Austroads has released a new 10-Part Guide to Temporary Traffic Management (AGTTM) to improve the safety and efficiency of temporary traffic management on road worksites across Australia and New Zealand.

It is estimated that around 250,000 people and more than 800 companies provide temporary traffic management services in Australia alone.

Temporary traffic management creates safe work areas for construction, maintenance and other activities which occur on or near a road. It is most commonly achieved through use of traffic control devices which include signs, traffic signals, pavement markings, traffic islands, or other devices installed with the approval of a road agency.

Austroads’ Chief Executive, Nick Koukoulas, says the Guide is the culmination of a four-year collaborative project between Austroads, Australasian transport agencies and industry that aims to improve the both the safety of people working on our roads and all road users.

In addition to improving the safety of workers, the Guide seeks to improve consistency and safety for all road users including protecting vulnerable road users such as pedestrians, bicycle riders and motorcycle riders.

Specialised planning and design guidance are provided for static worksites, mobile worksites and short-term low impact worksites.

In addition to the Guide, Austroads will continue its efforts to develop improved training for the design and implementation of temporary traffic management, a national company pre-qualification scheme and a training registration scheme for individual professionals in the temporary traffic management industry.

Standards Australia have also publishing an updated AS 1742.3 Manual of uniform traffic control devices Part 3: Traffic control for works on roads.

The 10 parts of the Guide to Temporary Traffic Management (AGTTM) can be downloaded using the following links:

- Part 1: Introduction
- Part 2: Traffic Management Planning
- Part 3: Static Worksites
- Part 4: Mobile Works
- Part 5: Short Term Low Impact Worksites
- Part 6: Field Staff – Implementation and Operation
- Part 7: Traffic Controllers
- Part 8: Processes and Procedures
- Part 9: Sample Layouts
- Part 10: Supporting Guidance

Staysafe Inquiry into Reducing Trauma on Local Roads in NSW

A final reminder that the Staysafe Committee of the NSW Parliament has announced that it is conducting an inquiry into reducing trauma on local roads in NSW.

The Terms of Reference for the Inquiry are:

The Committee will inquire into and report on reducing trauma on local roads in NSW with specific reference to:

- The role of local roads in road safety and trauma
- The effectiveness of existing road safety planning requirements, including in other jurisdictions
- Opportunities for improving road safety planning and management on local roads, including through the Local Government Road Safety Program and Community Strategic Planning
- The role of local communities and their representatives in identifying and delivering road safety initiatives to reduce trauma on local roads
- Other relevant matters.

Submissions to the inquiry will be received until Monday 3 February 2020. For more information on the inquiry please visit the Staysafe Committee website at www.parliament.nsw.gov.au/staysafe

The Roads & Transport Directorate will be making a submission and any issues members would like to see considered for inclusion would be welcome.
Farm Gate Access Project

The NSW Government launched a 12-month pilot of the Farm Gate Access Project on 1 June 2019 and eighteen councils are currently participating in the pilot. The project aims to achieve better access for:

- local roads providing access to farms or properties which have limited connectivity to the broader road network
- low volume roads carrying no more than 200 vehicles per day
- occasional freight movements, where no more than 26 return trips per year per property takes place
- Small scale primary production activities
- Restricted access vehicles up to and including 26 metre-B-doubles, vehicle combinations that are up to 4.6m in height, vehicles operating at higher mass limits, or being used under the Productivity schemes such as the Grain Harvest Management Scheme or the Livestock Loading Scheme in accordance with the definitions outlined in the Heavy Vehicle National Law.

This project was proposed by industry and focuses on local council roads that provide access to farm businesses. The project bridges the gaps in access between other schemes and initiatives and will further expand on freight access opportunities for farmers, participating councils and the broader community.

The assessor is required to use several tools while completing the self-assessment:

- Procedure
- Checklist and;
- Practitioners guide

When the assessor has completed the online checklist, they will receive a copy of it by email. This is then attached to a permit application request and submitted to the NHVR using the Road Access Portal.

The road manager (council) will use the information from the assessment to support making an access decision as prescribed under the Heavy Vehicle National Law.

Participation in the pilot is voluntary and at the discretion of local councils who will lead the refining of the risk assessment framework including the tools and guidelines.

For further information about the Farm Gate Access Project, the fee waiver or to access the project tools, please contact roadfreight@rms.nsw.gov.au or visit the webpage at https://www.rms.nsw.gov.au/business-industry/heavy-vehicles/farm-gate-access.html

Information on how to submit a permit can be found on the NHVR’s Access permit applications page at https://www.nhvr.gov.au/road-access/access-management/applications

After 12 months the outcomes will be evaluated to determine the effectiveness of the framework and if successful the project will be rolled out across NSW. The Roads & Transport Directorate will be making a submission and any issues members would like to see considered for inclusion would be welcome.

Road Asset Benchmarking Project 2019

A further reminder for councils to complete their data entry for the 2019 Road Asset Benchmarking Project.

Data collected through this project will be used to publish two updated reports titled:

1. The Road Management Report; and

These two reports were released at the 2018 NSW Local Roads Congress on 4th June 2018. These documents have formed the basis of ongoing advocacy for increased resources for the maintenance and renewal of Local Government infrastructure. The outcome has been the announcement of $500 million for fixing country roads and $500 million for replacing timber bridges as additional funding on top of the current fixing country roads program.

The information being requested does not require significant research or the development of new data. Each Council is currently providing most of this information in a different format as part of the Special Schedule 7 Report to the Office of Local Government and the Grants Commissions each year. Non-financial information should be held by Council as part of its road and bridge asset register and long-term strategic plan.

It is important that all NSW councils take the opportunity to complete this data update so that each progressive report can continue to represent a true picture of the extent and condition of the regional and local road networks and identify any changes since 2017 and improve our asset management reporting into the future. This is essential if we are to acquire adequate funding to maintain our community’s assets.

We request that all 2018/19 financial year data updates be provided by Monday 27th January 2020.

For more information, please contact:

IPWEA Mick Savage, email: mick.savage@ipweansw.org

JRA Cherie Lee, email: lpwea_rabp@technologyonecorp.com or phone: (02) 4751 7657

Tax Invoices for 2019/2020

Tax invoices for the 2019/20 financial year were sent to Councils in June. Also attached to the invoice was a two-page letter outlining the ongoing activities of the Directorate.