

Solutions



Transport

NEWS FROM THE NEIGHBOURS

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DAN SULLIVAN

- 30 years involved with TTM
- Austroads Project Manager for AGTTM
- Queensland
 - TMR specialist panel
 - TMD course developer
 - TMD Open – 001
 - Registered Professional Engineer Queensland (RPEQ)



AGENDA



Harmonisation

- Standards / Guides
- Training

Emerging issues

- Catering for all organisations
- Local government scenarios
- Legal responsibility

Industry outlook

- Future work pipeline
- Challenges

Risk based approach

- Prescriptive standards
- Risk approach
- Ownership of risk
- Steps to making it work

HARMONISATION GUIDES / STANDARDS

Jurisdiction	Austroads adoption		Jurisdiction document
	Partial	Near full	
ACT	✓		See NSW
NSW	✓		Traffic Control at Work Sites manual
NT		✓	Standard Specification for Roadworks
QLD		✓	QLD Guide to Temporary Traffic Management
SA		✓	Standards for worksite traffic management
TAS		✓	No supplement
VIC		✓	Code of Practice for Worksite Safety – Traffic Management
WA		✓	Traffic Management for Works on Roads – Code of Practice

HARMONISATION TRAINING

Jurisdiction	Austroads adoption			Jurisdiction position
	No	TBA	Yes	
ACT	✓			See NSW
NSW	✓			Safework NSW not proposing to adopt category system of training
NT			✓	
QLD		✓		Industry evaluation underway to inform decision
SA			✓	
TAS			✓	
VIC			✓	
WA		✓		Still being evaluated against prior training regime

EMERGING ISSUES

Glitches in Category System

- Low impact works on Cat 2 / 3 roads
- Local Governments and Utility authorities
 - Mainly low impact works
 - Staff unlikely to meet entry requirements for Cat 2 training
 - Maintaining competency



• Works on local streets

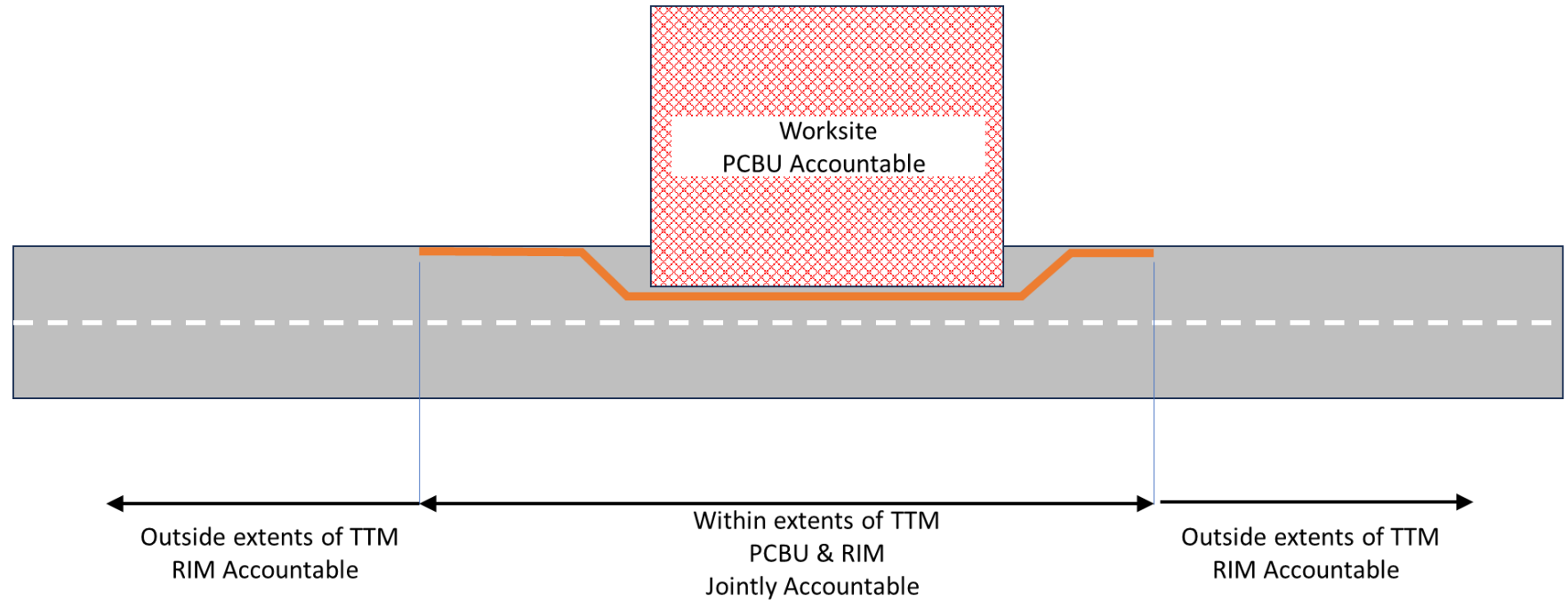
- LGA
 - Standards are excessive
 - TTM is too expensive (up to 80% of the cost of a job)
 - TTM reduces productivity
- Local streets practices are documented
 - Lack of knowledge from clients
 - TTM companies
 - Not familiar with these practices
 - Not willing to accept the risk

EMERGING ISSUES

Legal responsibility

- PCBU / RIM ??
- Designer

What role should each party take?



INDUSTRY OUTLOOK

Forecasts (Macromonitor)

- Surge in road and rail infrastructure construction began in 2021
- There has been a large increase in construction costs caused the total cost of projects to increase
- There have also been problems with resourcing so many large projects at the same time.
- Peak in the period from 2023/24 through to 2026/27 is approximately 25% higher than 2021/22

• Workers

- Worker shortage across multiple industries
- Wages in some disciplines have increased substantially
- TTM industry is having trouble attracting and retaining staff.
- WA Government mandated 38% increase in minimum rates for Traffic Controllers
- Higher costs are leading to cancellation of projects
- TMDs are in very short supply – pass rate in QLD is less than 25%

RISK BASED APPROACH

Guides

- Guides are prescriptive
- But allowance is made for risk-based approach
 - Short Term Low Impact measures
 - Practices outside of guides
- What does risk-based approach require?

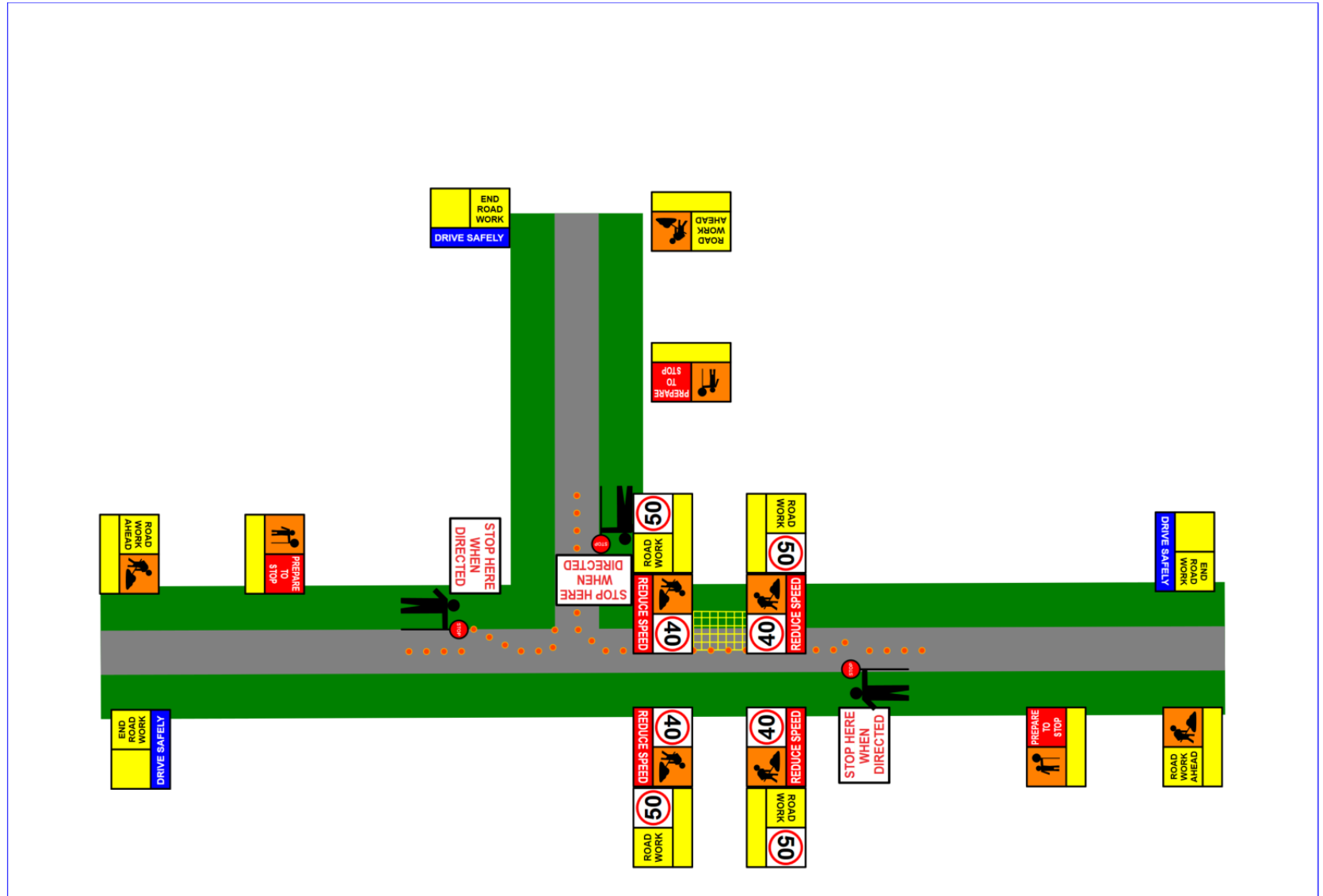
1. Evaluation of compliant practice
 - Risks compared with pre-works situation
 - Control measures typically applied
2. Development of alternative practice
3. Evaluation of alternative practice
 - Risk compared with both pre-works situation and compliant practice
 - Selection of control measures
 - Demonstrate that resultant risk is same or better than compliant practice

DESIGN BALANCE

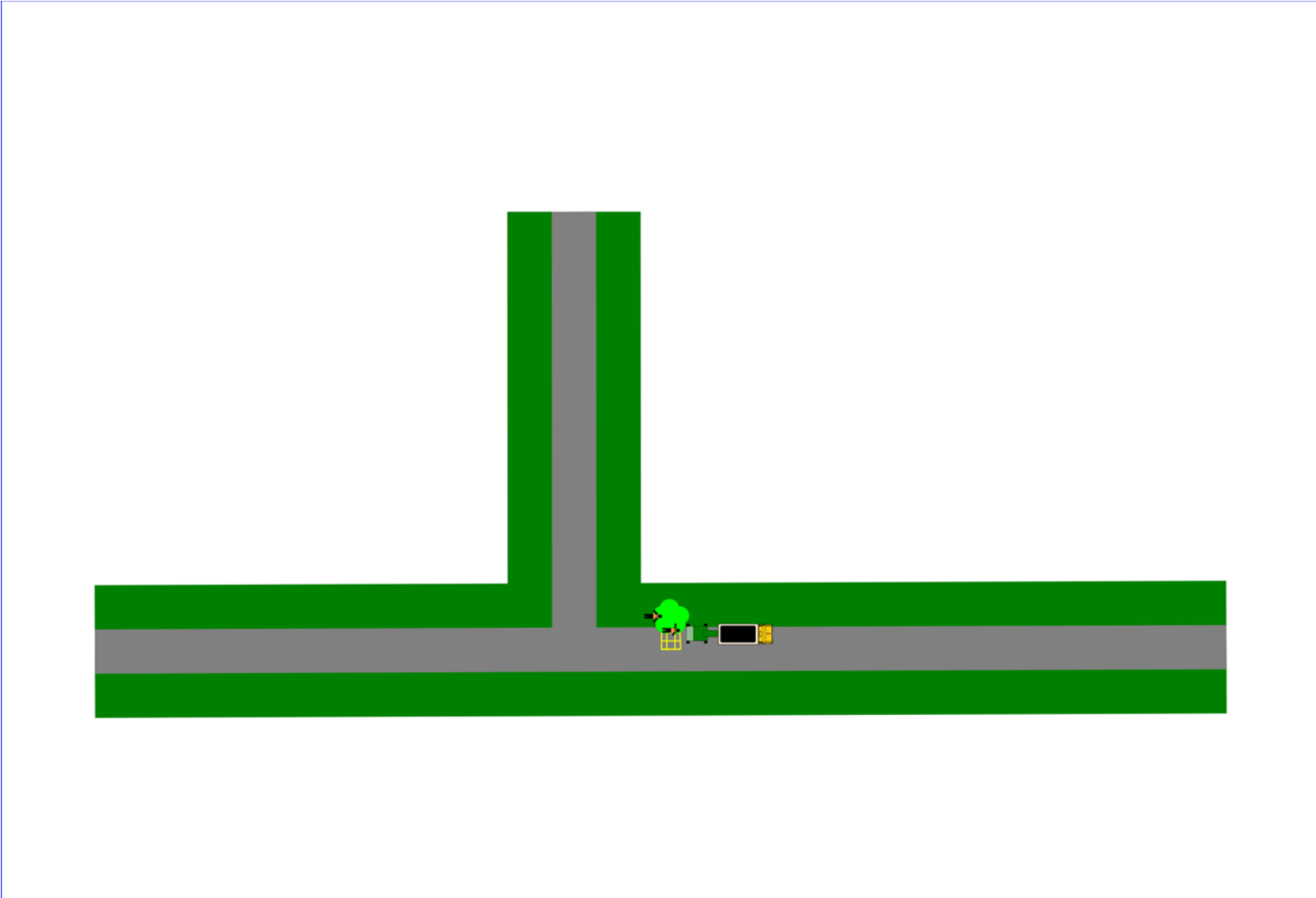
- TTM - appropriately scaled for the risk / extent of works / traffic impacts
 - Do not impact road users un-necessarily
 - Minimise impact on pedestrians
 - Be prepared to risk assess variations to guidelines
- Each device installed should lead to a positive reduction in overall risk
 - Installing / removing TTM needs to be considered as part of the overall risk
- PCBU responsible for total overall risk



CASE EXAMPLE



CASE EXAMPLE



RISK BASED APPROACH - TAKEAWAYS

1. Need to ask the right questions
 - a) Client to more accurately define works
 - b) TTM contractor to establish impacts and TTM options
2. Plan works in advance
 - a) Time to explore works details
 - b) Options may include
 - i. Changes to TTM
 - ii. Changes to work task methodology
 - iii. Changes to extent of works
3. Need for field staff to understand options
 - a) Static and STLI options
 - b) Trained in basic risk assessment
 - c) Willing to advise when TTM is not required
4. Systems to support evaluation of options
 - a) Generic diagrams
 - b) Risk assessment models
 - c) Training
 - d) Client / contractor relationship

OUTCOMES

- Australian TTM industry changes
 - A lot has occurred
 - The bar is being lifted
 - Still a long way to go
 - There are challenges
- Risk based approach
 - Is industry ready to take on the responsibility?
- Better communication needed with clients
- TTM industry
 - Needs to be recognised as professionals – not simply a commodity service.
 - Present reasonable options for low impact works

Solutions



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THANK YOU!



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