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Welcome to the new Traffic Management newsletter!



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I am proud to introduce the first edition of the new Traffic Management Newsletter.

Last year, the Traffic Management at Roadworks project came to end after four years of hard work. The project achieved excellent outcomes with regards to safety, credibility and effectiveness of traffic management at roadworks. Now that the project is complete, our focus is on embedding these positive outcomes in the longer term.

As part of this, the Traffic Management Newsletter has been introduced to keep you updated on important topics, including current projects, awareness campaigns, events, statistics, and innovations. We will also hear from different industry members about what they are up to in the traffic management space.

While safety is always at the front of mind for the Department of Transport and Main Roads, recent tragedies have served as a reminder about how important it is to be careful on the roads, particularly when the road is not as we expect it to be.

Last November, we sadly lost a traffic controller after he was struck and killed by a passing vehicle while working at a roadworks site on the Bruce Highway. Raising awareness in the community is crucial to reducing the occurrence of these incidents. One of the best ways to

connect with the community is via social media, and this is why we have recently launched a series of videos which feature road workers sharing their experiences at roadworks sites. By putting names and faces to road workers, we hope to encourage drivers to think more carefully when they pass roadworks.

In addition to educating road users, we have a number of feedback channels to help us understand what is occurring on our roads. This includes a road worker safety hotline which can be used by road workers to report poor driver behaviour at road works sites.

Earlier this year, there was a fatal accident in NSW which occurred when vehicles slowed to pass through a roadworks area. As such, in this edition we will look at some of the key causes of end of queue crashes, and how steps can be put in place to reduce the chance of these occurring.

Finally, we take a look at a trial of rumble strips that took place on the Gateway Motorway last year, and hear from Austroads about the Safety at Road Worksites Project which is progressing well.

I hope you enjoy reading this edition as much as we have enjoyed putting it together.

What's in this edition?

- Road safety social media campaign kicks off
- Tips for end of queue management at roadworks
- Seen something worth reporting? Find out where to send it
- National Harmonisation Project Update from Austroads
- Rumble strip trial undertaken on the Gateway Motorway

Traffic management safety news

At the Department of Transport and Main Roads, we continue to work on safety initiatives to develop tools which improve practices and increase driver awareness around roadwork sites, or other locations where people might be working around roads. Read on to find out more about some of these projects and tools.

Social media campaign

A series of videos have been created to highlight the importance of road worker safety, and will continue be shared via social media over the coming weeks.

The videos feature real life road workers answering some of the following questions:

- What abuse have you witnessed from motorists
- Why should drivers slow down?
- What are some of the dangerous driver behaviours you see?
- Why is getting home safely so important to you?
- How can drivers stay safe and keep road workers safe as well?

Keep an eye out for the videos on TMR's social media pages:

[Facebook](#) - [Twitter](#) - [YouTube](#)



Slowing down safely at roadworks

A 2016 sample of crashes and near misses at roadworks showed that over 10% occurred where traffic had stopped or queued. More than half of these were actual or potential rear end crashes.

Some other research findings include:

- In 66% of cases the vehicle was travelling too fast to stop in time at the control point.
- A third of cases involved heavy vehicles, with the vehicle locking up its brakes to stop in time.
- Wet weather is an issue in rear end crashes at traffic queues.

Some of the key risks at roadwork sites are as follows:

- Queued traffic cannot be seen from a distance because of the site layout or road geometry, or signs are in the way
- Wet roads make it hard for drivers to stop
- Drivers are not slowing down because the speed limit does not seem reasonable to them
- Queue lengths are so long that the speed taper is now too short for drivers to react and slow down
- Motorists are distracted and are not paying attention

to vehicles slowing down in front of them

- Glare from bright sunlight makes brake lights hard to see in the day time
- Traffic controllers do not give drivers enough time to react and slow down safely

More information about how to act on these risks is available in the following documents (click the link or search for them via www.tmr.qld.gov.au):

- [Rear end crashes at roadworks fact sheet](#)
- [Manual of Uniform Traffic Control Devices \(MUTCD\) Part 3 - Works on Roads and supplement](#)
- [MRTS02 - Provision for Traffic](#)



Do you have a question or feedback about this newsletter?
Please email trafficengineering.support@tmr.qld.gov.au

Road Worker Safety Hotline

This is a timely reminder about the Road Worker Safety Hotline (1800 501 509) and its purpose.

This number can be used by all road workers throughout Queensland to report poor driver behaviour at roadworks.

This might include incidents where road users are:

- Driving dangerously or speeding through construction sites.
- Disobeying traffic controller instructions or traffic management signage.
- Abusing road workers.

The incident will only be referred to the Queensland Police Service if the caller is willing to provide a formal statement.

Callers should have the following details ready:

- Their name, address, contact number and employer
- Time, date and location of the incident
- Brief description of the incident
- Road surface and weather condition
- Description of the vehicle, including the make, model, colour and plate number.

If you have any questions regarding this hotline, please email roadworker.safety.hotline@tmr.qld.gov.au

Give your feedback on traffic management performance

Feedback about what happens on our roads is very important, as it allows us to improve the way things work.

This is why we have established a dedicated email address for reporting issues relating to traffic management performance. If you see something which warrants reporting, please email TMPerformanceFeedback@tmr.qld.gov.au with the following details:

- Name of the road and close cross streets
- Name of the contractor or traffic management company
- Description of the issue
- Photos and videos (if available)
- Date and time you witnessed the issue

Your feedback helps us to identify issues and work with construction companies and traffic management companies to make improvements, and to prevent similar issues from occurring in the future. In the longer term, we can also utilise this information to report on trends. We also report these issues to the district or local government depending on the worksite location.



Quick Stats

Traffic Management Design Training (as at 31 January 2018)

1496*

have undertaken
the training

670

have obtained a
passing grade

105

are currently being
assessed

* 416 have chosen not to submit their assessment

Projects and initiatives

There are a number of exciting projects and initiatives underway, which the department is excited to champion and collaborate on with a number of other organisations.

Safety at Road Worksites National Project - An update from Austroads

Austroads is currently working on the Safety at Road Worksites Project, which focuses on improving safety at road worksites and ensuring that road authorities and industry practitioners understand their roles and responsibilities in meeting their obligations to provide a safe workplace.

The Safety at Road Worksites Project will deliver the following:

- A new Austroads Guide to Temporary Traffic Management Practice, which is an 11 part series focused on every aspect of temporary traffic management. The first of these parts will be available for industry feedback in mid-late February. Further documents will be released for industry feedback in March.
- Nationally harmonised training for all practitioners operating in the temporary traffic management industry. The development of this training has begun.

- A national registration system to retain records of qualifications, ongoing currency and performance reporting for every individual in the industry
- A national pre-qualification system for companies operating within the temporary traffic management industry.

In parallel, a review is underway of Australian Standard AS1742.3, Manual of Uniform Control Devices (MUTCD) - Part 3: Works on Roads, and the development of a proposed training regime for all personnel working in Traffic Management at Roadworks.

Staying in the loop

If you want to stay informed about Austroads projects, tenders, and publications, you can register by clicking the following link <http://www.austroads.com.au/road-operations/network-operations/safety-at-road-worksites> and entering your details into the 'Sign up for project alerts' section.

Rumble Strip trial on the Gateway Motorway

During 2017, a trial was undertaken by Lendlease into the use of 'Road Quake' rumble strips near sites set up as part of the Gateway Motorway Upgrade North (GUN) works.

The purpose of the trial was to determine how the rumble strips affected the speed and behaviour of vehicles passing worksites.

The trial was undertaken over a four week period, with different controls being used each week to determine how the use and removal of certain aspects affected driver behaviour. This included pre-warning variable message signage, pre-warning signage, lighting over the rumble strip location, and the placement of a second set of rumble strips.

Findings

- Overall, rumble strips are a good method for reducing the speed of motorists around worksites.
- Drivers maintained a slower speed in the scenarios where rumble strips were used in pairs. When driving over a single set of rumble strips, drivers slowed down, but did not maintain the slower speed. As such, rumble strips should be used in pairs located at a maximum of 200 metres apart.
- Lighting should illuminate the rumble strips.
- Use of rumble strips should be reserved for situations where speed compliance is an absolute necessity (and not just when a lane closure may be in place for an exclusion zone).



Workers install Road Quake rumble strips on suitable roadworks sites on the Gateway Motorway. This type of rumble strip is beneficial because it is temporary, portable and durable.

Images provided by Lendlease