can occur in situations where the driver allocates resources to a non-safety critical activity. It has been classified as vehicle-external or vehicle internal distraction^{8,3}.

According to the generating source, distraction-related factors are usually categorized into five groups: mobile phone, mind wandering, passenger, outside events, and in-vehicle activities⁹.

When interrupting activities that demand concentration, simple events or tasks can grab the worker's attention increasing the risk of making a mistake⁷.



nrsp.org.au >> [Toolbox Talks](#) >> [Heavy Vehicles](#)



We are proud to support all members of TMAA

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

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



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

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



Queensland Government

Department of Transport and Main Roads

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

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



PORTABLE TRAFFIC LIGHTS INCREASE SAFETY

Our Portable Traffic Lights can be operated remotely from up to 1km away direct line of sight, this truly means traffic controllers can operate them from a safe distance.

Two sets of Traffic Lights can be operated by one traffic controller remotely reducing staffing costs and increasing efficiency.

Our Portable Traffic Lights have been used and tested on countless worksites across Australia since we launched them, they can operate up to 15 hours on a single charge with an option to extend operational use to 30 hours on a single charge.

All of our products are designed and produced right here in Australia in our Gold Coast factory, we employ a dozen engineers and trades people and always endeavor to source our product components from local Australian suppliers.

We highly believe in supporting our local economy and employing local Australian workers.

When you buy LDC Equipment products you are supporting Australian manufacturing and supporting local jobs.

All of our products are designed and produced right here in Australia in our Gold Coast factory, we employ a large team of engineers and trades people who always endeavor to source our products components from local Australian suppliers.

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CAR PARKS ARE DANGEROUS

KEEP YOURSELF AND OTHERS SAFE

NRSP'S ANNUAL ORGANISATIONAL CAMPAIGN "CAR PARKS" OUT NOW.

CAR PARKS ARE COMPLEX
THE 3 MOST COMMON COLLISIONS ARE...

- 1. Hitting A Parked Car**
(or having your parked car hit) represents more than half (51%) of reported car park collisions
- 2. Hitting A Stationary Object**
Benches and poles (25%) are the objects hit the most. Followed by security barriers and structures (19%) and then pillars & columns
- 3. Hitting A Moving Object**
accounted for over 20% of car park collisions reported in New South Wales in 2011. 84% occurred while one vehicle was reversing

FACILITATOR GUIDE

Organisations can play a key role in reducing car park collisions and injuries. This guide provides information on how to do this.

Key messages:

- Car parks are a high-risk area for collisions and injuries.
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\$3000 is the approximate average cost of a car park collision involving a car or van, with the highest and third-party vehicles.

65+ Parking lots are particularly dangerous for the elderly, who may be slower to notice and react to potential hazards.

CAR PARKS ARE EXPENSIVE
WHAT IS THE COST OF AN INCIDENT?

35% of people who are older, injured, or seriously injured, or killed in a car park in Australia between 2002-2010.

51 children between the ages of 0-14 years were seriously injured in car parks in Australia between 2002-2010.

CAR PARKS ARE AWKWARD
WHY IS IT SO DIFFICULT?

Car parks are often poorly designed, making them difficult to navigate. This can lead to collisions and injuries.

MAKE INFORMED DECISIONS WHILE PARKING

CAR PARKS ARE COMPLEX
CHOOSE YOUR VEHICLE WISELY.

Car parks are a high-risk area for collisions and injuries. Choosing a vehicle that is easy to maneuver can help reduce the risk.

Vehicle Stability

Following the deaths of a number of people in car parks, the NRSP has been working to improve car park safety. This includes working with car manufacturers to improve vehicle stability.

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We all visit car parks regularly, whether it's city centre multi-storey car parks, client businesses during work hours or the busy supermarket on the weekend.

But with the average car park crash costing \$3,000 on average and one-in-five insurance claims from car park bingles, it pays to take safety seriously in what is an inherently dangerous space.

In fact, for insurers and businesses, car parks are the top minor collision claim for their mobile workers. And they can pose a significant risk of injury for pedestrians too. So, let's look at why it's important we each do our part to keep everyone safe in car parks.

Car park incidents are costly

Car park 'bingles' tend to have a large financial cost, with insurance data showing the average net incurred cost of a car park incident is around \$3,000 (including damage to both the insured and third-party vehicle).

Inherently dangerous features contribute to an elevated risk of collision in car parks, such as multiple directions of travel, narrow spaces, large pylons, and poor lighting. So, it's not surprising that low-speed manoeuvring and parking incidents are common for those who drive for work, accounting for up to 20% of fleet insurance claims each year.

Safe decision making in car parks

While parking your car may seem simple, it involves multiple decisions that influence the protection of your vehicle and the safety of other road users. Take a moment to make informed thoughtful decisions while parking your vehicle.

Choosing your parking method and space wisely can help avoid costly insurance claims and keep all road users safe. Park where there are many empty spots. In a shopping centre car park, avoid the front entrance where pedestrians gather. Avoid large pillars or walls that block visibility and other vehicles that encroach on the adjoining space.

Human behaviour and car parks

According to road safety research, several psychological factors influence the choices and behaviour of drivers in car parks, including personal preference, social cohesion, conformity, and convenience. Human factors can contribute significantly to risky driving behaviour and collisions in car parks.

Driver distractions such as mobile phones or passengers can divert the driver's attention from the road, and it only takes a moment in the confined space of a car park to impact safety and cause an incident. Road safety research shows that distracted driving can be just as dangerous as drunk driving and in a car park it can impact pedestrians as well as drivers. People walking to and from their car are likely to walk slower and change direction in a car park, paying less attention to vehicles around them.

Aggressive driving is common in car parks. Time pressure, trying to find a space in a packed car park, and irritating driver behaviour can cause driver aggression that quickly escalates into erratic driving.

Vehicle factors in car parks

Parking spaces are decreasing in size, putting larger vehicles at a higher risk of collision when parking or navigating tight parking spots. Be aware of your vehicle's size and visibility. If parking is going to be a regular challenge, keep in mind when selecting a vehicle to purchase that smaller vehicles fit better in parking lots.

And consider safety technology available for safer and smoother parking. Rear parking assist, rear vision cameras and rear automatic braking are among technology solutions that help counteract car park-related incidents, particularly to help the driver avoid pedestrians, cyclists and objects while reversing. Remember though that vehicle technology should be used as an aid to, not a substitute for, safe driving behaviour.



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