

Roadmarker 2019

The Official Publication of the Roadmarking Industry Association of Australia

Edition 1

Between
the lines

pg. 3

Aust Roads
Safety
at Road
worksites
project

pg. 13 - 15

A minute
with our
members

pg. 20

Yellow Ribbon
Editorial

pg. 4 - 8



NATIONAL ROAD
SAFETY WEEK

6 - 12 MAY 2019

DRIVE SO OTHERS SURVIVE

#driveSOS



Roadmarking Industry
Association of Australia
and the NZ Roadmakers Federation



Roadmarking Industry
Association of Australia
and the NZ Roadmarkers Federation

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Sensitive Wallflower?



4 - 8

National
Road
Safety Week

13 - 15

Safety
at Road
Worksites
Project

16-18

Tackling
Urban
Congestion

20

A Minute
with our
members

21-23

Member
Listing

Between The Lines

In late November and early December, the RIAA completed a full round of state Branch Meetings across Australia.

I've become a believer in time travel, as my time seems to be absorbed into some type of cosmic vortex over the Christmas / New Year period..... where exactly did the last month go? But I digress!

Although I came on board in April last year, this was the first opportunity to attend a full series of Branch Meetings and to meet the most important asset of the RIAA, namely our members, and discuss in person their issues, concerns, and idea's.

When I joined the RIAA the brief was twofold; firstly to manage the 2018 National Conference, and secondly to produce a Strategic Plan for the future of the RIAA.

It seemed logical given those priorities and the timing of the Branch Meetings to make the RIAA Strategy the point of focus for those meetings.

While of course each state had some local issues, there were common themes that members raised, including:

Safety: with the rise of autonomous vehicles the RIAA has the opportunity to make a strong contribution towards Road Safety, and the potential to do that while promoting a safe operating environment for workers on the "front line";

Communications and presence: there was a hunger from RIAA members to hear more from the RIAA about their association's activities and the industry overall;

Training: the complexity of the industry and the many layers and aspects to it create an appetite for information and training on the part of members;

Technical advice: Members expressed interest in the RIAA increasing its profile and range of activities in this area;

Specifications: there was an overall feeling that a greater two-way dialogue between the RIAA and specification setters such as the Road Authorities, would be of benefit to all parties; and

Events: Members are interested in more RIAA events for networking and the opportunity to discuss the above issues.

In most states the meetings were held at the Road Authority headquarters, which was a positive step towards our fostering those relationships. The RIAA thanks our hosts and the members who attended and provided those valuable insights.

We will keep members fully informed as we finalize and then implement our Strategic Plan. We're looking forward to a great 2019 as we seek to further the interests of our members and the industry.

Paul Robinson
GENERAL MANAGER
ROADMARKING INDUSTRY
ASSOCIATION OF AUSTRALIA

What will you do for Yellow Ribbon National Road Safety Week?

6 - 12 May 2019

Getting Australia focused
on protecting those who
are vulnerable!

There is no question that our road infrastructure is of fundamental importance to each and every Australian, allowing the high-speed movement of people and goods within and across our urban and rural environments. However, the negative consequences of road transportation tend to be largely underestimated or ignored. Because of this, people's lives are often unnecessarily put at risk.

But should vulnerable workers ever have to die, simply for doing their job? We believe that under no circumstances should you or your work mates be injured as you work on the roads.

I have written this article to give you an idea as to the scope of road safety issues in Australia, how I was brought into this work, what we have done to improve outcomes and what you can do to support Yellow Ribbon National Road Safety Week (6 to 12 May 2019).

Why road crashes aren't accidents

Australians often forget that those who build and maintain the road system, and those whose job it is to assist and protect us on those roads, are directly in harm's way, twenty-four hours a day.

As a result, these vulnerable individuals can be seriously injured... indeed, they can and do, lose their lives.

When incidents that cause death or serious injury occur, the media often refers to them as "accidents" but these are no "Acts of God".... They have causes and if we know those causes, and show a little leadership and political will, we can change outcomes and save lives.

By calling them accidents, this promotes an indifference to road trauma because it generates an acceptance that people will die on our roads and highways, and there is little that we can do to stop it! By contrast we are outraged if someone is killed or seriously injured in an airplane, boat or rail incident.

Let's look a little deeper into this. When an airplane, train or ship incident occurs, the Australian Transport Safety Bureau will investigate and report on why the incident happened and recommend policies that eliminate, or at least minimise, the risk.

The reason the ATSB does this is simple. Our community does not want a repetition of the same event for we don't expect people to be killed on planes, on trains or on ships. That's why there is no concept of an annual aircraft toll? Or when someone is injured on a train or boat, why we don't talk about the rail toll or road toll.

But if you are killed or seriously injured in a road related incident, unless you are in a high profile position or seen as famous, there is no equivalent ATSB investigation with a recommendation for immediate action in order to prevent a similar incident from occurring again. Indeed it is unlikely that the person who suffers death or trauma will even rate a mention!

Road crashes are different because car crash trauma remains largely hidden from public consciousness... often deaths are reported as if the person doesn't even have a name. They just become a statistic. We even refer to it as the "road toll", as if that's the cost society bears for moving goods and services on our roads.

If we were to tell the story of how each person was killed or seriously injured, tell our community about how tough it is for trauma victims to get through each day, discuss how families and friends struggle to cope for the rest of their lives, how many people would have to die before we said enough is enough!

"I refuse to use the word 'toll' because a toll suggests it's a price we have to pay to use our roads. We shouldn't use the word 'toll', because it seems to give a level of acceptance, again, to the fact that there are going to be these crashes and serious injuries and deaths every year."

- Speech by former Minister for Infrastructure and Transport, Hon Darren Chester MP on 16 February 2018 in Commonwealth Parliament

So let's be quite specific... we know that your life and the lives of your colleagues are at risk every day. You are intrinsically important and you have an absolute right to get home safe every day.

That is the fundamental key to our work and why we created Yellow Ribbon National Road Safety Week. You see, until I was personally affected, I had no idea as to the size of the problem we face.

So if every life matters, and if serious injury and deaths have been largely hidden from view, let's uncover the extent of the problem.

What's the implications of road crashes in Australia?

Since 2000, unbelievably, **over 27,000 individuals have been killed on Australian roads**. Additionally, with around 35,000 people hospitalised each year as a result of road crashes, more than **half a million people have been seriously injured** over the same period.

But these disturbing statistics drastically underestimate the true human and personal cost of trauma that the victim endures, as well as the trauma that people must live through having lost a loved one or having a loved one seriously injured. The associated suffering ripples through our society. As someone who has lost a loved one because of an avoidable crash, this is something that never heals.

While the human costs are immeasurable, the financial costs can be approximated. With an estimated cost of \$30 billion to the Australian economy annually, this means that **since 2000, the cost to our nation has been over \$500 billion. Over half a trillion dollars in eighteen years.**

Given the enormous issues created, imagine if our community, agreed that this tragedy had to cease...that "no one should die or be seriously injured on our roads and highways". Imagine if our leaders then took this matter seriously and agreed to implement policies to reduce the

number of people killed and seriously injured by, say 50% by 2025. Just imagine the positive changes that could occur if we committed to looking after everyone on our roads and highways.

We decided that creating change required three things. We needed to:

- Bring the facts to the community and what could be done;
- Make it personal by showing the human side of the story; and
- Ask people to become join us as road safety advocates.

Our concept was twofold...

Every life is precious... Your life is precious... Your loved one's lives are precious.

What needs to be done so that everyone gets home safe?

Why I am committed to protecting vulnerable lives

On 15 February 2012 there was a crash on the Hume Freeway, south of Mittagong in NSW. A young woman's car had overheated and subsequently broken down, and an NRMA tow-truck driver had been called out to assist her. She was in a dangerous circumstance because the breakdown lane was only 1.5 metres wide meaning her car overhung into a 110 kph lane. She could neither get herself or her vehicle off the road because a guardrail ran for 1600 metres and there was brambles on the other side of the guardrail.

When the NRMA tow truck driver finally arrived, a truck driver was driving up towards the breakdown. The trouble was that the truck driver was distracted and as a result he drove more than 11 second towards the breakdown without even looking up.

As a result, he careered directly into them, horrifically killing both. Their deaths were so horrific, that it made the nightly news. There was helicopter vision and photos of the anonymous young woman and the tow truck driver who was sent by the NRMA to assist her. It was very sad but this as the sort of thing happens all the time ... Just another couple of road statistics.

However, there was a major difference for me and my family for the young woman that was killed was my beautiful, kind, intelligent and loving daughter. Her name was Sarah and she was just 23 years old. Killed because Australia's most important freeway had not been built or maintained to Austroad's standards... Killed because a driver's selfish behaviour meant he couldn't be bothered doing what he was supposed to do... **Drive So Others Survive!**

Our lives were shattered that day and let me be quite frank about this, in the seven years since Sarah was killed I grieve her death every single day.

You never recover from having a loved one so needlessly killed in such a totally avoidable circumstance. You never recover from having to identify your child who was left in pieces on that road... You never recover from having to bury someone you love ... a person who had their whole life in front of them.

In our sorrow, however, we knew that we had to do something so that others didn't suffer what we would continue to go through each day. We realised that just like our line markers, those who were find themselves 'in harm's way' on our roads, needed to be given priority.

Despite our grief, just four weeks later we started a road safety petition focussed on protecting those who are vulnerable. As a result, the "Drive So Others Survive!" concept was born and became public. In the next 8 weeks, the Petition received significant media attention, and as we talked about saving lives, the Petition figures rapidly grew.

On 15 May 2012, three months to the day since Sarah was killed, we presented a 23,000 signature Petition to the then Acting Premier Hon Andrew Stoner MP at a major media conference at NSW Parliament. All present were wearing yellow lapel ribbons, Sarah's favourite colour. While it wasn't realised at the time, with television media showing the 200 strong crowd standing on the steps of Parliament House and with the subsequent tying of a yellow ribbon on a Fire Engine outside Parliament House, Yellow Ribbon Road Safety had been created.

In 2013, a not-for-profit organisation called Safer Australian Roads and Highways (SARAH) was formalised. Inspired by Sweden's Vision Zero initiative, SARAH's founding principle was that "no loss of life is acceptable". Our commitment was to ensure a road system and associated road users whose actions result in zero fatalities and serious injuries.

That same year, we started our voluntary work across the States and Territories and in doing so, Yellow Ribbon National Road Safety Week (National Road Safety Week) was born. By coincidence, United Nations Global Road Safety Week also occurred in May 2013 and so the Week became a UN registered initiative. It had now become a national event.

"Drive So Others Survive!"

National Road Safety Week had become a call to action, with "Drive So Others Survive!" as our motto and yellow ribbons as our symbol. That motto has helped drive a change in focus. We see a move by agencies and organisations away from just asking the driver to protect his/herself, to asking the driver to focus on and actively protect all those on the road ahead.



Of course, this concept was ripe for adoption because both individuals and organisations have believed for some time that we need to change driver behaviour. So a chord was struck around the nation, especially with line markers, traffic management, road workers, roadside assistance, tow truck drivers, logistics firms and of course, police and emergency services.

These same organisations also recognised that displaying yellow ribbons was a simple a way to demonstrate their support for road safety. As a result, these started appearing on vehicles and fleets, and individuals and organisations stood in solidarity declaring "I Drive So Others Survive!".

In May 2013, Queensland Motorways (now Transurban) offered to be the first organisation to light a national icon in yellow in support of the Week. Not only did they light the iconic Sir Leo Hielscher Bridges (aka Gateway Bridges) in Brisbane but they changed the VMS signs on their freeways to ask the community to "Drive So Others Survive!". At the same time, motoring organisations joined the "Drive So Others Survive" campaign and placed yellow ribbons and yellow ribbon stickers on their fleets.

Road Safety statements and videos started to flow, most notably by the then Governor-General, Hon Dame Quentin Bryce AD CVO, and subsequently by the Hon General Sir Peter Cosgrove AK MC. With the leadership of the Governors-General, Prime Minister Abbott and then Prime Minister Turnbull became supporters along with Premiers, Chief Ministers, Ministers and Opposition Leaders.

Last year, NRSW saw more than 40 bridges, building and national icons lit from the Pacific to the Indian Ocean. Indeed, over the past few years, major icons have included Old Parliament House (Canberra), Queensland and Victorian Parliament House, Gateway Bridges (Brisbane),

Storey Bridge Brisbane (QLD), Victoria Bridge (QLD), Art Gallery Spire Melbourne (VIC), Brisbane City Council City Hall (Brisbane), Parliament House (Victoria), Bolte Bridge Melbourne (VIC), Gladesville Bridge (NSW), Newcastle City Council Clock Tower (NSW), Big Merino Goulbourn (NSW), Goulbourn Soldiers Club (NSW), Telstra Tower (ACT), National Carillon (Canberra), Questacon (ACT), The Royal Australian Mint (ACT), The National Archives (ACT), Albert Hall (ACT), the Kings Avenue Bridge (Canberra), Majura Parkway Overpass (ACT), Adelaide Oval (SA), Riverbank Bridge (SA), Features in Darwin Mall (NT), Launceston Town Hall (TAS), Bass Strait Maritime Centre (TAS), Roundabout Fountain Hobart (TAS), Perth City Building (WA), Elizabeth Quay Perth (WA), Swan River Bell Tower (WA), Perth Trafalgar Bridge (WA), Yagan Square Perth (WA).

On 7 May 2017, National Road Safety Week became part of the launch of UN Global Road Safety Week for the Western Pacific which was held at the Sydney Opera House. For the first time SARAH was able to successfully negotiate for the great national and international symbol, the Sydney Harbour Bridge, to be lit in yellow for National Road Safety Week.

Last year, National Road Safety Week launched in Perth Western Australia and in 2019, National Road Safety Week will launch on Sunday 5 May in Brisbane Queensland and the Week will once again be an event of United Nations Global Road Safety Week!

What will you do for National Road Safety Week?

We started our campaigns because your life matters... your mate's life matters ... your loved one's life matters! We are certainly proud of what has been accomplished but if we are to change community attitudes and get drivers and



Yellow Ribbon National Road Safety Week

"Drive So Others Survive!"



riders to actively look after your safety, and the safety of your loved ones, then we must each become road safety advocates. We need you to be involved so we can get the change.

From 6 May 2018 there will be road safety activities occurring around the country and each day during the Week will have a theme. We want you to participate and encourage others to do the same. .. and Yes, you can participate in more than one!

2019 National Road Safety Week - Daily Focus

- **Monday 6 May - Remember the 1200** - (Spend a moment remembering the almost 1200 Australians killed and 35,000 who suffered serious injuries on our roads last year)
- **Tuesday 7 May - Protecting those who protect us** - (A time to focus on the experiences and tell the story of Towies, Roadside Assistance police and emergency services, RFS, CFA, SES, and all those who work in unprotected non-traffic controlled environments etc)
- **Wednesday 8 May - Protecting those who help us** - (A time to focus on the experiences and tell the story of Line Markers, Traffic Controllers, Road Workers etc)
- **Thursday 9 May - Protecting every life** (A time to focus on the experiences and tell the story of other road users and especially school children and pedestrians)
- **Friday 10 May - Regional and Remote Users** (Looking after your mates - noting two thirds of deaths and serious injuries occur on regional/remote roads, effects on communities effects of speeding, distraction, alcohol/ drugs and tiredness - Action - Turn on your lights to show you Drive So Others Survive!)
- **Saturday 11 May - Yellow Ride** (focus on two-wheel road users - cyclists and motor cyclists - yellow ribbons on bikes – rides by clubs)
- **Sunday 12 May - Mothers' Day** (Media Releases – Theme: "Greatest gift you can give your Mum is to make sure everyone arrives home safe!"

So what can you do to help promote the week?

Here are some specific things you can consider to support the Week.

Why not sign the road safety week pledge at www.sarahgroup.org or www.roadsafetyweek.net.au. Then publicly show your commitment by putting yellow ribbons or yellow ribbon stickers on your fleet and personal vehicle (NB. We have our SARAH ribbons and stickers that you can purchase from http://sarah.cart.net.au/).

Perhaps you could organise a road safety "look after your mates" toolbox, talk and share your near miss experiences and get your workers to do the same. Then upload a video/photo to Facebook or Instagram (tag it with #NRSW and #DriveSOS) to tell others that you are out there actively protecting others! Then talk with your friends and loved ones about why they need to "Drive So Others Survive!"

Why not encourage your children to talk about why their safety is important, spend time with someone who has lost a loved one or is caring for someone who has been seriously injured, ask your kids' school to run a road safety day and get the kids to dress in yellow.

Send your story and/ photos of what you are doing to NRSW@sarahgroup.org and we'll put them on our gallery page.

But whatever you do, ask people to look after each other on our roads and highways, and then set the example by showing you "Drive So Others Survive!".

We're committed to your safety and the safety of your loved ones but we also need your commitment. Let's start that change today!

So what will you do for 2019 Yellow Ribbon National Road Safety Week? □ Peter Frazer is President of Safer Australian Roads and Highways



Roads and Maritime Services is proud to be enabling safe journeys through NSW, ensuring clear and efficient road markings.



Princess Highway at Victoria Creek

For further information visit www.rms.nsw.gov.au



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WAGNER

The new range of Titan line marking equipment is taking line marking to the next level, by emphasising innovation and operator efficiency

This year, Wagner is proud to be releasing a brand new range of Titan line markers, including the PowrLiner 3500 with the latest diaphragm pump spraying technology.

The new range incorporates long stroking, slow cycling hydraulic piston technology for heavy-duty use as well as compact, lightweight systems tailored to entry-level projects, each with varied capabilities and degrees of innovation. This includes the Titan PowrLiner models, the LazyLiner self-propelled series and the larger Promark 2K and ThermoMark line strippers.

One of the more prominent inclusions in the range is the PowrLiner 3500 – a medium-sized unit that uses Titan's low-wear diaphragm pump – no piston, packing or clutch to wear out. The PowrLiner 3500 has been developed specifically for continuous daily use on asphalt, sports line marking and grassed areas.

The main problem with line marking using conventional piston pumps with a clutch is deadband – the drop in spraying pressure when the gun is actuated, before the clutch engages and starts the pump.

The diaphragm system means there is no clutch and instead uses continuous strokes, which eliminates deadband and delivers consistent lines.

"With the diaphragm pump you get very smooth lines and there's no chance of sawtoothing or pulsating"

Maintenance tasks are reduced to a minimum, due to a number of small yet efficient design deviations from traditional line marking units.

The two pressure valves, which are the main wear items, are a cartridge design on the PowrLiner 3500. They're very easy to change – we call them 'quick change valves' because all you need is an adjustable spanner – there's no skill involved. A technician or service centre would typically undertake this maintenance on a conventional machine.

"There's not a lot of downtime with the PL3500 – if an operator has a spare valve set already on hand, they can just do it themselves"

The new Titan line markers include a number of smart features that prioritise ease of use and productivity for the operator.

On the bigger units there are features such as the Smart Arm. Typically, you'll have guns mounted on the spray rack on the side of the unit – all adjusted to the specific requirements (heights and widths) of the job. Normally, you need to remove the gun mounts/arms for transport which means upsetting the adjustments. But with the Smart Arm you don't have to disturb the set-up or change anything – the arm just folds up on the sides and the unit remains complete and undisturbed. This is a real time saver.

Another ergonomic inclusion is the DeadLock Handlebars, which can be adjusted on three planes – in and out, up and down and backwards and forwards. It doesn't seem like much, but it is a big benefit for ergonomics and operator comfort.

The last innovative addition is the PowrCenter, which places all of the machine controls between the centre of the handlebars for easy operator access at all times. It even has a 12-volt phone charging port and cup holder.

All of these innovative upgrades improve operator comfort and usability. They're very self-sufficient as they keep maintenance to a minimum and have exceptional ease of use

FEATURES & BENEFITS

- Long life and low maintenance
- Hydraulic pump technology for heavy-duty use
- PermaStroke continuously stroking system delivers consistent lines
- Flatline Pulsation Dampener eliminates pressure fluctuations
- Delivers a perfectly straight line
- Extremely rugged and durable Honda motor

For more information & to view the full range, visit [www.wagneraustralia.com.au](http://wagneraustralia.com.au)



Night or day, fatigue is as dangerous as drinking

4 secs
sleep at 100kmh equals

111 metres
with your eyes closed*

* Adelaide Centre for Sleep Research



Being awake for 17 hours is like having blood alcohol of 0.05.*

Different reason, same result.



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**National
Road Safety
Week 2019**
6 May – 12 May

Austroads Safety at Road Worksites project

Safety at road worksites has been identified as a strategically important issue by the Austroads Board.

Managing the risks associated with providing the optimal level of safety for employees and contractors working in or near traffic, combined with the need to provide a safe road environment for road users is a significant issue for road agencies and industry. Austroads therefore created a strategic priority project – “Safety at Road Worksites” to address these issues.

In 2015 the Austroads Board approved the establishment of a research project to improve understanding of contemporary best practice in safety at road worksites and its application to Australian and New Zealand road environments. The project, delivered in the 2015-2016 financial year, progressed a range of key initiatives; including research into contemporary best practice related to safety at road worksites, working with Australian Standards to commence a review of AS1742.3 and the implementation of Austroads Nationally Accredited Training of Traffic Controllers (Austroads project NT1919). The first stage of the current project identified further project improvements, already in operation in some Australasian road authorities that would further enhance the project outcomes.

The purpose of the Austroads Safety at Road Worksites project was therefore restructured to provide a comprehensive framework to enhance the ability of road agencies and industry to meet their WHS requirements and to lead to improved safety outcomes at road worksites. The project has identified and is delivering four modules of work to support the role of all road infrastructure managing agencies across Australia and New Zealand. A fifth module entails supporting the update to AS1742.3.

**Module 5
AS1742.3**

Module 1

Code of Practice for Temporary Traffic Management

Harmonised practice

Module 2

Harmonised Australasian Training

Improved TTM Worker Education

Module 4

Australasian Prequalification Scheme

Manage Company Performance

Safer outcomes at road worksites

Module 3

Australasian Registration Platform

Manage and maintain TTM Worker Practice

These Modules are as depicted in the following figure with the objective of improving safety at road worksites

Module 1: Code of Practice for Temporary Traffic Management

The majority of the early phase of the project was focussed on the development and delivery of the Code of Practice for Temporary Traffic Management. Particularly, the Code is structured to better align with the various roles for practitioners in the industry and is documented so that practitioners only need to read the particular parts pertaining to their role. There will obviously be benefits in practitioners having an understanding of the remaining parts so that their role within the industry is better understood.

The first element for this program is developing and publishing a new Guide series for Temporary Traffic Management Practice. This Guide will sit alongside the Australian Standard AS1742.3 which will continue to define the standard for Traffic Control Devices for Works on Roads.

1. Improving Harmonised Australasian Best Practice Guidance

A new Austroads Code of Practice for Temporary Traffic Management, providing comprehensive coverage of all matters relating to the planning, design and implementation processes associated with temporary traffic management on roads.

2. Improving Industry Practitioner Skills

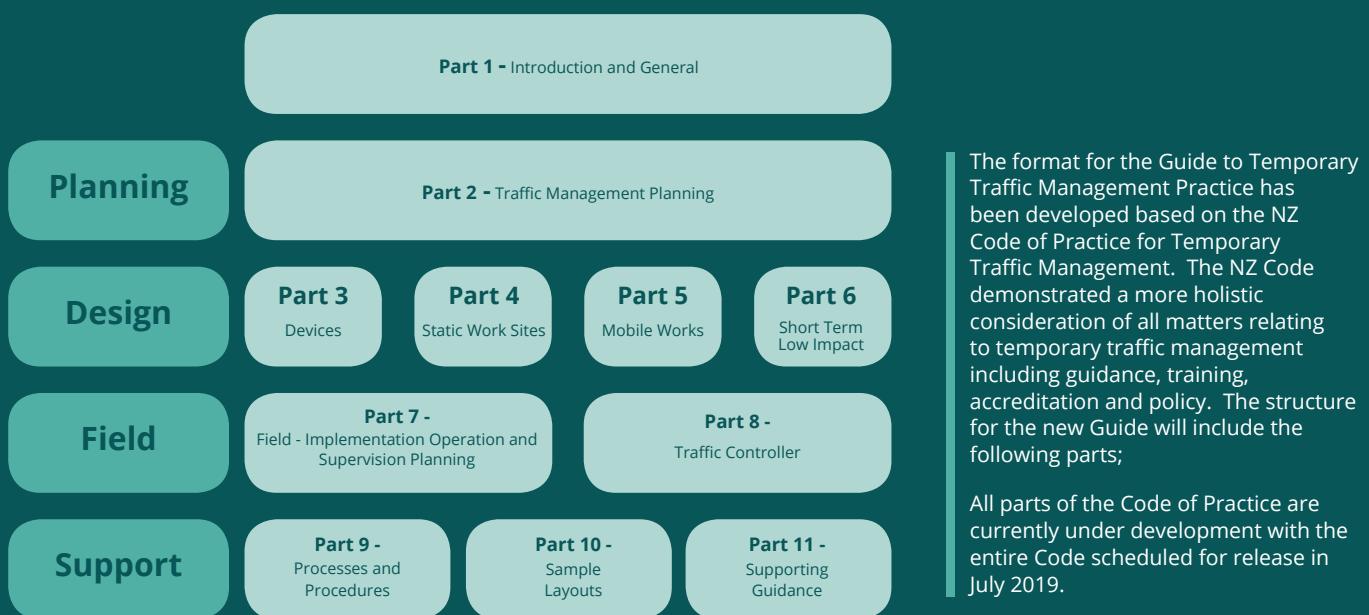
Expansion to harmonised training material previously developed by Austroads. The new material and modules are based on the adoption of practices similar to that already in place in New Zealand and partially adopted in some Australian States.

3. Improving transportability and management of Industry Practitioners

Industry Registration to replace the schemes in use, or proposed to be introduced, in a number of jurisdictions presently. This scheme will allow improved portability of qualifications between jurisdictions and allow improved performance management of individuals working in the industry.

4. Improving Coordination and Management of Companies operating in Temporary Traffic Management

Company Prequalification to replace the schemes in use, or proposed to be introduced, in a number of jurisdictions presently. This scheme will allow improved portability of company prequalification's between jurisdictions and allow improved performance management of companies working in the industry.



The format for the Guide to Temporary Traffic Management Practice has been developed based on the NZ Code of Practice for Temporary Traffic Management. The NZ Code demonstrated a more holistic consideration of all matters relating to temporary traffic management including guidance, training, accreditation and policy. The structure for the new Guide will include the following parts;

All parts of the Code of Practice are currently under development with the entire Code scheduled for release in July 2019.

Module 2: Harmonised Training for Temporary Traffic Management

- Austroads released the proposed Framework for Module 2 – Harmonised Australasian Training and is focussed on a model for future training documentation will be developed.
- Within this Framework there are training roles now described for
- Traffic Controller – Category 1 and Category 2 roads
- Traffic Management Implementer – Category 1, Category 2 and Category 3 roads

- Traffic Management Designer – Category 1, Category 2 and Category 3 roads.
- The report details a proposed model for;
- Entry requirements for each unit
- Assessment framework for each unit
- Progression requirements to move from Category 1 to Category 2 to Category 3
- Practitioner and non-Practitioner qualifications
- Refresh requirements

A number of additional skills and competencies have now been identified to be included in these units and are outlined below.

Role	Category 1	Category 2	Category 3
Traffic Controller	RIIWHS201D –Work safely and follow WHS policies and procedures RIICOM201D – Communicate in the workplace RIIWHS205D – Control traffic with stop slow bat Position, set up and operate manually controlled portable traffic control devices [2]	Control traffic – Category 2	Not Applicable
Implementer	RIIWHS201D – Work Safely and follow WHS policies and procedures RIICOM201D – Communicate in the workplace RIIWHS302D – Implement TMP and TGS RIIRIS301D – Apply risk management process RIIRTM201D – Position and set up variable message signs Position, set up and program portable traffic control devices	Implement TMP and TGS- Category 2 RIIBEF301D Run on-site operations	Implement TMP and TGS – Category 3 RIIBEF301D Run on-site operations
Designer	RIICWD503D – Prepare work zone TMP and TGS RIIRIS402D – Carry out the risk management process	Prepare work zone TMP and TGS– Category 2	Prepare work zone TMP and TGS – Category 3

Austroads sought and received input from industry on the proposed changes to Temporary Traffic Management roles and related training with the feedback closing on Wednesday 16 January 2019. A workshop with all stakeholders, including RIAA is scheduled to discuss this training framework on 20 February 2019.

The Austroads Working Group has developed a series of recommended positions and these were outlined in the paper. Where alternative options have been put forward these were also set out for industry consideration.

Module 3 & 4: Individual Registration and Company Prequalification Schemes

Current Australasian practices for the training, certification and registration of individuals with qualifications, in Temporary Traffic Management (TTM), and prequalification of companies operating in TTM is generally the remit of the State / Territory / New Zealand government agencies. In some jurisdictions, systems are comprehensive with multi-stage registrations / prequalification's, however in others there is almost no system for recording or managing individuals or companies. Each road agency administers their schemes with differing operating models and price structures. This disparate system of databases for TTM individuals and companies has led to a lack of coordination between road authorities. Individuals are therefore generally required to complete the same training multiple times to work across jurisdictional boundaries. Similarly, Companies need to complete multiple prequalification systems with no joint recognition across jurisdictional boundaries.

Austroads in 2018, commissioned an options analysis of the technical solutions for the development of the National Registration Database and National Prequalification Scheme, and to make recommendations for future consideration. This study supported the development of;

A registration system for all individuals operating in the Temporary Traffic Management industry; and A prequalification scheme for companies / organisations operating within the industry.

The report further made recommendations regarding the procurement stages for sourcing the necessary platforms to support Austroads objectives. Based on input from all Austroads members and from industry, it was agreed that the objective for the centralised TTM system is;

To be a streamlined platform for the management of prequalified TTM entities and TTM qualified individuals, based on harmonised policies and procedures and which facilitates improved information sharing and enhanced performance and compliance activities. Austroads is commencing work now to further procure these systems.

Module 5: AS1742.3 – Manual of Uniform Traffic Control Devices, Part 3 – Works on Roads

Austroads is also participating in the review of AS1742.3 which is owned by Standards Australia. Public comment the draft of AS 1742.3 was open through November and into early January with Standards Australia now scheduling a meeting for early February to review the feedback received.

We need your input – How can you get involved?

Austroads has set up a registration form on the Austroads website. Please register on this form to receive project updates and alerts when tenders are released and documents released to public comment.



Working Group Members

- RIAA – on working group
- Will be involved in all stages of each part of the project

Talk to your RIAA, State Government or Local Government representative



You can write to us at any time

- New practices to be considered
- Suggested amendments to existing practices
- Issues / concerns with existing practice

austroads@solutionsintransport.com.au



Updates and Industry Consultation

- Receive updates on the project.
- Formal consultation for every part of the project
- Review and comment on the draft documents

Talk to your RIAA, State Government or Local Government representative

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Tackling urban congestion: let us not forget the power of tech

By Daniel Antonello, Oceania Director at HERE Technologies

Australia's major cities are becoming increasingly congested and for longer periods of time. Melbourne's daily journeys are predicted to rise by up to 10 minutes within the next 13 years and Sydneysiders are reduced to crawling along a 16km/h speed on parts of Parramatta Road on the weekend, according to recent traffic data analysis. It's clear that the days of 'peak hour' are far behind us and now we must face up to the reality of sitting in mind-numbing traffic for hours on end.

So, what's being done about Australia's traffic problem?

With our population clock hitting 25 million and set to increase by a million people every two to three years, projections show that traffic congestion could cost Australia more than \$50bn by 2031. Together with the expectation that driverless cars will make traffic worse before it gets better, it will take smart government spending to unclog our cities.

Additionally, as we look to sustainably connect communities, planners need to look at different ways of doing so by assessing what alternative, affordable technological solutions are available to address the current state of play.

Let's talk numbers

Sydney's F6 extension is rumoured to be costing the NSW government up to \$120 million for the acquisition of clearable residential land, with an added \$15 million for planning and \$20 million for geotechnical testing. This is not to mention the proposed \$40 million for obtaining 60ha of Royal National Park – the environmental value of which cannot really be defined in dollar signs.

Down in Melbourne, the East West Link tollway proposition has already set taxpayers back \$1.2 billion, with another \$7 billion on its way.

Should we not instead be spending some of these billions on strengthening the tech foundation of our smart cities – with solutions that have immediate benefits to commuters – and preparing for a future where driverless cars and data will have control of the gas pedal?

It seems that fed-up and future-facing commuter attitudes agree

70% of Australians currently travel by car, but according to Where to from HERE: Mapping

Multi-Modal Movement in Australia – a recent report on Australian traffic congestion from HERE Technologies – the increased traffic congestion caused by these vehicles has resulted in a shift in commuter attitudes towards modes of travel.

63% of Australian commuters are changing their habits to avoid traffic, with 24% opting for public transport and almost a fifth setting their alarms earlier to avoid the morning rush. These numbers are only set to increase, with more than half of all Australians willing to ditch their cars in future to relieve congestion.

The research by HERE Technologies also found that cycling to a station or bus stop before switching over to public transport, would more than likely beat the cars commuting into the CBD in many Australian cities. Taking into consideration productivity of journeys on public transport vs cars, parking, fuel and tolls vs public transport ticket costs, coupled with environmental footprints), cars seem increasingly less sustainable – no matter the width of our shiny new roads.

Smart decision making: The tech isn't just for commuters

With the suite of location tech platforms available today, drivers already have the potential to engage with clear, timely and relevant information about the fastest, cheapest and most convenient transport modes – quelling the stress of Monday morning's proverbial jam. They can accurately choose whether to cycle, catch public transport or use a combination of modes based on real-time traffic information and any relevant disruptions to transport networks.

In fact, there is no reason why an Australian commuter can't wake up to a notification on their smartphone telling them that today, taking the tram is quicker. Or, thanks services for commuters and industry, and importantly make informed decisions on urban planning and infrastructure projects. Connecting commuters with industry seamlessly will see continue innovation in transportation and provide an unrivalled foundation for this decision making. A disturbance on their public transport route, a ride-share or bicycle would be most efficient in getting them to their first meeting on time. But authorities can (and should be) utilising this data too.

Driven to alternatives: how the commute is changing

63.2%

are changing their travel
habits to avoid traffic

28.5%

now take public transport more often – double the number of 18-24 year old Australians (42%) haven changed to using public transport compared to 45-54 year olds (21.1%)

Almost a fifth

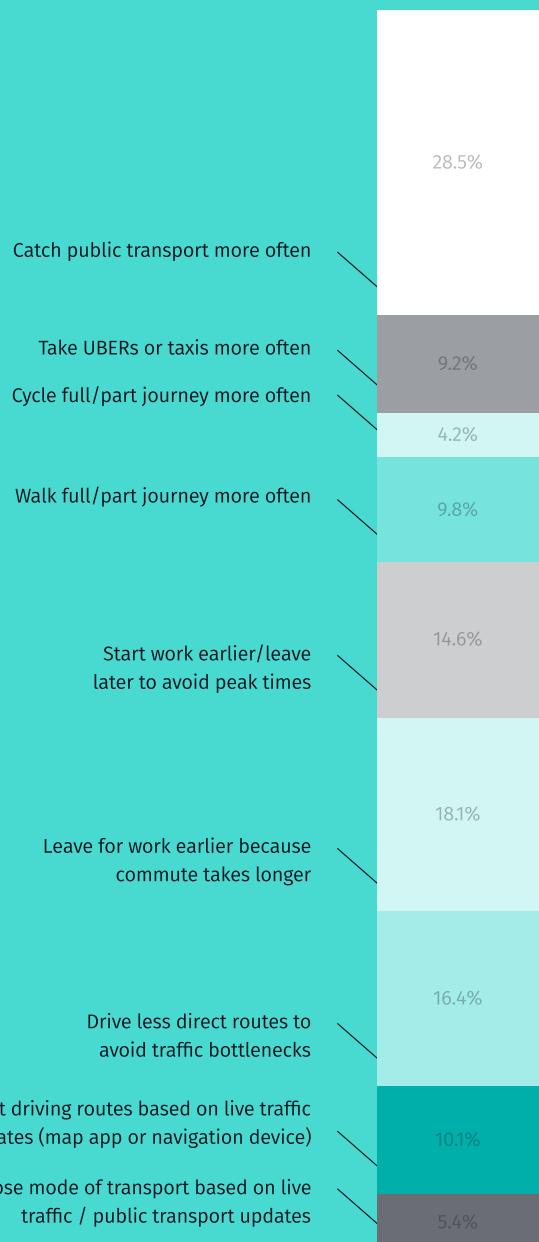
(18.1%) leave for work earlier to compensate for longer travel times

14%

of Australians have ditched the car in favour of walking or cycling

36.8%

of Australian haven't changed their commuting habits in recent years.





70% of Australian commuters travel by car

Using public transport is most popular among millennials

(63.2% of 18-34 year olds)

Building smarter cities is no mean feat – it requires coordination between hundreds of disparate systems and testing in real-world environments. Governments and industry leaders need to work together, sharing content across disparate systems, using location technology and analysing historical traffic data to enable even more

Bottom line: Driverless future needs smart tech foundations

Of those willing to make a change, 20% of Perth commuters would travel in driverless vehicles – the highest percentage in the country. Other Australians nationwide are also excited about the prospect of handing over the keys to the robots. The advent of driverless cars doesn't need wider roads and new highways. Instead, the technology is making progress with a strong foundation in smart location data

supported by HERE HD Map to roll out effectively.

It may be few years until these autonomous vehicles are a reality, according to most technology experts in the field and car companies alike. And, as a nation of car lovers, Australians aren't likely to switch to alternate transport modes overnight. However, there is undoubtedly much room for immediate improvement on the road to reduce congestion – particularly for those who rely on their cars to do their jobs. Applying innovative approaches to multi-modal transport with available tech can have a significant impact on easing the traffic commuters face on a daily basis.

By Daniel Antonello, Oceania Director at HERE Technologies, the Open Location Platform company, which enables people, businesses and cities to harness the power of location. By making sense of the world through the lens of location we empower our customers to achieve better outcomes – from helping a city manage its infrastructure or a business optimize its assets to guiding drivers to their destination safely.



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of drivers know it*

57%
keep doing it



* Research from the Government of Western Australia



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Road Safety
Week 2019**
6 May – 12 May

A Minute with our Members



Shannon O'Brien

Name:

Shannon O'Brien

Position held:

Director – Roadsights (Aust) Pty Ltd

Nick Name:

Shnakey

Brief Work History & How you got involved in the Roadmarking Industry:

I was a part of Roadsights from a young age, (high school) as it was previously owned by my father Geoff. After school, I was fortunate to secure a carpentry apprenticeship and once qualified spent a few years building abroad.

An opportunity came up in 2012 to step in as Estimator for Roadsights, so I hung up the tool belt. It wasn't too long before dad retired and I bought the company.

Favourite Food:

Tacos & Margaritas

Pets:

Jango & Sootsie, Dog & Cat

Favourite TV Show:

The Island with Bear Grylls

Favourite Movie:

Original Star Wars Trilogy

Favourite Book:

The Anatomy of Peace – Arbinger Institute

What Type of Car Do You Drive?

Ford Ranger

Ideal Holiday:

Snow in the Winter, Beach in the Summer

Favourite Sport:

Golf

Dream Job:

Environmental Minister – save the trees!



Damien Heaslip

Name:

Damien Heaslip

Position held:

Director Top End Line Markers Pty Ltd

Nick Name:

Nuggett

Brief Work History & How you got involved in the Roadmarking Industry:

Walk into the Humpty Doo Hotel 30 years ago and a bloke by the name of Allen Boyes was have a beer in there with a friend of mine and offered me job. The rest as they say is history.

Favourite Food:

Roast Lamb

Pets:

Racehorse named 'God of Thunder'

Favourite TV Show:

Any type of live sport - Cricket or Aussie Rules

Favourite Movie:

Wall Street

Favourite Book:

Anything really.

What Type of Car Do You Drive?

Nissan Navara

Ideal Holiday:

Anywhere were I haven't been or playing gold in Malaysia.

Favourite Sport:

Cricket and Golf

Dream Job: I have it or maybe owning pub somewhere.

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