

Roadmarker ²⁰²⁰

The Official Publication of the Roadmarking Industry Association of Australia

June Edition



Roadmarking Industry
Association Of Australia Ltd

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On Reflection

'You are Essential'

This could be the most important sequence of words I've put together during my time at the RIAA.

The COVID-19 global health pandemic is one of the most significant global events in modern history, let alone our lifetimes. So, I feel that our collective words and actions, no matter how small, may be scrutinised by historians in the years ahead as this significant chapter in our lives is reviewed.

In RIAA terms, the pandemic and related restrictions required the postponement of the National Conference from July to October. Also impacted was the content, timing, and delivery media for this very publication.

Understanding of the gravity of the circumstances we find ourselves in, I ask you how important do you feel our industry and our collective work is?

I ask that because the global pandemic changed people's focus, as matters of health, lifestyle, and economic disruption, arose in the concerns of many. Entire modern economies shifted and even "supply chains" started to collapse. I wonder how many of us will relay stories of toilet paper shortages to disbelieving youth in the years ahead?

That renewed focus on the basics of life and health translated into a change in societal recognition of who contributes what to modern life. Previously under-appreciated workers like nurses, delivery drivers, and customer service staff at supermarkets, replaced movie stars and sports people as our most valued contributors, even to the point where people would line the streets and applaud these workers in the way they had done with their sports stars coming off the field just weeks earlier.

Every four years as the Olympic Games come around, many of us become experts in obscure sports. Having not watched even one second of diving for 3 years and 364 days, I tune in and say to anyone around with great authority "That looked like a 9.24 to me, she overbalanced on entry." The satisfaction when the judge's ratings align with mine is deep and fulfilling.

And so it became with COVID-19. The vernacular of the pandemic took hold very quickly. At the start of March, I had hardly heard the phrases "social distancing", "self-isolation", "lock down", "essential services", but in seemingly no time at all these phrases were in wide use. All manner of Associations and entities shared their seemingly expert knowledge of COVID-19 safety advice.

And what of you, participants and stakeholder in the Pavement marking industry?

The initial phase of the pandemic was bewildering. What does it all mean for the future? Almost daily changes in rules, laws, advice, and societal expectations. But once that passed, the importance of pavement marking work emerged.

In the first instance, there was a rush to complete works as we contemplated a society wide shut down.

Then, as the United Kingdom and New Zealand, two countries culturally similar to ours, went into more extreme forms of "lock down", in varying forms they decreed road and pavement markings essential services.

Not EPL players, not the All Blacks, not TV stars, but road maintenance and road workers.

As Australia and New Zealand flattened the curve, attention gradually shifted to economic recovery. And commitments to infrastructure and road programs are again at the heart of those recovery strategies.

As political and medical leaders debate whether or not Liverpool, Real Madrid, and the New York Yankees can take the field, there is NO debate that the work of our industry is at the forefront of the stimulus needed to reboot our economies.

So again, I ask you, how important is your work? Is our industry?

How much to gain if the RIAA and the industry can work as our best possible selves with the various layers of government?

Our industry is critical to the increasing safety made possible by vehicle technology.

Our industry was essential to supply chains and medical transport.

Now our industry is critical to the future prosperity of all.

Please believe in what you do. Do it to your very best of ability and conduct.

And support the RIAA. Participate. Influence. Stay a member. Nominate to be a Director. Vote. Join a sub-committee.

Our actions have never been more important.

Paul Robinson

GENERAL MANAGER

ROADMARKING INDUSTRY ASSOCIATION OF AUSTRALIA

What are the largest Infrastructure projects in Australia?

What are the largest infrastructure projects in Australia?

1. **WestConnex (NSW), \$16 Billion**
2. **Sydney Metro (NSW), \$12 Billion**
3. **Melbourne Metro Tunnel (VIC), \$11 Billion**
4. **Melbourne to Brisbane Inland Rail (National), \$9.3 Billion**
5. **Bruce Highway Upgrade Program (QLD), \$8.5 Billion**
6. **West Gate Tunnel (VIC), \$6.8 Billion**
7. **Cross River Rail (QLD), \$5.4 Billion**



Vale Ross Cooper

(16 November 1940 – 21 May 2020, Aged 79)

Vale Ross Cooper (16 November 1940 – 21 May 2020, Aged 79)

It is with a heavy heart that we said goodbye on Thursday 21st May, 2020 to long term RIAA member Ross Cooper, Father, Family Member, Friend, and all-round good guy,

Ross leaves behind his wife of nearly 60 years, Noelle, his children Grant, Lisa and Jo, and his extended family.

Ross and Grant worked together for nearly 35 years,

initially as employee shopfitting painters, they decided to try their hand at their own line marking business in 1994. They became members of RIAA in 1997.

Primarily in office, Ross was an integral force in the development of the Business from the early days, and enjoyed a great relationship with the employees.

In 2015, at the age of 75, Ross finally retired, and he and Noelle, have enjoyed

many trips all around the globe.

Ross was a dear friend to many people, and RIAA Members will recall his presence at numerous Association Conferences and meetings over the years, we are all the better for having him in our lives.

Ross will be missed however the memories we have with him will forever be etched in our hearts



Support not abuse

Author: David Lynch

Support not abuse: Look after our key road workers

The recent tragic deaths of four young Police Officers working in a service lane on a Melbourne freeway is a terrible reminder of the dangers for all road workers.

As our industry leads the post-COVID economic recover, the RIAA calls on motorists to respect workers safety, and not repeat this UK experience.

Road workers have been subjected to abuse while carrying out repairs during the coronavirus lockdown.

Oxfordshire County Council maintains the major roads across the county, and is currently undertaking a £32million programme of roadworks.

Its road crews are classed as key workers and they have been able to carry on working even during lockdown conditions.

But according to the council, some members of staff have been subjected to abuse from members of the public.

The government has stated councils should carry on with work to improve and make roads safe as long as it can be done within Public Health England guidance.

But Liam Walker, the council's cabinet member for highways delivery and operations, said some road crews had been criticised or faced abuse while working.

Mr Walker said: "I urge our local communities to observe social distancing and not to approach our highways maintenance crews. Many of them are delivering critical work and should be applauded for their service during these uncertain times."

He added that many of the complaints against crews had been that they were not following social distancing measures.

He said: "Fixing potholes while maintaining social distancing is difficult, but we have corrected it now."

Highways maintenance workers are among the transport sector workers which the government has identified as key workers.

Conservative councillor Mr Walker also added that the maintenance workers helped other key workers travel to and from their jobs during the lockdown.

He said: "We are making sure the roads are safe to use. We have still got ambulances, care workers and social workers using the road network and we have to make sure they are up to scratch for them."

The councillor also said the clear road network was an opportunity for Oxfordshire County Council to carry out maintenance work without disrupting traffic.

Work which has been completed under the lockdown includes the re-organisation of a crossroads junction at Worcester Street into to separate roads.

The council is continuing to undertake a £32 million series of roadworks it committed to in February when an ongoing capital works programme to repair roads was agreed as part of the budget.

Other areas where work will be carried out include at Headley Way in Headington and Oxford Road, Banbury.

Other key workers which have suffered abuse due to the perception they were not following social distancing measures have included an NHS worker living in East Anglia.

Mental health worker Sam Halms discovered a note on her car describing her as selfish for travelling to work every day.

But her neighbour who left the note did not realise she was a key worker, as she did not drive to work in uniform.

Original source article: <https://www.heraldseries.co.uk/news/18391942.support-key-workers-fixing-roads-dont-abuse-them-councils-message/>

“Look out for us, when we’re looking out for you.”

Luke, Tow Truck Operator.



Now, when you see the flashing lights of emergency vehicles, tow trucks or breakdown assistance vehicles stopped on the road you must:

- In speed zones of **90** or more, slow down safely and move over to give us as much space as possible.
- In speed zones of **80** or less, still slow down to 40 kilometres per hour.





A Minute With Our Members

with Scott Warner

Name: Scott Warner

Position held: Manager, Avante Linemarking (Queensland)

Nick Name: I get called a lot of things

Brief Work History & How you got involved in the Roadmarking Industry: I have been in the Road Marking industry for around 20 years. I started in the Waikato, New Zealand and moved to Gold Coast, Australia 14 years ago. I worked as a hose doctor prior to and plumbed up Longitudinal trucks when they were built from new. I was offered an opportunity and the rest is history.

Favourite Food: Too many to list

Pets: 2x Siberian Husky's

Favourite TV Show: Shameless / Outrageous Fortune

Favourite Movie: Step Brother's

Favourite Book: Not much time for reading in my world

What Type of Car Do You Drive? Nissan NP300

Ideal Holiday: Anywhere with Family

Favourite Sport: NRL / UFC

Dream Job: I already have it



A Minute With Our Members

with Troy Errington

Name: Troy Errington

Position held: Sales Manager, DPI Australia

Nick Name: Cranky or Roy

Brief Work History & How you got involved in the Roadmarking Industry: My recent history before being involved in the road marking industry was working in the construction industry supplying specialist adhesives and specialist coatings. I found my way into the industry through a business connection to DPI

Favourite Food: Mexican or Indian

Pets: Dog (Pug X Maltese)

Favourite TV Show: Street Outlaws

Favourite Movie: Gone In 60 Seconds (Original)

Favourite Book: Chicken Hawk

What Type of Car Do You Drive? Ford

Ideal Holiday: 4 weeks traveling USA

Favourite Sport: Motor Racing (any form)

Dream Job: Retired Politician

How Australian Legislation regarding TMA's has transformed to provide better protection for road workers and users.

Prior to 2016, there was no official legislation that regulated the use of truck mounted attenuators in the traffic management industry. This left a gap in the legal obligations of TMA providers, and whether their TMA's would perform in a real life crash situation.

Now in 2020, these 'guidelines' have developed into proper legislation, and it is important for vulnerable road users, road workers, TMA providers and other stakeholders in the traffic management industry to be informed of legal obligations.

Where did the TMA guidelines start?

Before 2016, Australia followed the MASH Guidelines for truck mounted attenuators. Although this provided a uniform guideline for the crash testing of both permanent and temporary highway safety features, the Australian Government were a step behind in ensuring road users safety had been prioritized.

INNOV8 Equipment's personal endeavor into the traffic management industry started around this time, whereby we looked to build TMA trucks and were completing our due diligence to ensure necessary standards were being met. This is when we found out that no State or Territory Authorities had made TMA trucks compliant.

INNOV8 Equipment were the first TMA

provider in Australia to get their TMA approved after the Austroads Safety Barrier Assessment Panel (ASBAP) decided it was "considered appropriate that such products (truck mounted attenuators) now be assessed by the Panel in relation to their crash worthiness".

How has legislation transformed now?

The legislation for TMA's is now governed and regulated by bodies such as Austroads. TMA providers must still gain approval from State and Territory road authorities and have the support truck approved by the National Heavy Vehicle Regulator. In the traffic management industry in Australia, it is known that states and territories rely on the legislation set out by VicRoads in regard to TMA compliance.

INNOV8 Equipment meets the traffic management code of practices of VicRoads, National Heavy Vehicle Regulator and the legal obligations under Australian Standards for this reason.

How to make sure your work site is compliant with legislation?

When looking at setting up a worksite with a TMA, the best guideline is VicRoads, whereby their code of practice reflects the "experience gained through their application of TMAs on

freeway upgrade projects, line marking, construction and maintenance works".

The TMA vehicle should be set up to a minimum 30m clearance from the road construction site, with speed reduction. An important note is to apply the manufacturers shunt forward recommendations, outlining the importance of selecting a TMA provider with a specified roll ahead distance.

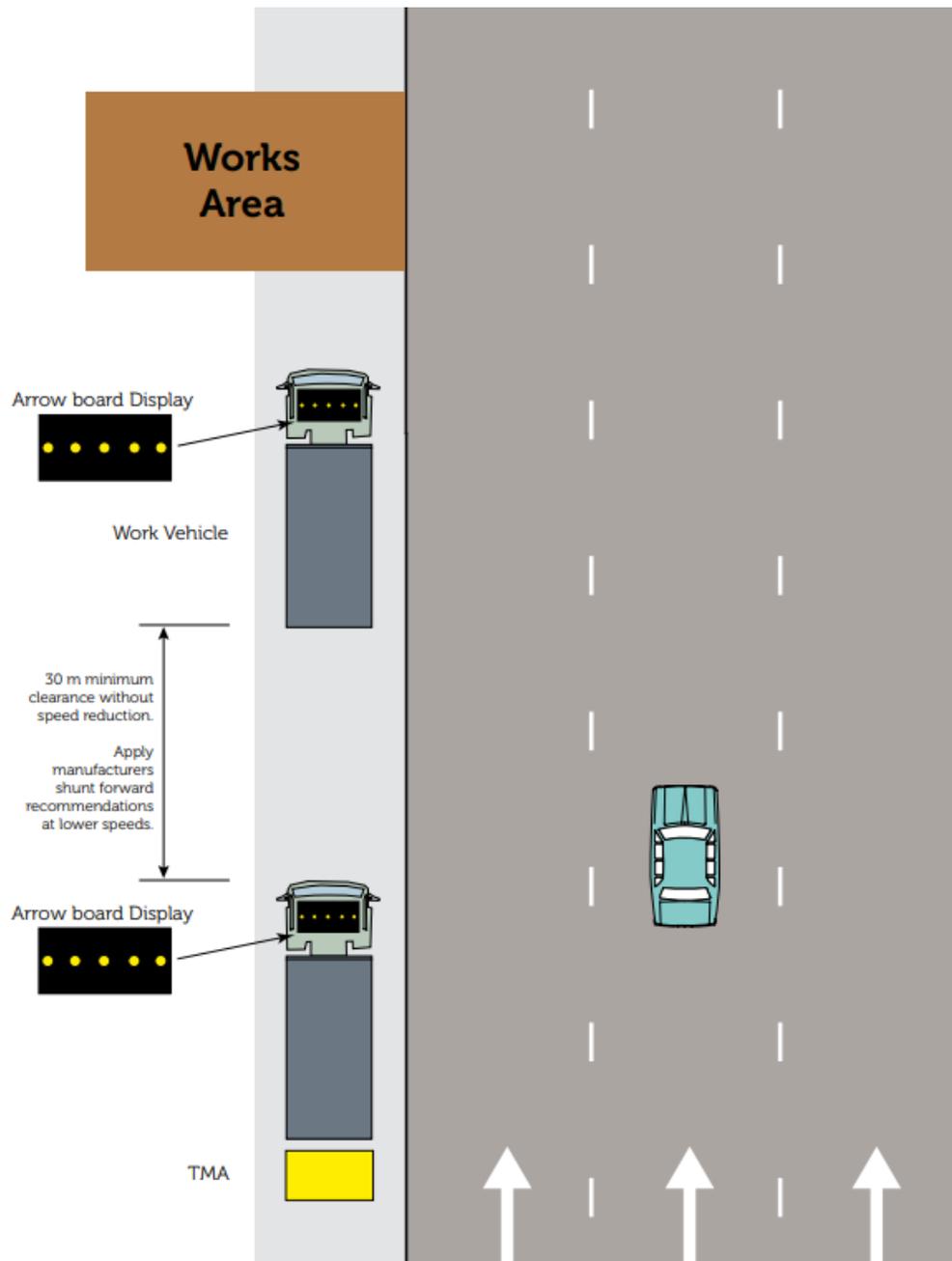
Is there anything that readers should be aware of?

An important safety recommendation for readers to look for in TMA providers is a specified support vehicle mass in their detail sheet, which can be found on the VicRoads website.

Support vehicle mass is imperative to road user safety, whereby it specifies the minimum weight and maximum weight that the support vehicle can fall between. This is to ensure that it can support the TMA and allow it to perform effectively in a crash.

The real-life implications of support vehicle mass can mean life or death for vulnerable road users. If the support vehicle is too light, the TMA will not be able to disperse the energy and the TMA truck will travel into the work zone. If the support vehicle is too heavy, the TMA would not perform and would instead act like a brick wall, whereby it cannot safely disperse the crash energy.





Manufacturing and Compliance officer of INNOV8 Equipment speaks to the updates in legislation regarding TMA's:

"The legislation and code of practice set out under Australian legislation, such as support vehicle mass and roll ahead distance, is imperative for the protection of vulnerable road users and road workers. As the legislation updates to improve the regulation of road safety, we need to be updating our products and their safety features and keeping informed of our legal obligations.

As product suppliers in the traffic management industry, we must follow the legislation set out before us and do our due diligence.

I can say with confidence that the Blade TMA is the safest TMA truck in the Australian market. Not only do we fulfill our legal obligations and measure our TMA against the toughest standards, but we are building technology for the future."

With a number of road construction workers losing their lives every year, it is important for TMA providers to take

responsibility for their part in this and do their due diligence to ensure they are meeting legal obligations. This includes providing education and training for traffic management companies and road authorities about proper site set up, as we are working towards a shared goal of zero fatalities on Australian roads.

INNOV8 Equipment welcomes and meets Australian Legislation and standards of practice. You can be sure that when purchasing an INNOV8 Equipment Blade TMA that it will perform, protect all parties involved while meeting its legal obligations.

INNOV8 EQUIPMENT

The Blade Truck Mounted Attenuator

Traffic management equipment ahead of the curve.

INNOV8 Equipment were the first traffic management equipment providers to get their TMA certified in Australia.

Ever since then, we have remained pacesetters in the traffic management industry through providing equipment with proactive safety measures that are yet to be mandated. This makes the Blade TMA a great investment, whereby road users and workers are offered next-level protection, and when Australian Standards require these features as standard, upgrading costs do not need to be incurred.

G Force Reduction Technology

The TMA's unique 12-Blade design dissipates crash energy and slows the vulnerable road user down from speeds of up to 100km/hr. As an additional safety measure, 4 electric motors act like a roller coaster brake whereby the G force ride down is safely dissipated.

Impact Plate Design

The Blade TMA's impact plate is the same width as the truck tray, significantly wider than products on the market today. This means that the TMA can capture the entire vehicle and redirect impacting vehicles away from the "coffin corner", a leading factor of road fatalities.

Rear Under Ride Protection (RUP)

RUP comes standard on the Blade TMA to the rear of the trailer, which protects vulnerable road users from travelling under the trailer when the Blade TMA is stowed.



Contact INNOV8 Equipment today

email sales@innov8equipment.com.au

phone 1300 071 007

www.innov8equipment.com.au

Find us on Facebook and LinkedIn

Does accreditation matter?

**Does accreditation matter?
Asks Tracey Gramlick**

**Certification and Verification
Infrastructure Technologies**

CSIRO

On 09 June 2020, we celebrate World Accreditation Day. It is important now, more than ever, to think about the benefits that accreditation delivers and the role it plays in our lives.

From building and construction and infrastructure to aged care and even the food we eat, accreditation matters. There is much jargon and many definitions to contend with for all the industries involved; product conformity and assessment, compliance, accreditation and certification among the important ones.

Product conformity is meeting all agreed upon specifications laid out in the product design documents or tenders and includes your customer's expectations as well as applicable regulatory obligations.

Product conformity certification is a process which assesses your product or service to confirm that it is operating and conforms to standards applicable to an industry. It demonstrates to your customers that you have a controlling system on the production process.

Conformity assessment verifies products' compliance with the

requirements of applicable standards and technical regulations. It can follow a review by product specialists and reports from verification activities such as laboratory testing, physical inspection and factory audits.

Accreditation is the process in which certification of competency, authority, or credibility is presented. Organisations that issue credentials or certify third parties against official standards are themselves formally accredited by accreditation bodies. The accreditation process ensures that their certification practices are acceptable, typically meaning that they are competent to test and certify third parties, behave ethically and employ suitable quality assurance.

Accredited facilities carry out conformity assessment and generate results that provide confidence to the public. The accreditation process ensures that their certification practices are acceptable, typically meaning that they are competent to test and certify third parties, behave ethically and employ suitable quality assurance.

Certification through a third party (such as the CSIRO) provides assurance that a manufacturer, individual, product or process meets the requirements of a nominated standard or specification. It supplies assurance that the said product or process is tested regularly, in line

with the recommendations within the standard or specification.

In today's globalised markets, the increasing volumes of goods traded between countries not only provides mutual benefits but can also be a major source of concern for government authorities and business customers alike due to the quality, safety and traceability of the products. To be successful, local and international contracts require mutual understanding and adherence to internationally recognised standards that must adapt to the ever-changing global economy. To ensure these concerns are addressed, an increasing number of regulatory authorities have instituted conformity assessment as part of their plans for sustainable development.

APAS and PCCP are the CSIRO's two certification schemes for the paints and coatings area, covering both manufacturers and applicators, including specialist areas such as road line marking. The APAS and PCCP are underpinned by Technical Panels that constitute groups of experts and leaders from industry. They are independently chaired by an industry representative and provide advice to CSIRO on the rules and operation of the certification schemes.

To be meaningful, the APAS and PCCP must deliver a level of penetration (or uptake) which makes participation worthwhile.

Quality outcomes
rely on a skilled
operator working in
road marking.



Photographs taken in Beaumaris, Victoria 2020

Manufacturers will not see financial benefit in the scheme if only few procurement agencies are specifying APAS/PCCP. Similarly, procurement agencies will see little value in specifying APAS and PCCP if it isn't widely adopted by product manufacturers or applicators. The schemes must be relevant, achievable and defensibly robust in line with market expectations. We must reflect best practice and be aligned to globally accepted Standards.

It's important to remember that a product that has "certified" compliance to accepted and regulated standards provides superior safety characteristics compared to one that has "stated" compliance but does not have the certification to prove it.

Standards are set specifications designed to ensure products, services and systems are safe, reliable and consistently perform the way they are intended to. However, standards compliance is often voluntary, unless it is mandatorily adopted by government, regulators or an industry.

A lack of testing independence and inconsistency means products are being sold and services are being provided with unsubstantiated self-declarations of compliance. In addition, a claim of compliance may not be relevant to the standard for your specific industry or application.

The photos below provide a real example of the crucial need to meet both product conformity and the compliant use of the product in the road line marking industry. Quality outcomes rely on a skilled operator working in road marking. Taken eight hours after application, the photographs highlight that whilst the paint product may conform to quality standards, it has not been used in a conforming manner, leading essentially to a non-compliant outcome that will require rectification at a cost.

The awareness of non-conformity and non-compliance is increasing across governments and society. Schemes such as APAS and PCCP provide a critical industry resource to manage compliance, allowing users to specify with confidence and suppliers to operate on a level playing field. CSIRO is looking forward to expanding these schemes and believes that collaborating with industry, through independent bodies such as the RIAA, to deliver these services creates a sustainable model for the future. Building on 75 years of operation, we're confident that another successful 75 years lies ahead.



QLD Infrastructure Industry



Patricia Radice | CEO IAQ

The Queensland infrastructure industry awaits the State's economic recovery plan with much anticipation and some trepidation

Infrastructure is the lifeblood of Queensland's economy and its role has never been more important.

The infrastructure and construction industries are three to six months behind other industries as the nation enters this bleak and deep recession. Without more projects in the pipeline, the industry is facing new significant job losses soon. Queensland can avoid losing more jobs in this sector but only if spend is lifted and projects are well chosen and spread across the State in a coordinated manner.

Priscilla Radice CEO of the Infrastructure Association of Queensland said IAQ had avoided providing a list of projects to governments.

"We don't need more lists –we need the State Government framework for choosing the right projects at the right time to grow our economy and create long term jobs, Ms Radice said.

"We can't just build our way out of this crisis – this is an economic recovery not a natural disaster recovery.

"Ultimately infrastructure is for people. Therefore, the projects we invest in need to lift community wellbeing as this benefits the economy, like Cross River Rail."

"We need a mix of short run and long run projects - small spend and larger spend, local and regional, place-based and interregional projects - that together create a legacy."

IAQ is calling for the infrastructure component of the economic recovery framework to lift economic activity, increase resilience and support the following outcomes for Queensland:

- Deliver new enabling and connecting infrastructure to catalyse private sector investment
- Incentivise business activity in advanced manufacturing and the industries of the future
- Deliver state-wide skills and workforce planning to create jobs and support businesses
- Provide equal and secure access to affordable energy, water, food, health care and education
- Stimulate the regions and build context-specific economic pathways to support our diverse regional communities
- Lift the efficiency, capacity, and reliability of existing infrastructure through smart asset maintenance programs
- Accelerate innovation and lift productivity
- Deliver more affordable housing options close to job opportunities
- Create a resilient efficient, competitive

supply chains for exporters and businesses

- Improve sustainability - a clean and green Queensland is globally attractive to investors
- Increase public and active transport options and green infrastructure to promote community wellbeing and connectedness
- Ensure ongoing meaningful cooperation between the three levels of government including the signing of the SEQ City Deal and bidding for the 2032 Olympics
- Streamline procurement and planning processes with fit for purpose business case methodologies
- Increase co-investment opportunities with the public and private sector working together

Ms Radice said the world is fast becoming a vastly different place permanently, but with enormous change comes extraordinary opportunity. Queensland should resist the return to ordinary and strive for better-than-before outcomes.

"Queensland has all the resources, business acumen and community spirit to work together and create a bright new future let's not waste this opportunity," said Ms Radice.



Bikeway & Pathway Projects

Original source article: Brisbane City Council

<https://www.brisbane.qld.gov.au/traffic-and-transport/roads-infrastructure-and-bikeways/bikeway-and-pathway-projects>

Brisbane City Council's extensive bikeway and pathway projects align with the Transport Plan for Brisbane – Strategic Directions to plan and deliver a network of accessible walking and cycling paths to encourage more active lifestyle choices. The network improves access to local destinations and the CBD and helps to minimise traffic congestion. Use this page to find out about current bikeway and pathway projects.

Through the Better Bikeways 4 Brisbane program, Brisbane City Council is investing \$100 million over four years from July 2016. Council's investment of \$220 million since 2008 has improved cycling networks across our city. Learn more about completed bikeway and pathway projects across Brisbane.

Before cycling in Brisbane, find out about temporary bikeway closures and detours that may affect your bike ride.

Current projects

Brisbane-wide | Central | North | South | East | West

Brisbane-wide

- Boardwalk rehabilitation projects
- Four riverwalk locations to be rehabilitated
- Enhancing the life of the structures and ensure that they remain safe and serviceable.
- Bicycle deflection rail removal strategy
- Popular bikeways and shared paths
- Removing bicycle deflection rails ("banana bars") from bikeways and shared paths.
- Real-time bikeway counters
- Selected popular bikeways and shared paths
- Displaying a live count of path users to track usage of the bikeway network.

Central

- Kelvin Grove
- Enoggera Creek Bikeway maintenance works

- Improving safety for cyclists, pedestrians and other bikeway users.

North

- Aspley
- North Brisbane Bikeway: Webster Road to Robinson Road West project
- Creating a high quality, safe and connected recreation and commuter route and improving access to the local network and amenities.
- Lutwyche and Woolloowin
- North Brisbane Bikeway: Bridge Street to Kedron Brook
- Improving safety and connectivity for cyclists.
- Wilston
- Noble Street pedestrian bridge removal
- Removal of the spans is required

due to deterioration of the bridge's structural components and public safety concerns.

South

- Tarragindi
- Southern Bikeway: Lighting project
- Enhancing the safety and amenity for all bikeway users.

East

- Wishart
- Wishart Community Park bikeway
- Enhancing connectivity for local residents.

West

- Indooroopilly
- Indooroopilly Riverwalk
- Improving safety and connectivity for pedestrians and cyclists.



\$2.1 billion plan to bust North Brisbane congestion

The Palaszczuk Government has unveiled a \$2.1 billion congestion-busting road plan for Moreton Bay and North Brisbane commuters.

The job boosting plan backs a new arterial road, informally dubbed the 'Moreton Connector', to be built between Dohles Rocks Road at Murrumba Downs and Anzac Avenue at Mango Hill.

It would also deliver upgrades to the Gateway Motorway, Gympie Road and the Bruce Highway, including new north facing ramps at Dohles Rocks Road.

Premier Anastacia Palaszczuk said the multi-billion dollar transformation of Brisbane's northern road network would build on Queensland's record \$23 billion roads and transport investment over the next four years.

"The Federal Government is eager to look at what jobs we can create and what projects we have across Queensland," the Premier said.

"This proposal is exactly the kind of key congestion busting road infrastructure they are looking for and is ready to go to the Federal Government.

"If we can work with the Federal Government to get this approved, this of course means hundreds of jobs and better commuting for people travelling on the northside of Brisbane."

Deputy Premier and Member for Murrumba Steven Miles said the Moreton Connector will mean more Queenslanders can spend less time in traffic and more time with their family and loved ones.

"The Moreton Connector will reduce travel time for Queenslanders living on the northside of Brisbane," the Deputy Premier said.

"It will also allow Griffin residents easy access to North Lakes and bring a number of jobs to the local economy, which we know is very important at this time.

"We are keen to work with the Federal Government for the people of Queensland."

Transport and Main Roads Minister Mark Bailey said both levels of government had locked funding into future budgets for the northside upgrades.

"The Gateway Motorway, Bruce Highway and Gympie Road in this part of Brisbane's outer northern suburbs collectively carry about 310,000 vehicles a day," Mr Bailey said.

"That's 100,000 more vehicles a day than on the busiest section of the M1, so it's clear a plan is needed for new roads and major upgrades there.

"This is the plan that will deliver those upgrades."

"It will transform Brisbane's northern gateway by re-designing the Gateway Motorway, Bruce Highway and Gympie Road interchange and build a new arterial road to take traffic off the Bruce Highway between Murrumba Downs and Mango Hill."

Mr Bailey said both levels of government were committed to major road upgrades north of Brisbane and would work with Moreton Bay Regional Council to deliver the proposed new road.

"Funding that could deliver this plan is locked in future state and federal budgets," Mr Bailey said.

"There is also a further \$150 million in joint funding already committed to upgrade the Linkfield Road overpass and the Strathpine Road interchange, with works there due to start in coming months.

"We have the blueprint to deliver significant improvements to major roads right across the northern reaches of Brisbane.

"The next step is for us to get all three levels of government together so we can get work started as soon as possible."

Original source article: Queensland Government - www.statements.qld.gov.au

Local Government New South Wales wary on infrastructure projects

Local Government New South Wales wary on infrastructure projects

Councils wary of Planning Minister intervention

NSW councils will work with the State Government to help fast-track community infrastructure projects, but will seek new powers to provide balance before allowing Ministers to interfere by choosing which projects proceed.

Local Government NSW (LGNSW) President Linda Scott said councils strongly supported the need to work quickly and flexibly to deliver community infrastructure as economic stimulus during the COVID-19 recovery.

"However, our main concern is the risk of intervention by the Planning Minister into the operation of councils will lead to uncertainty, which will prevent councils spending, preventing them from stimulating local economies and investing in infrastructure for the public good," Cr Scott said.

"This over-reach could have implications for how councils deliver their program of community projects and future financial planning."

Cr Scott was speaking after Planning Minister Rob Stokes foreshadowed moves to force councils to pool their

infrastructure funds drawn from developer contributions: money collected from each development as its share towards providing local parks, sporting fields, footpaths and local roads that make residential developments liveable and attractive to communities.

"The State Government must not dictate how a council uses the funds already earmarked for a particular community purpose or project," Cr Scott said.

Cr Scott said LGNSW had worked closely with the State Government to help ensure councils were in a position to help drive a locally led recovery from the economic impacts of the COVID-19 pandemic, bushfires and drought.

"Councils stand ready to help kickstart the economic and social recovery in local communities," she said.

"To provide councils with the confidence to spend in this uncertain environment, the NSW Government needs to provide a commitment to work collaboratively with us, assuring councils they will not intervene in how we manage and deliver the local services and infrastructure their communities need.

"Councils are the level of government closest to their communities, and best placed to understand and implement

community wishes: that is the whole basis of local democracy.

"Ministerial intervention risks undermining this process, denying the community the chance to have their say and reducing the confidence of councils to invest.

"Councils have an ongoing task of identifying and delivering local infrastructure needed to support their growing communities.

"But the reality is that every day their hard-working professional staff who are acquiring land, and designing and delivering local parks, sporting fields and other facilities, face complexity, funding shortfalls and land acquisition delays.

"I am confident the Planning Minister, having consistently promised local government he will to work with, encourage and support councils, will ensure Local Government NSW is provided with concurrence powers to achieve our goal of supporting our communities through the COVID-19 pandemic."

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Locals have their say on Great Western Highway Upgrade

Safer and better-connected communities in the Blue Mountains, are among the key priorities outlined by Locals in the Great Western Highway Upgrade Program Community Consultation Report.

Minister for Regional Transport and Roads Paul Toole said the release of the report followed the first phase of community consultation late last year and responds to more than 1700 submissions received from the community in and beyond the Blue Mountains.

“The submissions show how passionately locals care for their community in delivering safer, faster and more reliable journeys for those travelling in, around and through the mountains,” Mr Toole said.

“The project team has been able to comprehensively address a number of questions and apprehensions the community had about the proposed upgrade, which hopefully means that we can move forward collaboratively on this vital infrastructure project.”

Mr Toole also announced the formation of the Blackheath Co-Design Committee to help refine route options for the Blackheath section. The committee includes independently selected

community members and representatives of local organisations and Blue Mountains City Council staff.

“Upgrading the highway is a necessity, for safety, for connectivity and for easing congestion, but we recognise it won’t be easy, especially in Blackheath where there are a number of environmental and heritage constraints,” Mr Toole said.

“This committee is about ensuring we use local knowledge to help us identify the best options for the local community.”

Member of the Legislative Council Shayne Mallard said that this was just the first of many consultations planned for communities along the upgrade.

“Now that we have the general views of the community on the strategic corridor, we can progress to more targeted consultations with individual communities to identify and refine the route within that corridor,” Mr Mallard said.

“I’m particularly excited for the community of Medlow Bath to have their say on the upgrade route through their town. We committed to prioritising Medlow Bath for construction and now we’re starting to see the momentum build towards that.”

The Consultation Report is available for download here: nswroads.work/GWHconsult

Responses to all submissions received during consultation are contained in the report.

The Blackheath Co-Design Committee (BCC) has also been officially launched. The 21-member committee had its first meeting on Wednesday, 6 May, joined by an independent facilitator and chaired by Transport for NSW.

The membership of the BCC, which includes community representatives selected through an independent interview process, can be found here: [Katoomba to Lithgow](#).

Source: <https://www.rms.nsw.gov.au/about/news-events/news/ministerial/2020/200513-locals-have-their-say-on-great-western-highway-upgrade.html>

Original author: Department Transport New South Wales

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Golden Highway Upgrade a win for safety

Traffic is now flowing through the upgraded Golden and Castlereagh highways junction, providing a safer and more efficient link between the Central West and Hunter regions.

Minister for Regional Transport and Roads Paul Toole said the \$11.25 million project, which replaced four kilometres of road and one kilometre of shoulder widening on the Golden Highway, four kilometres east of Dunedoo, was a win for all motorists.

“This project will provide safer and quicker journeys through the area, not only for local residents and future visitors to the region, but also for the freight industry who use this corridor to keep goods moving,” Mr Toole said.

“The upgraded section has widened shoulders to afford drivers more room to pull over and stop safely, creating a more efficient route for other road users.

“The ultimate aim of the project is to make sure those who set off on a journey in the region, can arrive home safely.”

Drainage improvements will continue at two locations along the project site for the next two months before the project is fully completed, weather permitting.

A reduced speed limit of 60 km/h will be in place while work takes place.

Author: NSW Government

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- Hino 500 series with live drive (REPTO) to 2 hydraulic piston pumps
- No auxiliary engine
- 1200L of paint, so that a full pellicon can be emptied into it
- 1500 Kg bead tank was used to make sure of coverage
- We tried a method to disturb the beads in the bottom of the tank, to prevent the beads clinging to the sides, which was successful
- We can now reduce the bead tank size and still meet specs.
- 35CFM compressor, large tank capacity, very efficient air dryer
- Rear guns in front of rear wheels - want them behind - can do
- Graco Viscount II paint pump with twin suction strainers. 2 pumps? No problem
- On board Graco 1050A paint transfer pump - utilizes the twin suction strainers
- Twin Graco 24G980 guns per line with valve to switch to single for first coats
- Borum bead dispensers or your choice
- 19" colour monitor and cameras with clearer night vision
- Permatronics Pattern Generator - Different Pattern Generator - NovoInnovation - Other - Yes we Can
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More planning projects to propel future of NSW

NSW will lead Australia to economic recovery, with the NSW Government today announcing another 24 priority projects, including a new retail centre, industrial precincts, three new schools and the relocated Sydney Fish Markets, that could inject more than \$5.37 billion into the State's economy.

The second tranche of projects released today will have their planning assessments fast-tracked and finalised through the Planning System Acceleration Program, which is boosting the State's economy and creating opportunities for thousands of new jobs in response to the COVID-19 pandemic.

The Program includes 11 rezonings that will unlock major commercial, industrial and residential development across the State to propel NSW's economic rebound, with a determination to be made on every project in the tranche within four weeks.

Premier Gladys Berejiklian said the second batch of projects could provide more than 15,000 jobs, more than 3,600 new homes and enhance NSW's status as this country's economic powerhouse.

"NSW is streets - and roads and homes and hospitals and schools - ahead of every other State in providing new jobs, economic growth, infrastructure and services for our people," Ms Berejiklian said.

"This health crisis only sharpens our focus and energy as we bring forward the NSW Government's unprecedented infrastructure spend and create an environment where private and government investment combine to help us rebound from the pandemic together."

The second tranche of shovel-ready projects includes eight suggested by the private sector, including a specialised retail centre at Eastern Creek, a waste recycling facility in Girraween, new public open space in St Peters and an expansion of the Cumberland State Forest.

Planning and Public Spaces Minister Rob Stokes said projects such as the \$2.6 billion Mamre Road industrial precinct, including new environmental lands and open space, will transform NSW.

"The Mamre Road project alone creates opportunities for more than 5,250 jobs and it will happen sooner because the NSW Government has re-allocated planning resources to assess these projects faster," Mr Stokes said.

"Our first tranche of 24 projects delivered more than 10,000 jobs and \$7.7 billion in economic benefit to our State but it's important to recognise these are just the projects we've prioritised.

"During the same period we also approved - through our normal

process - 42 projects worth \$2.4 billion, creating opportunities for more than 4,600 jobs and 399 new homes.

"We're creating great places to live, work and play while also showing the world that NSW is ready to not only recover but thrive," Mr Stokes said.

To be considered for a fast-tracked assessment through the Planning System Acceleration Program, a development application (DA) or rezoning must already be in the system, deliver a public benefit, demonstrate an ability to create jobs during construction and once complete, be able to commence construction within six months (for a State Significant Development application or State Significant Infrastructure application) or allow a DA to be lodged within six months (for a rezoning).

Decisions will be made on the projects by 18 June 2020.

Original source article: http://www.benp.com.au/databases/news/20/05/nswgov_more_planning_projects_nsw.html

Author: NSW Government



NSW Announce Billions in Tax Relief for Business

The NSW Government today released the second stage of its economic package aimed at keeping people in jobs, helping businesses and supporting our most vulnerable in the face of the COVID-19 pandemic.

Key elements of the NSW COVID-19 stage two package include:

- The creation of a \$1 billion Working for NSW fund to sustain business, create new jobs and retrain employees. The fund is already being put in to action with 1000 new staff for Service NSW announced this week to be funded by the program. The Working for NSW fund will comprise \$750 million in new funding and \$250 million announced last week for additional cleaning services.
- Deferral of payroll tax for business with payrolls over \$10 million for six months (up to \$4 billion deferred). Businesses with payrolls of \$10 million or less received a three-month waiver on payroll

tax in the first package. These businesses will now get an additional three month deferral as well.

- Deferral of gaming tax for clubs, pubs and hotels, and lotteries tax for six months, conditional on these funds being used to retain staff. This improves liquidity and helps these businesses stay afloat.
- Deferral of the parking space levy for six months.
- Deferral of rents for six months for commercial tenants with less than 20 employees in all Government-owned properties.

Deputy Premier John Barilaro said the NSW Government's package will support employment, provide relief for business and protect those most in need.

"These are unprecedented times and if we are to emerge in the best shape possible we need to ensure businesses keep their heads above water and keep employees on the books," Mr Barilaro said.

"Now is the time for all of us to work together, support each-other, show compassion and lend a hand wherever we can to those hurting.

"We will do whatever it takes to help businesses stay afloat so that

they can hold onto as many jobs as possible as we get through this crisis. We will also be there to support those most vulnerable to ensure no one is left behind."

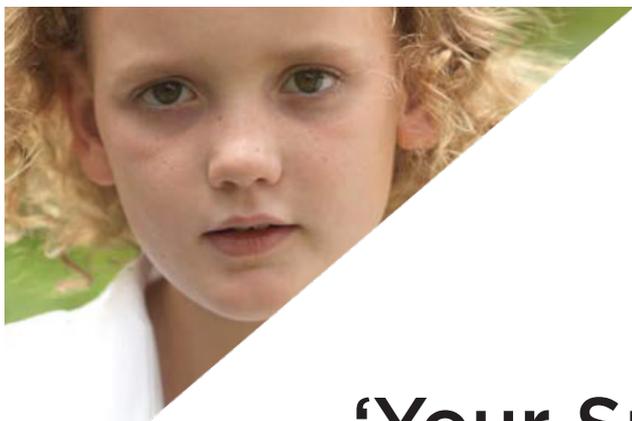
NSW last week announced a \$2.3 billion funding package which included a \$700 million to boost health and \$1.6 billion for tax cuts and job creation.

NSW Treasurer Dominic Perrottet said the new measures were timely, targeted and temporary and had been "designed for maximum impact and immediate effect".

"The NSW Government is leading from the front with a package which complements the stimulus measures delivered by the Commonwealth and RBA," Mr Perrottet said.

"Our expectation is that any relief provided by the NSW Government will be used to contribute to help businesses stay in business and people stay in jobs. It's vital we keep people employed and ensure we have the ability to rebound when things improve."

Original source article: <https://www.parking.asn.au/nsw-announce-billions-in-tax-relief-for-business/>



Slow down because **‘Your Speed is Our Safety’.**

The Traffic Management Association of Australia (TMAA) has proudly launched the final instalment in the three-part campaign *Your Speed is Our Safety* during October.

TMAA President Stephen O’Dwyer said the TMAA had released the advertisement live to prime time television in Western Australia, the Northern Territory, New South Wales and South Australia, while airing has also occurred in Tasmania, Victoria and the Australian Capital Territory through government funding.

Mr O’Dwyer said the release brings together the three ‘Your Speed is Our Safety’ advertisements which tell the story of a little girl and her father.

“Watch out for a twist in the last instalment,” he said. “I believe it will impact the viewer strongly and reinforce the message to slow down at roadworks sites and on the roads in general.”

“TMAA is proud to lead the development of the series. It highlights the high-risk nature of all roadwork activity, driving home the message to the motoring public to slow down,” he said.

“As government pushes for further infrastructure projects to drive Australia’s economy, it is important to promote the safety message. Another death of a traffic

controller recently in the USA reinforces this is a critical safety issue.”

The ‘Your Speed is Our Safety’ campaign has been running for over three years across state and territory television and via a wide ranging social media promotion by government, road authorities, key stakeholders and TMAA.

“These advertisements strike a chord with the travelling public and it has brought industry and government together to share the same message,” Mr O’Dwyer said. “So if you ‘See the Cones. Obey the Zones.’ and slow down at roadworks because ‘Your Speed is our Safety’.”

Mr O’Dwyer said all industry should promote the advertisement series via their social media.

Links to all three advertisements are below:

<https://www.youtube.com/watch?v=bWflJmwZGBc&feature=youtu.be>

https://www.youtube.com/watch?time_continue=12&v=uB-VAg6nWwc

<https://www.youtube.com/watch?v=RfDraRjMxjw>

For more information contact TMAA on 1300 798 772 or visit www.tmaa.asn.au

YOUR SPEED IS
OUR SAFETY
SLOW DOWN FOR ROAD WORKERS.



Major Projects in WA Fast-Tracked to support jobs during COVID-19

- New streamlined process for transport construction contracts worth up to \$20 million
- State-wide Construction Panel established to expedite delivery of projects across WA
- New process will support small to mid-sized contractors during COVID-19 emergency
- More than \$140 million of road and maritime projects will be expedited under the panel including vital road safety upgrades across the State
- 24 projects to create more than 1,000 local jobs

The McGowan Government has approved new measures to streamline the process for the awarding of contracts for transport construction projects up to a value of \$20 million, creating more opportunities for local businesses and protecting local jobs.

The new State-wide Construction Panel Contract will include buying rules, designed to minimise the costs of tendering for companies, and maximise the spread of work among small and medium sized contractors.

Expediting the delivery of road and maritime projects through the new Construction Panel will assist contractors to plan and program works, save time and costs, whilst helping give local businesses certainty and retain local workers during the COVID-19 pandemic.

Up to \$140 million of transport projects will be expedited under the panel, saving jobs and protecting the future contracting capacity of local Western Australian businesses.

It is expected more than 1,000 local jobs across the 24 projects will be brought forward.

The panel arrangements will also be considered for use as future projects come online, to ensure quicker project delivery and provide more opportunities for small to medium sized contractors.

In addition, Main Roads is fast-tracking the tendering process for a number of large-scale road projects, worth \$2.37 billion and estimated to create 13,000 jobs.

Projects include:

- Bunbury Outer Ring Road - (budget \$852 million) - 4,500 jobs
- Leach Highway Welshpool Road Interchange - (budget \$93 million) - 600 jobs
- Stephenson Avenue (Stirling) - (budget \$125 million) - 800 jobs
- Fremantle Traffic Bridge - (budget \$230 million) - 1,400 jobs
- Roe Highway/Great Eastern Highway/Abernethy Road - (budget \$180 million) - 1,200 jobs
- Albany Ring Road (budget \$175 million) - 1,000 jobs
- Great Northern Hwy Ord River North Stage 3 & 4 (budget \$89 million) - 600 jobs
- Lloyd Street Extension (budget \$40 million) - 280 jobs
- Tonkin Highway Gap project (budget \$290 million) - 1,050 jobs
- Mitchell Freeway Extension to Romeo Road (budget \$215 million) - 1,200 jobs
- Mitchell Freeway Hodges Drive to Hepburn Avenue widening (budget \$76 million) - 530 jobs

“Major projects will be a key part of our economic recovery post the COVID-pandemic” said Premier McGowan.

“It’s important we do everything we can to support our local businesses, so they are in the best position to continue to employ West Australians.

“These works will not only support and save local jobs, they will also provide much needed upgrades on road sites across the State.”

Transport Minister Rita Saffioti added “We understand the devastating impacts COVID-19 has had on industry and are committed to working together to support local businesses and support local jobs.

“The proposed buying rules were underway prior to the current COVID-19 emergency, however given the current climate, they are being amended to further reduce tendering costs and provide more opportunities for local businesses to win Government contracts.

“This new panel will fast track major road and maritime infrastructure projects, worth up to \$20 million, to support small and mid-tier businesses and save local jobs.”

Original source article: <https://www.mediastatements.wa.gov.au/Pages/McGowan/2020/04/Major-projects-fast-tracked-to-support-jobs-during-COVID-19.aspx>

Author: WA Government



Works to start on Leach Highway turning lane upgrades

- Upgrades soon under way for five intersections along Leach Highway
- Longer turning lanes to help traffic flow during peak periods
- More works under way to keep WA busy
- Works to complement High Street upgrade and freight on rail incentives

Works will soon begin on \$2.6 million worth of upgrades to several key intersections along Leach Highway to improve safety and traffic flow.

The five intersections targeted for improvements are Rome Road, Marshall Road, Norma Road, Winthrop Drive and Murdoch Drive.

Right turn pockets in the median at each intersection will be extended to prevent traffic queues building up on the highway

Pavement markings, signage, drainage and street lighting will also be upgraded to cater for the improved intersections.

The turning lane works will accompany the \$118 million High Street and Stirling Highway intersection upgrade currently under construction in Fremantle.

Upon completion in mid-2021, the High Street project will deliver critical safety improvements and enhance freight efficiency on the approach to Fremantle Port.

Further efficiencies along Leach Highway have also been achieved through the McGowan Government's Rail Container Subsidy, which has boosted the amount of freight on rail to more than 20 per cent.

The \$2.6 million upgrade is being undertaken by Main Roads and is expected to be completed by August 2020.

Comments attributed to Transport Minister Rita Saffioti:

"These works will add to the long list of projects currently under way, or recently completed, in the southern suburbs.

"Once completed, the upgraded turning lanes will improve traffic efficiency and safety at each intersection."

Comments attributed to Bicton MLA Lisa O'Malley:

"Together with Main Roads, we've identified some cost-effective improvements to the local traffic network, including the recently completed upgrade of Canning Highway and Preston Point Road.

"These projects will be strengthened by major infrastructure investments like the Fremantle Traffic Bridge replacement and High Street upgrade, which will help to make our local traffic network safer for our community."

Original source article: <https://www.mediastatements.wa.gov.au/Pages/McGowan/2020/05/Works-to-start-on-Leach-Highway-turning-lane-upgrades.aspx>

Author: WA Government

Preferred proponent announced to build congestion-busting Tonkin Gap project

Tonkin Gap Alliance has been selected as preferred proponent to build the Tonkin Gap project and associated works for the METRONET Morley-Ellenbrook Line, marking another step forward for Western Australia's infrastructure works program.

Tonkin Gap Alliance - comprising BMD, Georgiou, WA Limestone, BG&E and GHD - will work with Main Roads to deliver the project, which is expected to support around 3,000 jobs.

The project will fix a major bottleneck on Tonkin Highway between Morley and Redcliffe, which more than 120,000 cars and trucks use on an average weekday.

Western Australian Premier Mark McGowan said the project was part of a pipeline of major road projects - worth an estimated \$2.37 billion which would create more than 13,000 jobs - that the Western Australian Government was accelerating.

"Our record investment in major road projects and METRONET will set up our suburbs for the long term and benefit Western Australians, now and into the future," Mr McGowan said.

"In times like these it's important we continue to progress the projects that will provide work for local businesses and keep workers in their jobs - this will ultimately support the state's wider economy."

Federal Minister for Population, Cities and Urban Infrastructure Alan Tudge said the project would transform a notorious part of the road network for Perth's growing

outer-northern suburbs.

"In addition it will create thousands of new jobs at a time when what we want is to get Australians back to work," Mr Tudge said.

"Our \$100 billion infrastructure pipeline is setting the foundations for economic recovery on the other side of the COVID-19 crisis."

Western Australian Minister for Transport and Planning Rita Saffioti said road and rail projects would play a key part in WA's economic recovery and the Tonkin Gap project would fix one of Perth's most congested roads while laying the groundwork for the METRONET Morley-Ellenbrook Line.

"Road and rail projects will play a key part to WA's economic recovery going forward. This project will fix one of Perth's most congested roads while laying the groundwork for the METRONET Morley-Ellenbrook Line," Ms Saffioti said.

"Tonkin Gap is a major component of the train line to Ellenbrook, with two dive structures and the foundation for the rail included in the project scope.

"Together with New Bayswater Station procurement, we now have two out of three major contracts for Morley-Ellenbrook Line at an advanced stage.

"Removing this bottleneck along this section of Tonkin Highway will unlock the potential of Tonkin Highway. It's just one of several upgrades we have planned for Tonkin Highway, with upgrades planned for the intersections of Kelvin, Welshpool and Hale roads.

"Building this project, combined with construction of other nearby major projects like the new Bayswater Station and Morley-Ellenbrook Line, will help support the WA economy through some tough times ahead."

Federal Member for Swan, Steve Irons welcomed the announcement to commence the important part of the Tonkin Highway upgrades.

"It will benefit all those who travel on this route which is congested every day and the 80% project funding by the Morrison Government demonstrates the commitment to congestion busting infrastructure all over Australia," Mr Irons said.

"Anyone who travels this route every day knows how congested it gets and the sooner it is completed the better it will be for all those travellers.

"Tonkin Highway is an important part of our local and state-wide economy as it services not only people travelling to and from work but also the transport hub of Western Australia based in my electorate of Swan."

Works will focus on the section between Collier Road and Dunreath Drive, upgrading it to a three-lane, freeway-standard road that will significantly reduce travel times and improve safety.

Upgrades include new interchanges at Guildford Road and Great Eastern Highway and new bridge structures over the Swan River (Redcliffe Bridge) and Guildford Road. Cyclists and pedestrians will also benefit from a new Principal Shared Path and pedestrian bridge.



The Alliance will undertake rail-enabling works for the METRONET Morley-Ellenbrook Line, as part of four works packages that will deliver the train line.

These works include modifications to Tonkin Highway between Railway Parade and Hepburn Avenue, including replacement of the existing Broun Avenue flyover.

Two dive structures will also be built at Bayswater and Malaga to enable the rail line to enter and exit the middle of Tonkin Highway.

A contract will be awarded in late June with construction on the Morley-Ellenbrook Line enabling works starting in coming months. The whole Tonkin Gap project is expected to be completed in 2023.

Tonkin Gap is jointly funded with the Federal Government contributing 80 per cent of the project share.

Original source article: <https://www.mediastatements.wa.gov.au/Pages/McGowan/2020/05/Joint-media-statement-Preferred-proponent-announced-to-build-congestion-busting-Tonkin-Gap-project.aspx>

Author: WA Government



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South Australia announce Infrastructure Plans

INFRASTRUCTURE South Australia has released the state's infrastructure strategy.

South Australian Premier Steven Marshall said the report was a vital component of the State's post COVID-19 recovery and longer term plan which will help grow the economy and underpin jobs.

The strategy was compiled by the independent body Infrastructure South Australia (ISA), formed to provide the best possible evidence-based infrastructure planning, investment, and delivery decisions for South Australia.

"ISA's first 20-year infrastructure strategy provides a road map outlining the crucial long-term infrastructure issues we need to address to grow our economy, improve government service delivery, support population growth and create more jobs," he said.

"We have already established a record \$12.9 billion pipeline of infrastructure works over the next four years to improve economic productivity, make our roads safer, invest in education, health and other important services and underpin tens of thousands of jobs.

"With ISA's 20-year strategy as our guide, we will continue to develop a long-term infrastructure pipeline to build a stronger and better SA."

Transport, Infrastructure and Local Government Minister Stephan Knoll said the 20-year strategy identified some great economic opportunities to grow SA's economy.

"This report provides us with a blueprint to help us make smarter decisions about how we spend taxpayers' money when it comes to building infrastructure," he said.

"It identifies immediate opportunities to extend water infrastructure to the Barossa and upgrade the Strzelecki track to boost economic productivity and output, both of which the state government is currently investigating.

"The strategy also says we need to look at upgrading and optimising our current infrastructure assets", Mr. Knoll said, "That's why we are investing record amounts to fix our roads, including over \$1.1b to fix over 1000 kilometres of country roads over the next four years to improve productivity and help save lives."

The SA Chamber of Mines and Energy also welcomed the release of the strategy as an important first step in developing the infrastructure required to harness the untapped potential of SA's resources sector.

"SA's resources sector has underpinned the State's economy during the turbulence of the coronavirus pandemic,"

SACOME chief executive officer Rebecca Knol said.

"The strategy highlights the importance of identifying opportunities that have sufficient scale and global demand to achieve a step change in growth, and recognises the importance of the resources sector in unlocking economic value for the state.

"The strategy acknowledges and makes headway toward resolving the poor condition of the state's regional road network that limits both efficiency and productivity of the SA supply chain.

"SACOME is committed to working with Infrastructure SA to identify and progress strategic infrastructure solutions that encourage the growth of our sector and of the state."

The SA Freight Council - SA's peak transport industry lobby group - cautiously welcomed the strategy, but said it revealed critical road maintenance needs.

"This is a solid strategy for the transport and logistics industry, formally recognising many of the current issues and emerging infrastructure problems that SAFC raised in its 20-year SIS submission, Moving Freight 2019," SAFC executive officer Evan Knapp said.



“We applaud ISA’s practical look at the underlying infrastructure issues in SA, while noting the long-term impact that COVID-19 will have on the State’s economy, and hence its infrastructure requirements.

“However, the strategy also formally reveals the scope of the infrastructure maintenance backlog in SA, which has built over successive decades and governments. Estimated at \$730 million today, the backlog is expected to rise to over \$1.2 billion by 20251 in the absence of swift action.

“The good news is that with official recognition of the problem comes an opportunity for the government to take action. This will have bonus stimulus effects in the current COVID-19 related economic climate as road maintenance is labour intensive (adding jobs), is required across all regional areas, saves money in the long-term when conducted to a sustainable program, and increases road productivity and safety.”

Primary Producers SA chair Rob Kerin agreed that SA’s road maintenance was in a “precarious position and the growing backlog must be addressed urgently”.

“The strategy notes that, on a per kilometre basis, SA allocates eight

times less funding than NSW for road maintenance,” he said.

“Whilst we acknowledge recent maintenance, we would emphasise the size of this problem, the productivity and safety benefits from increased investment, and the heightened economic effects of investment in the current economic climate.

“Primary production sectors all have identified infrastructure gaps when creating industry plans.

“Significant improvements in productivity have resulted from industry and government working together in prioritising maintenance spending, as acknowledged in the strategy.”

I am also concerned this report fails to provide any detail about new infrastructure projects that would support SA jobs and businesses. - TOM KOUTSANTONIS

But Opposition Transport and Infrastructure spokesperson Tom Koutsantonis said the 20-year plan failed to commit to any new infrastructure projects and was concerned there was talk of putting toll roads back on the agenda.

“SA is rightly proud we don’t have toll

roads, unlike the eastern states,” he said.

“The Marshall Liberal Government promised no toll roads, but then they also promised no privatisations and they broke that promise.

“I am also concerned this report fails to provide any detail about new infrastructure projects that would support SA jobs and businesses.

“We’re facing a jobs valley of death unless the Liberals step up and provide a pipeline of projects.”

Original source article: <https://www.infrastructure.sa.gov.au/our-work/20-year-strategy>

Author: Infrastructure SA

Local Jobs First continuing to build Victoria's local industry

Author: Victorian Government

With a growing population, the focus on building a sustainable workforce has never been stronger.

The Local Jobs First policy combined with the Major Project Skills Guarantee (MPSG) has been at the forefront of increasing workforce capabilities and creating ongoing job opportunities on large-scale government projects.

All construction projects valued at over twenty million dollars are obligated to use Victorian apprentices, trainees or cadets for at least ten percent of total estimated labour hours.

This is not only providing job opportunities for a new generation of workers but also equipping workers with new skills, in turn, creating a sustainable workforce for years to come.

Since the Local Jobs First policy was enacted, we have seen an increase in the number of local Victorian businesses being used on government projects. By using Victorian services and products we are not only supporting Victorian local businesses but also keeping businesses and jobs in Victoria.

Local Jobs First Commissioner, Don Matthews said: "We all have an obligation to support Victoria's local industry, by using and buying Victorian products and services. This is particularly important in regional Victorian as they recover from the recent devastating bushfires. We are here to support Victoria's local industry and as Victoria's Local Jobs First Commissioner, I committed to continuing my work with local industry."

In a tough economic market, it is vital we continue buying and using Victorian products and services whilst supporting Victoria's local industry in government procurement.

The Local Jobs First policy and Commissioner will continue to deliver and strengthen opportunities for local industry in government procurement - increasing economic growth in Victoria.

Source: <https://localjobsfirst.vic.gov.au/local-jobs-first-commissioner/newsroom/news-items/local-industry-sectors-3>

Author: Local Jobs First Commissioner, Victoria

Works under way on Stage 2 of the Monash Freeway Upgrade

Major construction has started on Stage 2 of the Monash Freeway Upgrade, which will make journeys quicker, easier and safer for the 470,000 drivers using the freeway every day.

The upgrade is being delivered by CPB Contractors and will add 36kms of new lanes on the Monash and Princes Freeways, between:

- Warrigal Road and Eastlink outbound
- Eastlink to Springvale Road inbound
- Clyde Road to Cardinia Road, in both directions.

We'll also:

- reconnect Police Road to the Monash Freeway with an outbound ramp
- connect the Jacksons Road outbound ramp directly to Eastlink with a separate road
- upgrade O'Shea Road to three lanes in each direction between Clyde Road and Soldiers Road and extend it to meet the Beaconsfield interchange
- upgrade the Beaconsfield interchange by adding an inbound freeway off-ramp and on outbound freeway on-ramp
- build a shared walking and cycling path along O'Shea Road from Clyde Road, Berwick to Prince Highway, Beaconsfield
- Install smart on-road technology between the South Gippsland Freeway and the Beaconsfield interchange. This technology allows the remote management of lanes, keeping traffic moving more efficiently, as well as providing safer and faster response to incidents.

We've started setting up work areas along the freeway and installing safety barriers between Eastlink and Warrigal Road.

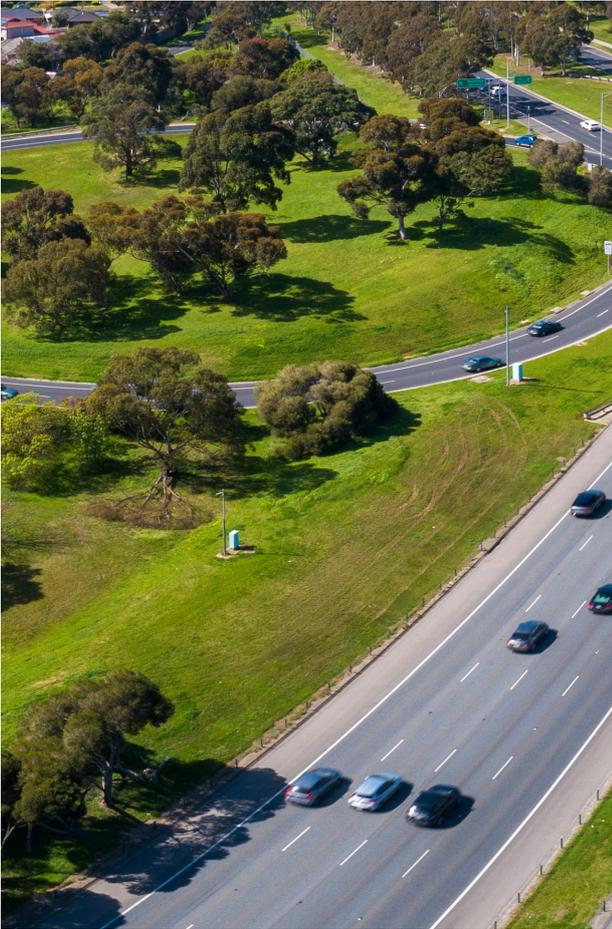
To keep as many lanes, open as possible during construction, we're moving existing lanes sideways and changing line marking.

There will be ongoing lane, ramp and road closures and changed traffic conditions, including speed reductions.

Construction is expected to be completed in 2022.

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SUPPORT FOR VICTORIAN BUSINESSES EXPANDED

The Victorian Government is now providing more support for Victorian businesses affected by the coronavirus pandemic to get to the other side of the crisis.

Initially the Victorian Business Support Fund was limited to a small range of industries, but Parking Australia has successfully been able to get the Victorian Government to make the change to include all industries.

If you are a business based in Victoria, are eligible to receive JobKeeper payments, and have a payroll below \$650,000 (payroll tax threshold), you can apply to the Victorian Government for funding from this package. If you have already applied, your application will be reconsidered without you having to submit another application.

If you'd like to know more about this, please use the following url details <https://www.premier.vic.gov.au/supporting-more-victorian-businesses-doing-it-tough/>

Original source article: <https://www.parking.asn.au/support-for-victorian-businesses-expanded/>

Author: Victorian Government



Roadmarking Industry Association Australia

Is your Supplier an RIAA Member?

- ◆ The RIAA strives to support our industry.
- ◆ Strives to deliver better outcomes for all industry participants.
- ◆ Please support those members who support the RIAA.

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Tasmania: Two year Blitz to generate \$3.1 billion in construction value

The Tasmanian Liberal Government is set to reboot the economy with a record construction blitz over two years, underpinning around 15,000 jobs.

The package will build on the Government's current infrastructure package of \$1.8 billion over the next two years, and in total will support an estimated construction value of \$3.1 billion across the next two years.

It brings forward government expenditure, it will stimulate investment in the private sector, it will strengthen and underpin the economy and it will create thousands of jobs.

The best way to get our budget back on track and grow business confidence and create jobs is to grow the economy, and that is what we are doing.

The program of works fast-tracks projects across community infrastructure, roads, irrigation and other essential infrastructure, including:

Roads and Irrigation infrastructure (delivering a construction value of est \$55 million)

- The Government will allocate \$40 million for state road safety upgrades in 2020-21 and 2021-22 and bring forward \$40 million through an accelerated procurement tender process. This will provide the local construction industry with certainty of work over the coming months and into the next construction season.
- The first tranche of projects under this package are now out to market, including safety upgrades on Highland Lakes Road at the 'Pub with No Beer' corner, improved turning facilities on the Bass Highway at Boat Harbour, and road widening and improved turning facilities on the Arthur Highway at Eaglehawk Neck.
- A further nine projects will be put to market under this process and will include bridge strengthening works, the upgrade of Binalong Bay Road, the Bruny Island landside infrastructure, and road widening works on Midland Highway between Powranna and Tunbridge.
- Our record \$378 million roads budget next financial year already includes other significant projects, such as the new Hobart Airport interchange, park and ride facilities in Kingborough, the West Tamar Highway upgrades and the start of the \$100 million Bass Highway upgrades with the Boat Harbour turnoff. These projects are all on track to start later this year.
- We're investing \$15 million to prioritise the \$28.51 million Don Irrigation scheme and to meet the increased demand for Tasmania's next five irrigation schemes. The Don Irrigation scheme is expected to commence construction early 2021 and deliver 130 direct and indirect jobs.

Original source article: [http://www.premier.tas.gov.au/releases/two_year_blitz_to_generate_\\$3.1_billion_in_construction_value](http://www.premier.tas.gov.au/releases/two_year_blitz_to_generate_$3.1_billion_in_construction_value)

Author: Tasmanian Government

CALL FOR PAPERS

The RIAA's biennial conference planning is well underway and it is promising to be an exciting, informative conference - exhibition - workshop.

The "ROAD TO SUCCESS" theme will provide you the opportunity to present papers to get everyone talking about your association and your industry. As part of this preparation we would like to invite you to share your knowledge and expertise and submit your paper for review.

Sessions may include:

Technical Papers or Case Studies: The latest technology from around the world

The Value of Linemarking: For customers, Pavement marking has a price but how do we communicate the value?

Road Safety: The vital role our industry plays

Harmonization: Is it that hard to achieve

Customer Service: Dealing with difficult clients and suppliers.

The future of Linemarking: Where can we expect to be in 5, 10 or 20 years

Your Workplace: And you thought it was tough out on the road!!!! We now have to be social workers, therapists, councilors, experts on substance abuse. I just want to paint lines

Principal Conference Sponsor

