

Traffic Management at Roadworks

Project update – June 2016

Welcome to the June edition of the Traffic Management at Roadworks newsletter.

As the end of financial year approaches it is an opportunity for us to reflect on the progress of the project over the last 12 months and to reinforce the upcoming changes that will take effect 1 July 2016.

Are you Traffic Management Design (TMD) ready?

On 1 July, 2016, new requirements for traffic management training will come into effect across Queensland. From this date, all Transport and Main Roads tenders will require Nominated Traffic Officers to be qualified in the new Traffic Management Design (TMD) training.

These changes will have varying impacts for contractors, local governments, traffic management designers, and traffic management organisations. Please consult the diagram below to make sure you are up to date with what the changes mean for you and your organisation.

Since July 2015:



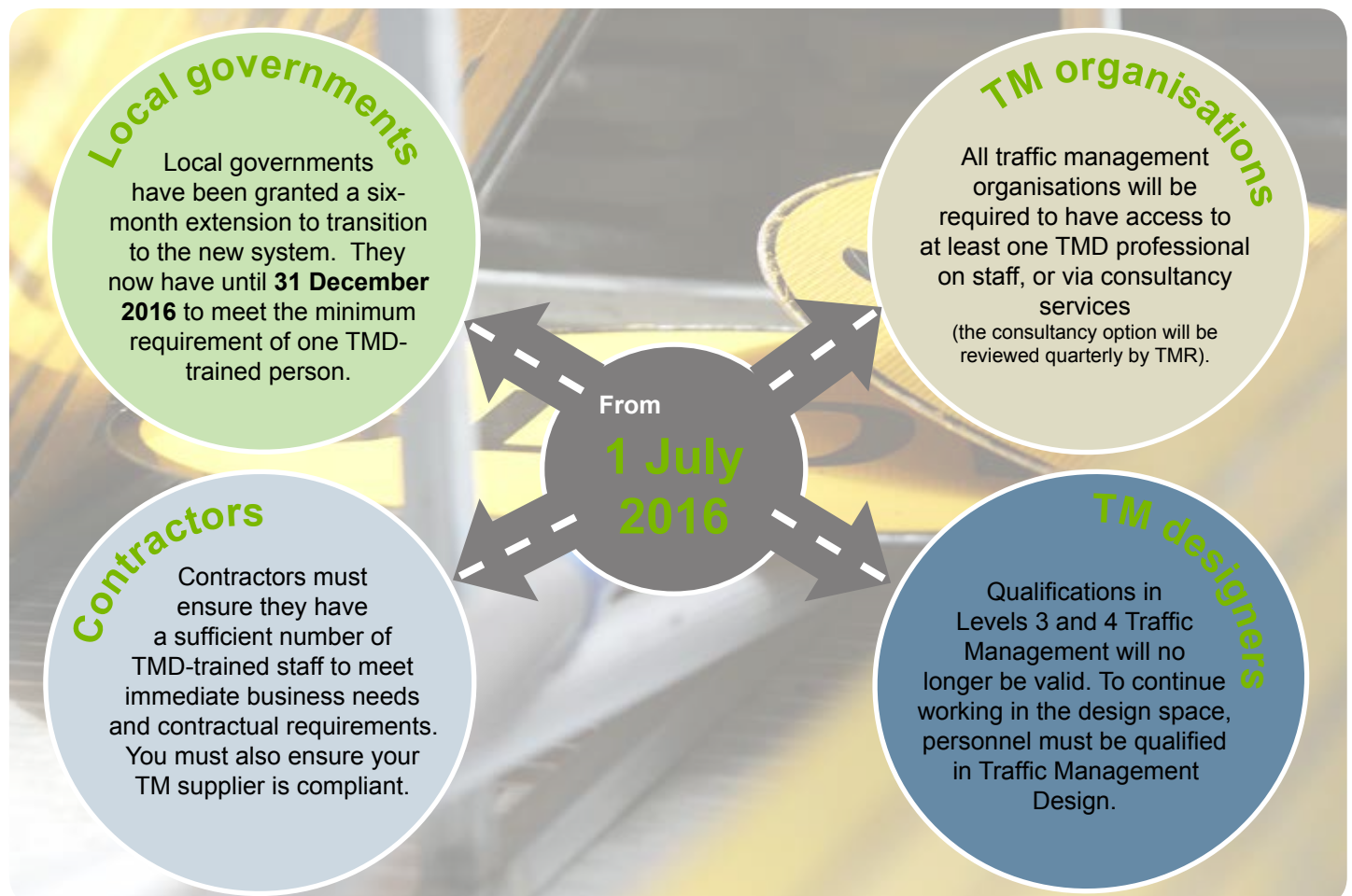
> 800 people have undertaken the new TMD training



202 people have received a qualification



> 440 people still in process



For more information

To learn more about the changes to traffic management training, please visit tmr.qld.gov.au, or email Coryn Hedges at coryn.j.hedges@tmr.qld.gov.au.

Upcoming Traffic Management Design (TMD) training courses

Acknowledging demand is high for the Traffic Management Design training courses, the department is running a number of courses, in addition to the courses being run by the approved Registered Training Organisations (find the approved training providers here <http://www.tmr.qld.gov.au/business-industry/Business-with-us/Traffic-Management/Training-providers>).

Details of upcoming department run courses are below:

Location	Dates	Status
Cairns	14-15 June 2016	Full
Brisbane	21-22 June 2016	Very limited spaces
Brisbane	27-28 June 2016	Very limited spaces
Rockhampton	12-13 July 2016	Limited spaces
Brisbane	19-20 July 2016	Limited spaces
Brisbane	11-12 August 2016	Spaces available
Mackay	16-17 August 2016	Spaces available
Brisbane	1-2 September 2016	Spaces available

**Attendees are capped at 24 per course, a minimum number of attendees must be reached, otherwise course will be cancelled.*

The cost of the course is \$1,000.00 per attendee for the two days. Attendees are required to meet any travel costs associated with attending the course.

If you are interested in attending one of the courses listed above please email Ailsa.G.Rix@tmr.qld.gov.au with:

- Your details
- For practitioners:
 - proof of your completed Traffic Management Implementation/Level 2 training
 - a copy of your CV highlighting a minimum two years' industry experience.
- For engineers:
 - a copy of your RPEQ, CPEng or Bachelor of Engineering qualification.

A set of TMD gating questions will then be emailed to you, these questions must be completed and emailed back to the department by the pre-course gating deadline.

If you have any questions about the training please contact Ailsa Rix on (07) 3066 0881 or ailsa.g.rix@tmr.qld.gov.au.

Feedback from recent participants

"I now have a better understanding of TGS instructions, notes and diagrams and how they are applied to specific road works site."

"Confirmed for me that our TMP process is good but we need to do more work on our TGSs."

"The course opens your mind to the reasoning behind your choices."



Innovation working group update

Emotive signage



Downer Mouchel has commenced its trial of emotive signage on a site on the Bruce Highway (southbound), near Pumicestone Road overpass.

Part of the broader effort to improve driver compliance at roadwork sites, the signage consists of cut-outs of a road worker and their children, as well as a variable message

sign displaying the message, "Parents at work".

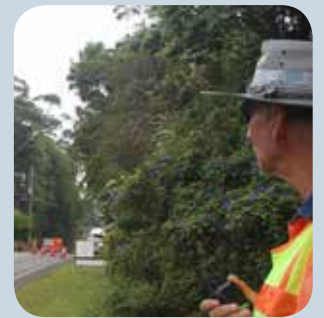
Speeds at the trial sites were measured using radar, and the results are currently being analysed to assess the effectiveness of the signs.

Portable traffic signals

ArrowES's Portable Traffic Signal (PTS) system has moved one step closer to implementation, with Downer Mouchel recently completing the first stage of a trial in Maleny.

ArrowES were on-site for the trial on Maleny-Stanley River Road, providing assistance for the Type 1 PTS system. Traffic controllers and site workers were more than satisfied with the operation of the system, which enables traffic controllers to avoid direct exposure to traffic by controlling signage remotely.

The next stage of trialling will see the PTS system used with a single operator, and also in night conditions.



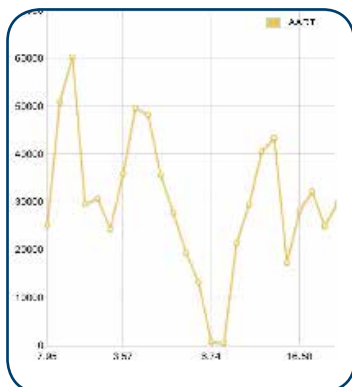
Traffic Data

Traffic data for the State Controlled Road Network is now available via the Queensland Government Data website.

At present the following traffic data can be retrieved:

- Traffic Data by hour of the day and day of week from the years 2010 to 2015
<https://data.qld.gov.au/dataset/queensland-traffic-data-averaged-by-hour-of-day-and-day-of-week>
- Traffic Census data for each year from 2010 to 2015 including
 - Traffic count site locations
 - Annual Average Daily Traffic (AADT)
 - Percentage of Heavy Vehicle

<https://data.qld.gov.au/dataset/traffic-census-for-the-queensland-state-declared-road-network>



Future datasets will include Travel Time data for the strategic Bluetooth network.

If the data you are looking for is not available please send your request to TSDM@tmr.qld.gov.au.

Austrroads update

To supplement the Australian Standard, a new nationally harmonised guidance for all aspects of temporary traffic management practice is being developed. This will be published as a new Austrroads series "Guide to Temporary Traffic Management".

Austrroads has previously developed an accredited training program with eight units of competency across five skill sets. Based on a review of the New Zealand model, there is now going to be an expanded training set which considers:

- Varying road types / risk profile. Hence roads will be classified at Type 1, 2 or 3. Types 1 and 2 align with the QLD Restricted and Open qualifications for the TMD Course.
- Practitioner or non-practitioner to allow for government agency staff who do not typically get directly involved with installations or designs but rather are in a review / approval role.

In coordination with industry, Austrroads will also be looking to support registration schemes which would include:

- Registration of individuals – Database / record of all qualifications, cross jurisdiction recognition and audit and performance review of individuals.
- Company registration – harmonisation of company requirements with a single database for use across jurisdictions and with audit and performance reporting.

Queensland traffic control goes bio-motion

From 1 July 2016 all Queensland traffic controllers working at night will be outfitted in bio-motion formation taping on their safety garments.

Industry has been gearing up for the change for the last 12 months, with a number of traffic management companies taking the lead to adopt the higher standard in 2015 and earlier this year.

The application of retro-reflective tape to garments at, and around, movable joints has been found to be a very cost effective way of dramatically improving the visibility of traffic controllers at night.



Bio-motion formation taping means that the retro-reflective taping is placed on the clothing at either side of the movable joints of the body. This makes the traffic controllers far more conspicuous to drivers in low light situations.

The benefit of bio-motion formation markers is well documented through research findings of Professor Joanne Wood of the School of Optometry and Vision Science, Institute of Health and Biomedical Innovation, Queensland University of Technology, and Dr Mark King of the Centre for Accident Research and Road Safety - Queensland (CARRS-Q), Queensland University of Technology. There is also good information on the web about the benefits for pedestrians and bicycle riders.



The adoption of the bio-motion innovation for the Queensland traffic control industry was unanimously supported by the industry association and other traffic management industry stakeholders.

Frequently asked questions

Here at the department we receive daily enquiries about the project, and in particular about Traffic Management Design training. To help everyone develop a common understanding we thought we would share some of the frequently asked questions.

1. Does the Traffic Management Design training match to ASQA?

The training material does not directly address the new ASQA training materials, however while they were being developed, TMR ensured that, where possible, any material was consistent with the core skill sets developed by Austroads and detailed in their research report AP-R404-12 – Traffic Control at Worksites – Training and Accreditation.

Queensland is focussed on ensuring people who develop, design and undertake surveillance of traffic management at road works are appropriately trained and competent. TMR will work with other State road authorities to progress a harmonised model for traffic management training.

2. I need my qualification by 30 June 2016 for my job, can I get my new card in time?

Potentially, if you have submitted your post course assessment before the end of May, and pass, your card should be issued before end of June.

If you are not yet competent after your first submission you will need to resubmit and will not have your qualification by the 30 June 2016.

3. My level 3 and/or level 4 traffic management card has an end date after 30 June 2016. I'm ok to keep preparing and approving TMPs and TGSs, aren't I?

Yes – if you are an employee of local government, and the department has been notified of the need to extend your qualification to 31 December 2016.

All other level 3 and level 4 qualifications expire 30 June 2016.

4. If I fail the course, can I appeal the decision?

Yes – your Registered Training Organisation (RTO) has an appeal process, this process can be found on the RTO websites. The department is the final decision maker if you are unhappy with the outcome of your appeal.

5. I have been doing TGSs this way for 10 years, why do I have to do this differently now?

The requirements of the MUTCD Part 3 – Works on Roads have not changed regarding the requirements for TMPs and TGSs. Signage credibility concerns, coupled with performance and safety issues, have led to the department now being more explicit in its expectations.