

National Prequalification Scheme for Temporary Traffic Management

18 August 2020



Austroads

Technical Webinar



Austroads acknowledges the Australian Aboriginal and Torres Strait Islander peoples as the first inhabitants of the nation and the traditional custodians of the lands where we live, learn and work. We pay our respects to Elders past, present and emerging for they hold the memories, traditions, culture and hopes of Aboriginal and Torres Strait Islander peoples of Australia.

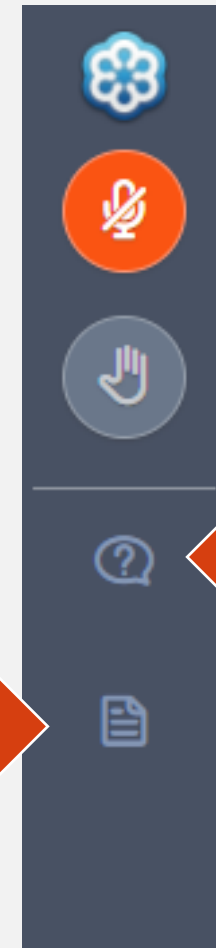
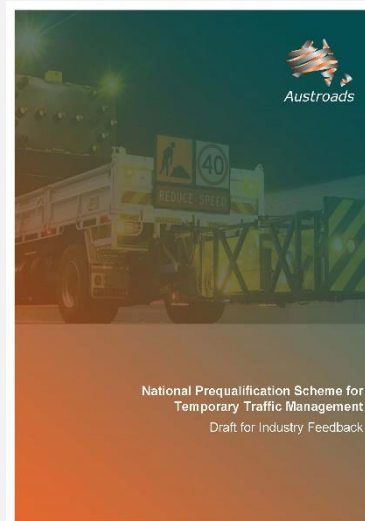
Austroads acknowledges and respects the Treaty of Waitangi and Maori as the original people of New Zealand.

Housekeeping



Presentation = 60 mins

Question time = 30 mins



Type questions here

Let us know the slide number your question relates to



Today's agenda



National Prequalification Scheme for Temporary Traffic Management	Presenter
Introduction	Richard Delplace
Explanation of Prequalification Scheme	Thuan Nguyen
What's next	Richard Delplace
Q+A	Both presenters



Richard Delplace

Program Manager – Transport Network Operations
Austroads



Thuan Nguyen

Technical Coordinator
Safe System Solutions Pty Ltd

Introduction

Richard Delplace



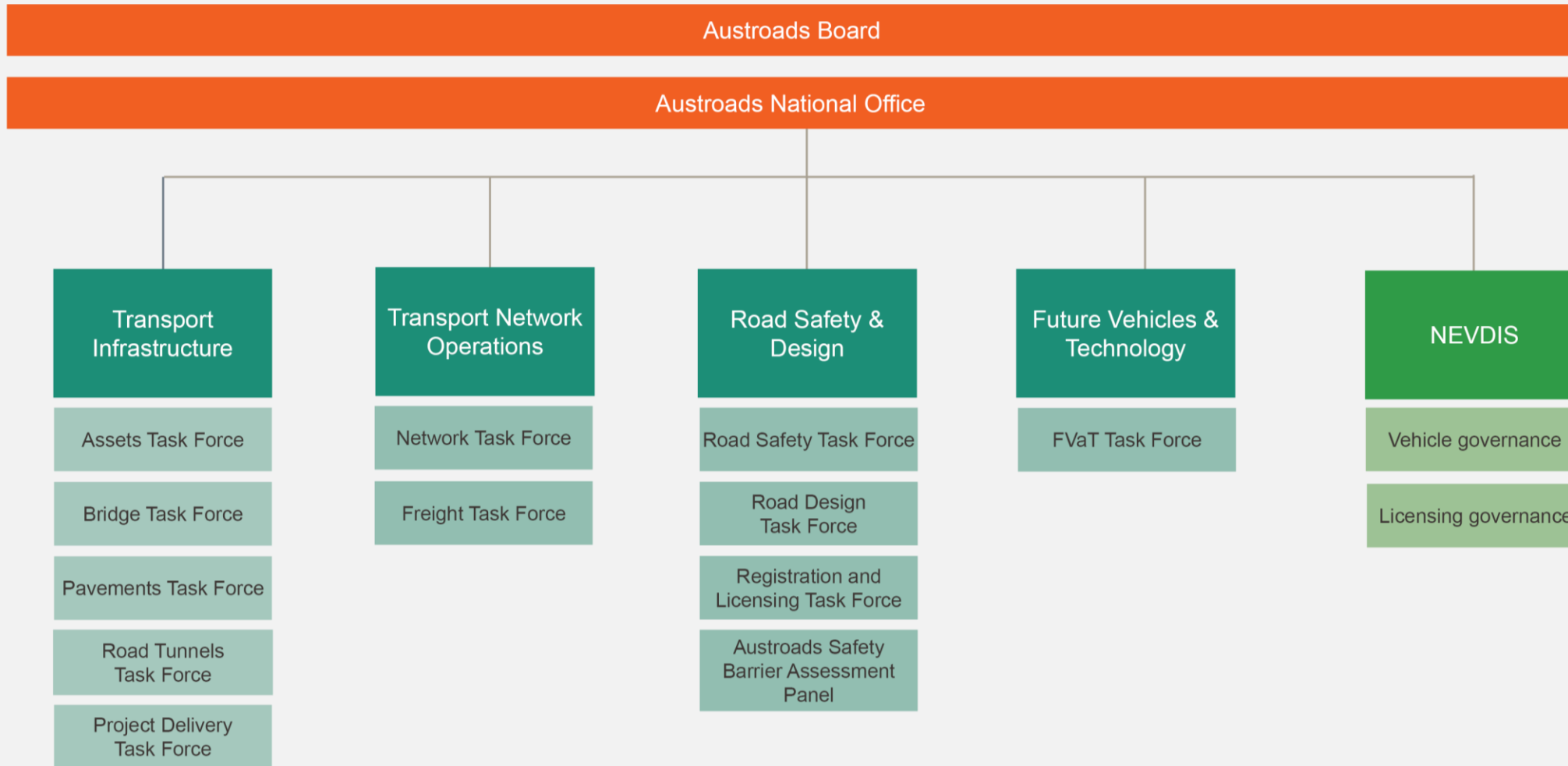
About Austroads



The collective of Australasian transport and traffic agencies

- Transport for NSW
- Department of Transport Victoria
- Department of Transport and Main Roads Queensland
- Main Roads Western Australia
- Department of Planning, Transport and Infrastructure South Australia
- Department of State Growth Tasmania
- Department of Infrastructure, Planning and Logistics Northern Territory
- Transport Canberra and City Services Directorate Australian Capital Territory
- Department of Infrastructure, Transport, Regional Development and Communications
- Australian Local Government Association
- New Zealand Transport Agency

Our structure



Introduction to the team



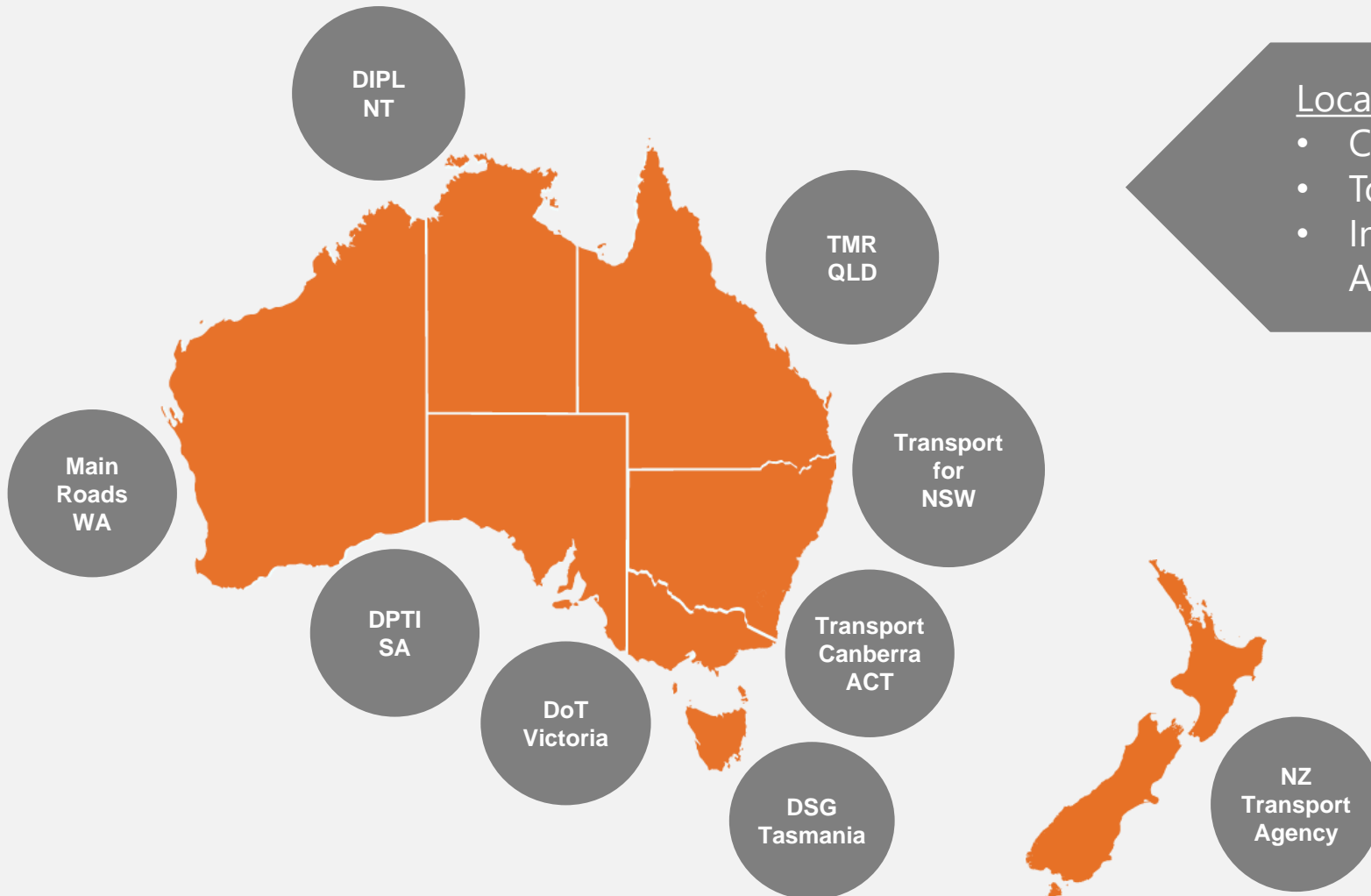
Project Team



Governance process



Austrroads Temporary Traffic Management Technical Reference Group (TTMTRG)



Local Governments Reps:

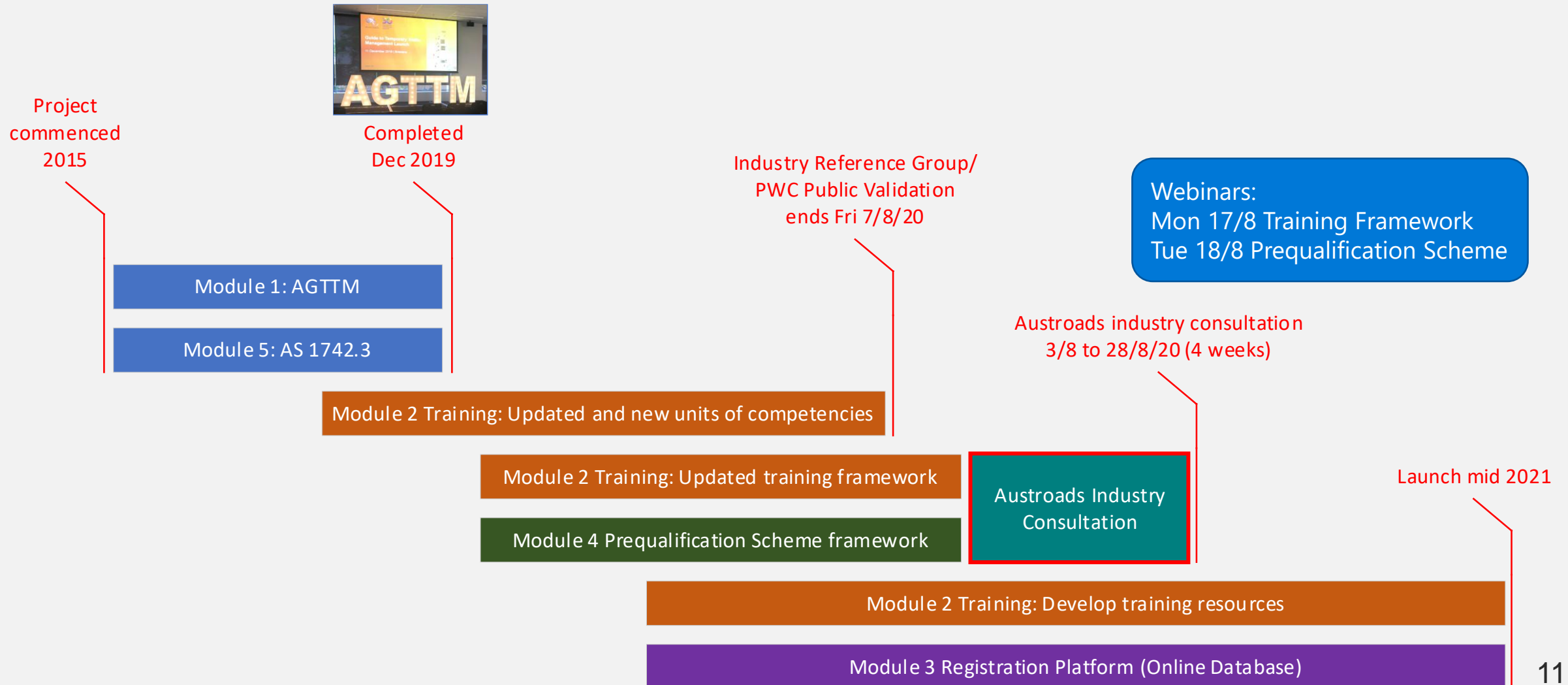
- City of Yarra (Vic)
- Toowoomba Regional Council (QLD)
- Institute of Public Works Engineering Australasia (IPWEA)

Austrroads temporary traffic management project



For more information, download Austrroads Guide to Temporary Traffic Management (free):
<https://austrroads.com.au/network-operations/network-management/temporary-traffic-management>

Austrroads temporary traffic management project

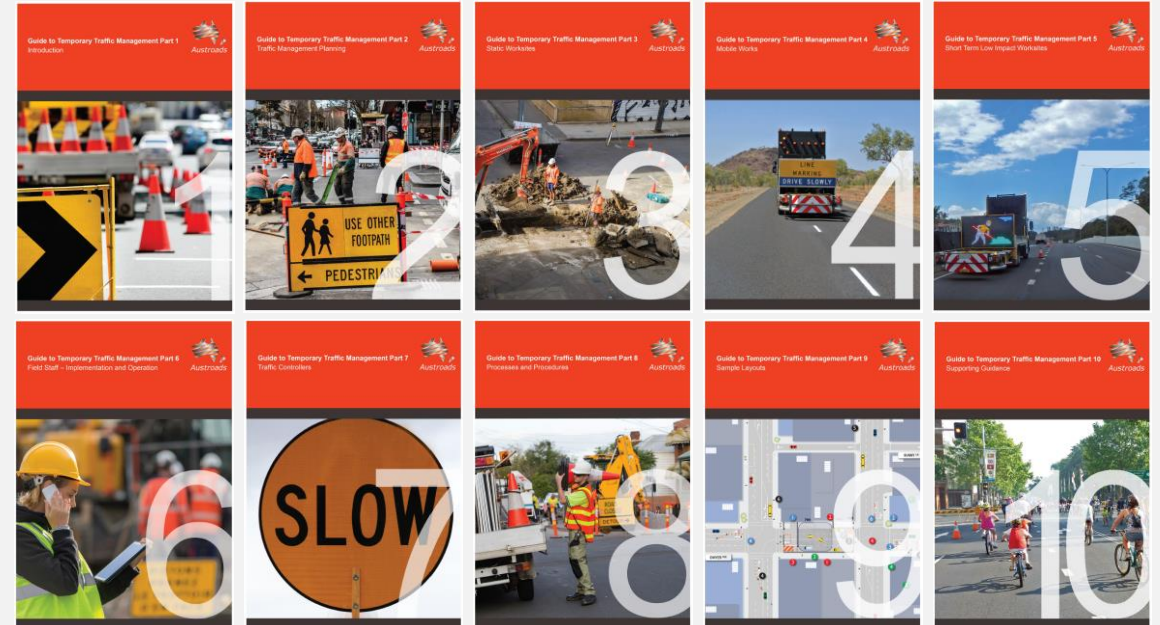


Austrroads Guide to Temporary Traffic Management



AGTTM 10 Parts:

- 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.



Jurisdictions' adoption of prequalification scheme

- All road authorities represented on the TTMTRG are Prospective Participating Agencies, i.e. are planning to adopt the national requalification scheme following due review / Board approval processes, except:
 - In NSW, contact Transport for NSW (www.transport.nsw.gov.au)
 - In New Zealand, contact Transport Agency (www.nzta.govt.nz)
- Local councils
 - Represented on the TTMTRG
 - Individual local councils to decide whether to adopt the national prequalification scheme
 - Coordination with local councils led by the state / territory road agencies

National Prequalification Scheme

Key improvements/benefits to achieve improved safety at road worksites:

- Harmonised framework for temporary traffic management organisations
- Consistent eligibility requirements and prequalification categories across all jurisdictions
- Mutual recognition for prequalified organisations
- Minimisation of unique localised systems and requirements by adopting a centralised online database
- Better auditing and compliance
- Consistent organisation performance reporting and sharing of information across jurisdictions
- Promotion of best practice in the temporary traffic management industry



Austrroads Safety at Roadworks Sites project



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MARCH 15 2018 - 8:37AM

Horror on our roads: One dead, four airlifted after Portland north crash

Kate Zwagerman and Greg Best Latest News

[f](#)
[t](#)
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Tragedy: One woman died after a horror crash north of Portland on Wednesday. Picture: Christine Ansonge

UPDATE: Thursday, 8.40am: FOUR people injured in a fatal accident north of Portland on Wednesday afternoon are all in stable conditions at Melbourne

RISK: Traffic Controller near misses

Department of Transport and Main Roads

Purpose

In a 2016 sample of crashes and near misses at road work sites, there were 17 occasions where a traffic controller (TC) or traffic management staff member was at risk of being hit by a vehicle.

This fact sheet identifies key issues and suggests options for TCs and site supervisors to avoid the TC being struck by a vehicle.

These issues include:

1. [TC cannot be seen from a distance](#)
 2. [TC has no clear escape path](#)
 3. [TC is hard to see because of glare](#)
 4. [Route through site is not clear for drivers](#)
 5. [Drivers believe speed limit is unreasonable](#)
 6. [Traffic queues extend past length of taper](#)
 7. [Drivers cannot see site because of hill or crest](#)
 8. [Site operates at high alcohol/fatigue times](#)
 9. [TC is distracted](#)
 10. [Drivers are frustrated about delays](#)
 11. [Drivers disobeying speed limits](#)
- (Click on any of the above topics to navigate to that page.)

Audience

- People who prepare and administer roadwork contract documents
- Traffic management companies
- Traffic management design professionals
- Contractors (PCBU)



Training and responsibilities

The first step for all site supervisors is to make sure that your TCs hold current accreditation and have had the appropriate training for the job that they will be working on.

It is your responsibility to make sure your TCs are alert and medically fit, and are not fatigued or affected by alcohol or drugs.

Include your TCs in your pre-start meeting to discuss job expectations and any site-specific issues.

The Sydney Morning Herald

NATIONAL NSW

This was published 2 years ago

'Absolute carnage': Two trucks, five cars in fatal crash near Dubbo

By [Jenny Noyes](#) and [Dan Proudman](#)

Updated January 16, 2018 – 6:05pm, first published at 1:30pm

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Two people have died and 10 others are injured after a major crash involving seven vehicles on the Newell Highway near Dubbo on Tuesday.

Nine ambulances and three helicopters were called to the scene about 12.30pm, with reports multiple cars driving southbound had collided with two trucks.



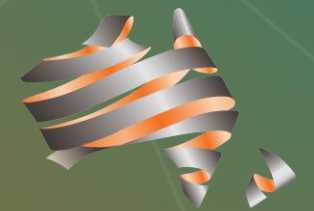
Two people have died and three people remain trapped after a multi-vehicle crash about 20 kilometres north of Dubbo.

A man and woman, both in their 20s, died at the scene, while others had to be cut free from the wreckages of their vehicles.

NSW Ambulance Superintendent Kathy Golledge said the crash scene was 'absolute carnage'.

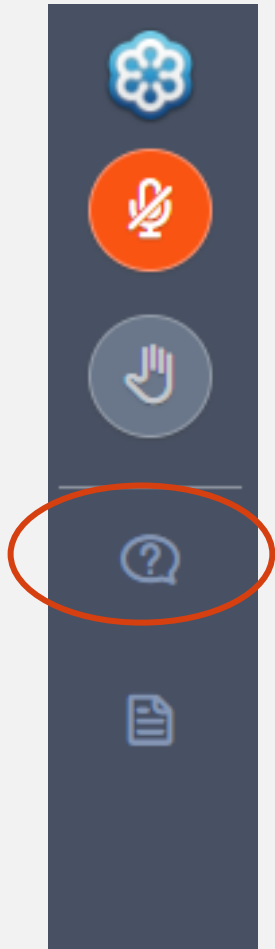
National Prequalification Scheme for Temporary Traffic Management

Thuan Nguyen



Austroads

Send us your questions



Type questions here

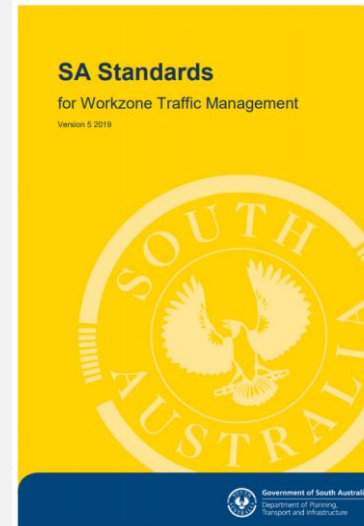
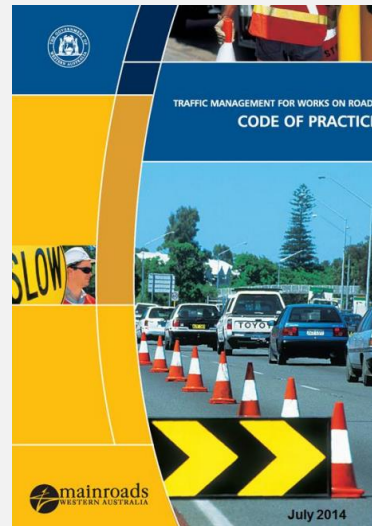
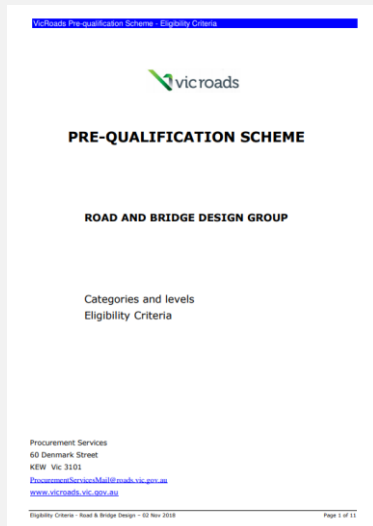
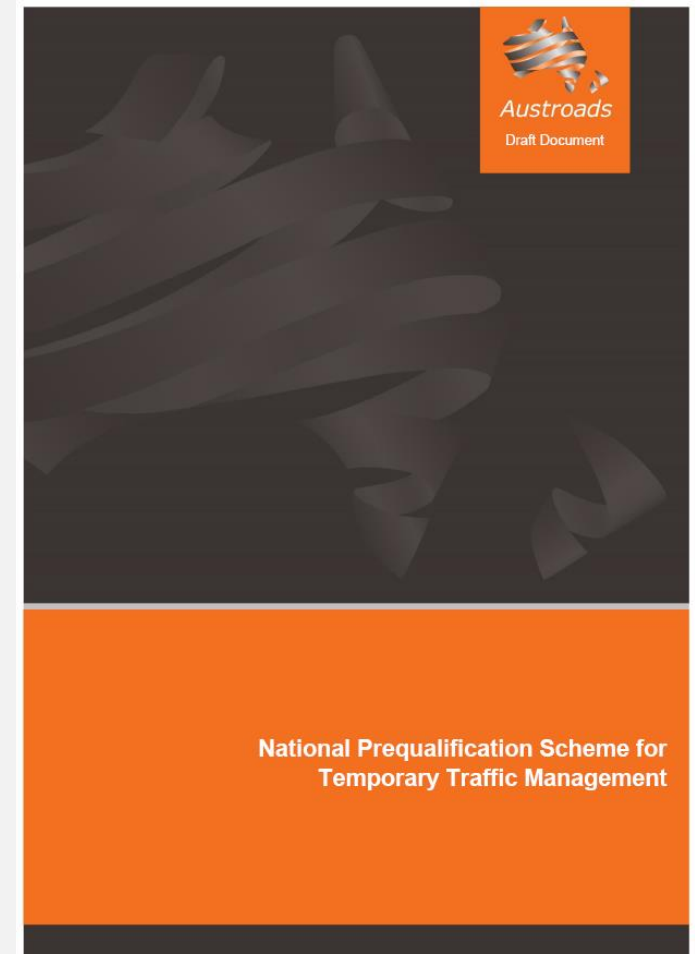
Let us know the slide number your question relates to

National Prequalification Scheme



- Based on Austrroads National Prequalification System for Civil (Road and Bridge) Construction (August 2019)
- Based on existing jurisdictional Prequalification Schemes

National Prequalification Scheme



National Prequalification Scheme



Key changes to the industry

1. Traffic Management roles and road categories
2. Prequalification process
3. Maintaining prequalification status
4. Transition period
5. Registration Platform (Centralised online database)

1. Traffic Management Roles and Road Categories

Three defined traffic management roles under new training framework:

- Traffic Controller (TC)
- Traffic Management Implementer (TMI)
- Traffic Management Designer (TMD)

Two defined traffic management roles for organisations:

- Traffic Management Implementation (IMP) – covering TC and TMI personnel
- Traffic Management Design (DGN) – covering TMD personnel

1. Traffic Management Roles and Road Categories

- **Category 1 (most urban streets and lower volume rural roads)**

- Posted speed and AADT of:
 - any speed limit with less than 3,000 vehicles per day AADT
 - a speed limit of less than 60 km/h and traffic volumes between 3,000 and 10,000 vehicles per day AADT
- The characteristics of these roads are generally recognised as:
 - roads (with or without a centre line), sealed and unsealed
 - two lanes two way, and sections including one-way single lane, and overtaking lanes.

- **Category 2 (high-volume roads)**

- Posted speed and AADT of:
 - a speed limit greater than, or equal to 60 km/h and traffic volume greater than, or equal to 3,000 vehicles per day AADT
 - any speed limit with traffic volumes greater than, or equal to 10,000 vehicles per day AADT.
- Signalised intersections
- The characteristics of these roads are recognised as:
 - multilane or divided roads
 - high speed highways.
- This Category of road:
 - may include major urban streets in the central business district, some arterial roads
 - generally requires larger signs
 - generally requires signs on both sides of the road
 - Stringent criteria for mobile operations apply to this Category of TTM.

- **Category 3 (high-volume & high-speed roads, motorways, freeways)**

- These are high-volume expressways, or high volume/high-speed multi-lane expressways with a divided carriageway
- Any expressway and any associated on-ramp or off- ramps
- Grade separated road with speed limit greater than, or equal to 90 km/h. Traffic volumes are generally greater than 20,000 VPD but can be lower
- For this Category, TMA's shall be used when setting up or removing static worksites.

1. Traffic Management Roles and Road Categories

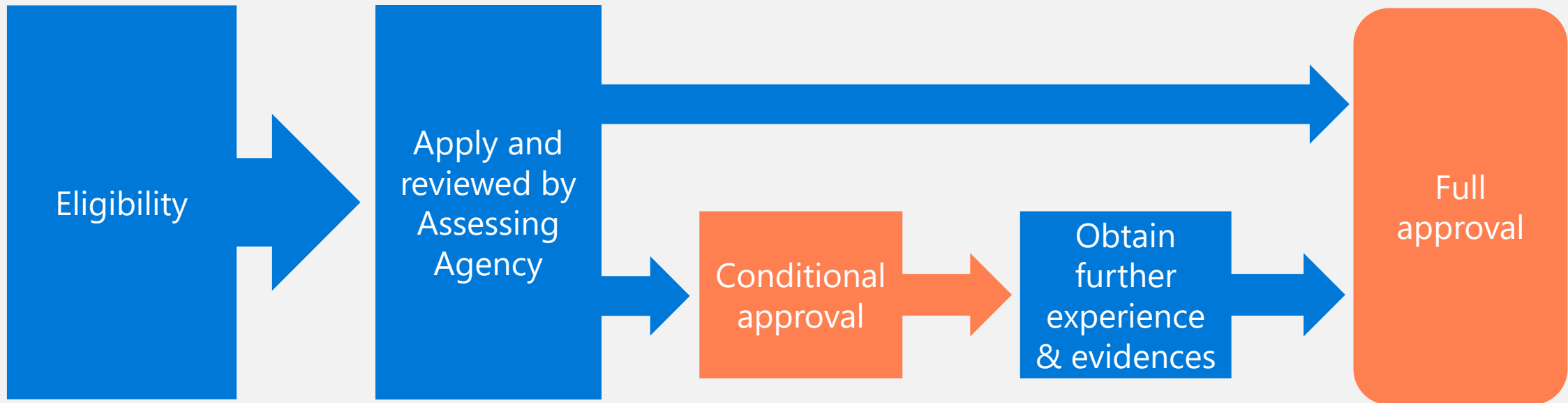
Six distinct prequalification levels:

Roles	Road Category 1	Road Category 2	Road Category 3
Traffic Management Implementation	IMP1	IMP2	IMP3
Traffic Management Design	DGN1	DGN2	DGN3

- Organisations can apply for any prequalification level at any time
- Organisations can apply for multiple levels
- The resources and technical capability must be relevant to the role and road category for which prequalification is being sought

2. Prequalification Process

To become a prequalified traffic management company



(Assessing Agency is one of the Participating Agencies)

2. Prequalification Process – Eligibility

- Traffic management organisations that possess relevant temporary traffic management experience
- Civil engineering construction companies involved in the construction and/or maintenance of roads and bridges that possess relevant temporary traffic management experience
- Local Government Authorities, Road Infrastructure Managers and Utility Companies
- Other business structures such as a sole-trader, partnership or trust may be able to apply for prequalification but will need to provide additional information as required by the Assessing Agency. A sole trader may only be eligible to apply for prequalification in the temporary traffic management Design (DGN) role

2. Prequalification Process

Applications will be assessed
based on two criteria:



Organisational details
and business information



Resources and
technical capability



Prequalified

Organisations
that meet
eligibility
criteria



Obtain
relevant
application
forms from
Participating
Agency



2. Prequalification Process – Assessment Criteria 1

Organisational details and business information:

- Organisation name, address and contact details
- Organisation director secretary or other senior managers
- Number of years the organisation has been in operation
- Public liability insurance, professional indemnity insurance, work cover insurance
- Obligations as an Employer, Industrial relations
- Organisation current and previous works experience in the last 24 months for the relevant role and road category
- Minimum of three third party referees from past and/or current projects clients (e.g. civil contractors, Local Government or State Government authorities)
- Organisation financial information
- Organisation management system including 3rd party certification of Quality Assurance and Occupational Health and Safety

2. Prequalification Process – Assessment Criteria 2

Resources and technical capability:

- Number of staff
- Name and qualification of each staff under new training framework
- Employment status of each staff (full time, part time or casual)
- Experience in traffic management of each staff
- Role of each staff
- Plant and equipment available to undertake the work

2. Prequalification Process – Assessment Criteria 2

For Implementation (IMP), organisation must have:

- qualified and experienced Traffic Controller(s) (TC) and Traffic Management Implementer(s) (TMI) trained at the right road category
- personnel with knowledge of, and/or experience in, temporary traffic management at its management/supervisory level
- demonstrated previous relevant industry experience and satisfactory performance in the implementation of TMP, TGS and the provision of traffic control at worksites in compliance with local legislation, Codes of Practice, Standards and Guidelines
- sufficient personnel, signs and relevant plant to implement a TMP and/or TGS on the required road category
- staff who are suitably qualified to use truck mounted attenuators (for Category 3 level only)

2. Prequalification Process – Assessment Criteria 2

For Design (DGN), organisation must have:

- qualified and experienced Traffic Management Designer(s) (TMD) trained at the right road category
- personnel with knowledge of, and/or experience in, temporary traffic management at its management/supervisory level
- demonstrated previous relevant industry experience and satisfactory performance in preparing, approving, reviewing and/or making modifications to TMP that comply with local legislation, Codes of Practice, Standards and Guidelines

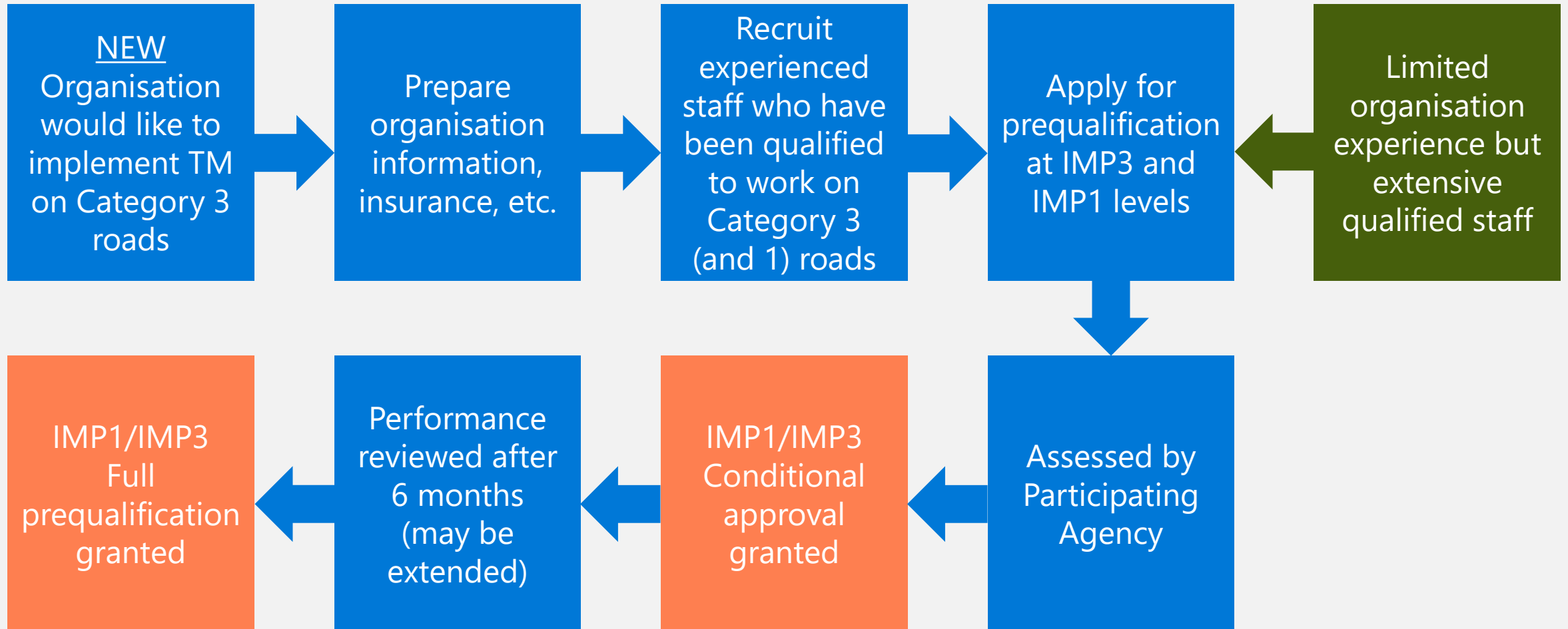
2. Prequalification Process – Conditional Approval

Where an Applicant is only able to provide evidence of experience in limited conditions/situations then the Assessing Agency may grant conditional approval.

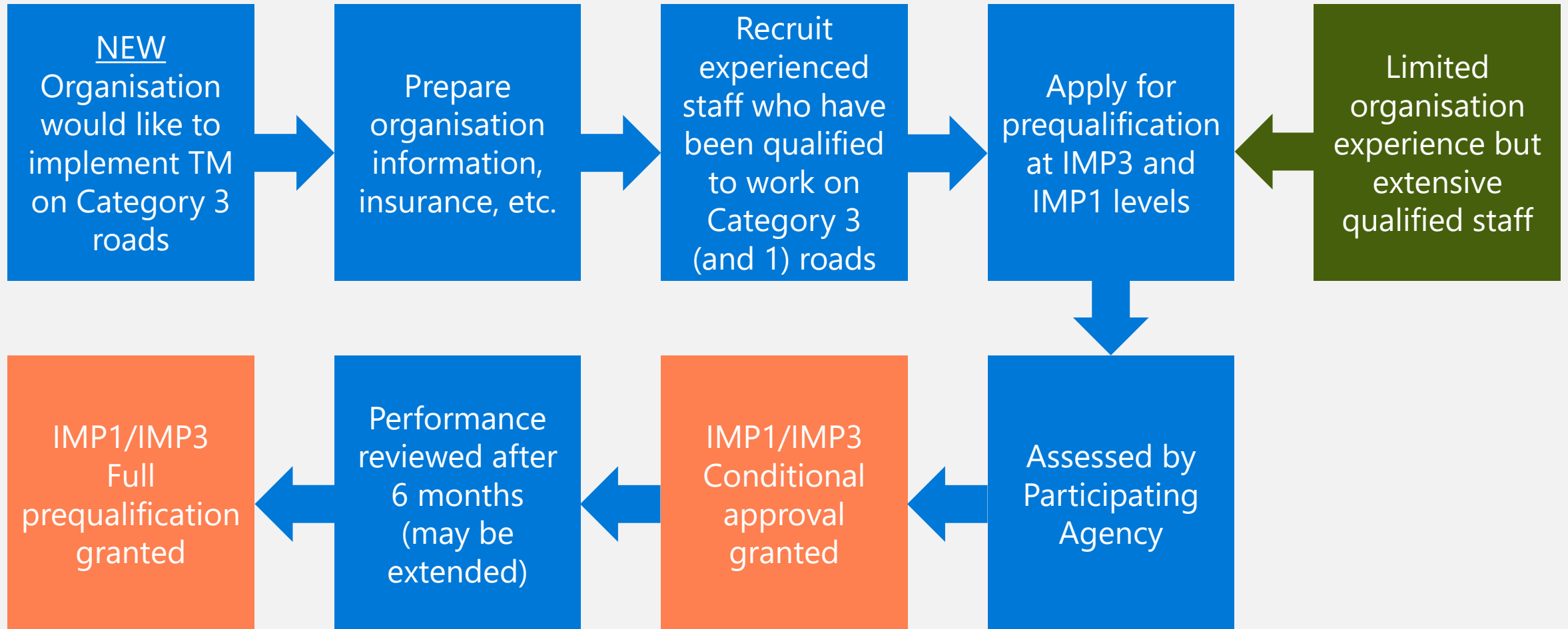
- Case by case basis
- Discretion of the Assessing Agency
- May be limited to conducting certain type of works or road categories
- To be reviewed after a maximum period of 6 months

For example, a conditional approval may be granted to a newly formed company, which has suitably experienced personnel and other resources, but is unable to satisfy all of the past experience criteria.

2. Prequalification Process – Example

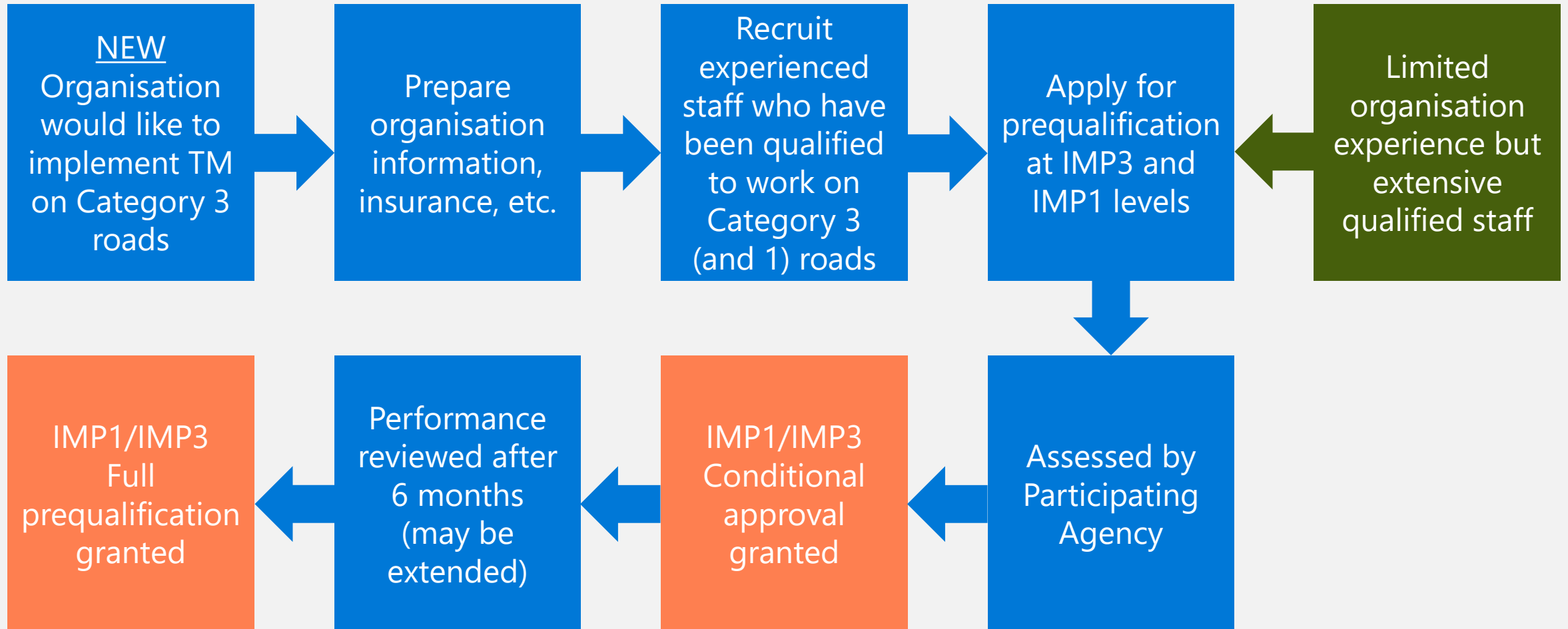


2. Prequalification Process – Example



Organisation may be limited to certain type of work

2. Prequalification Process – Example



Organisation cannot carry out work on Category 2 roads

2. Prequalification Process

Notes:

- Application result should be known within 30 business days
- Fees might be considered by some Participating Agencies, and would be based on a Cost Recovery model
- Prequalification renewal every 2 years via a simple renewal form, not a full application

3. Maintaining Prequalification Status

Participating Agencies must be informed if:

- Change of organisation name
- Change of organisation ownership
- Organisation bankrupt or voluntary administration
- Organisation is unable to perform the tasks required under the prequalification level
- Organisation is no longer able to meet assessment criteria relevant to its current prequalification status.

3. Maintaining Prequalification Status

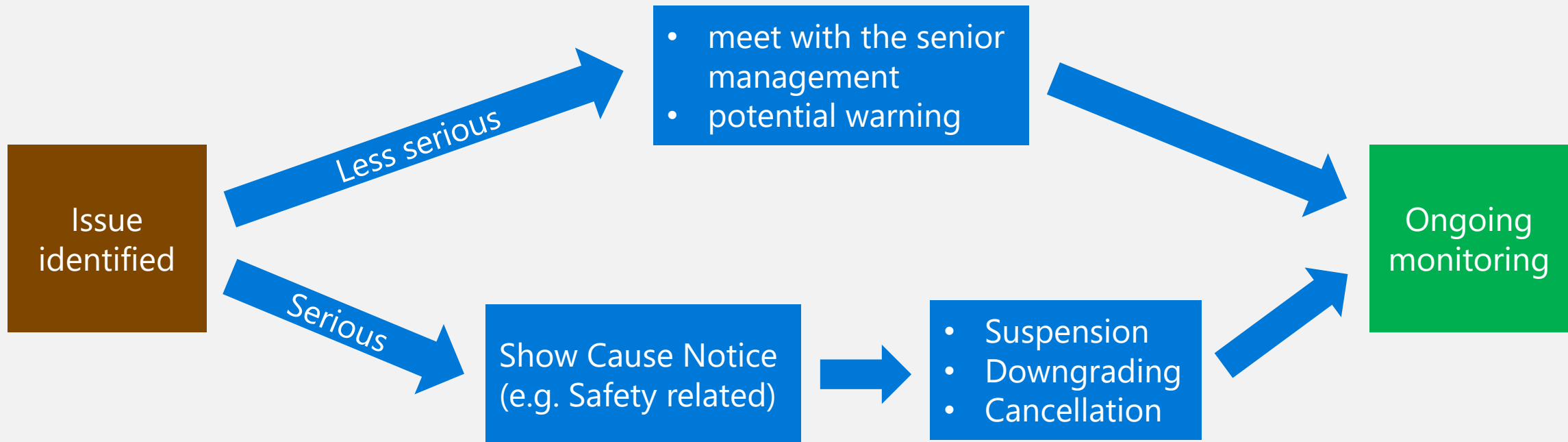
Participating Agencies must be provided with annual information on:

- List of key personnel responsible for the traffic management function
- Quality and OHS management systems certification or audit report
- Public Liability Insurance
- Professional Indemnity Insurance
- Financial information including Profit and Loss Statement and Balance Sheet

3. Maintaining Prequalification Status

Performance Management

- Ongoing auditing will be carried out by Participating Agencies
- Auditing criteria are being finalised



3. Maintaining Prequalification Status

Appeal process

- May be lodged with Participating Agencies or Austroads Temporary Traffic Management Technical Reference Group (TTMTRG)
- Case will be reviewed by a panel of 3 members:
 - Two are from TTMTRG or Participating Agencies, and
 - One independent industry representative, chosen by the appellant from a pool of three put forward by the Participating Agency or the TTMTRG
- The Appeal Panel decision will be final and binding on both the Participating Agency(s) and the appellant

3. Maintaining Prequalification Status

Mutual Recognition



E.g.

Victoria

South Australia

Vic/SA

- Organisation should apply for prequalification with the home Agency first
- Example of jurisdiction supplementary information is different level of insurance cover

4. Transition

- New organisations to follow National Prequalification process
- Existing jurisdiction prequalification scheme will be replaced by the National Prequalification scheme with a transition period of within 12 to 24 months



5. Registration Platform (Centralised on-line database)

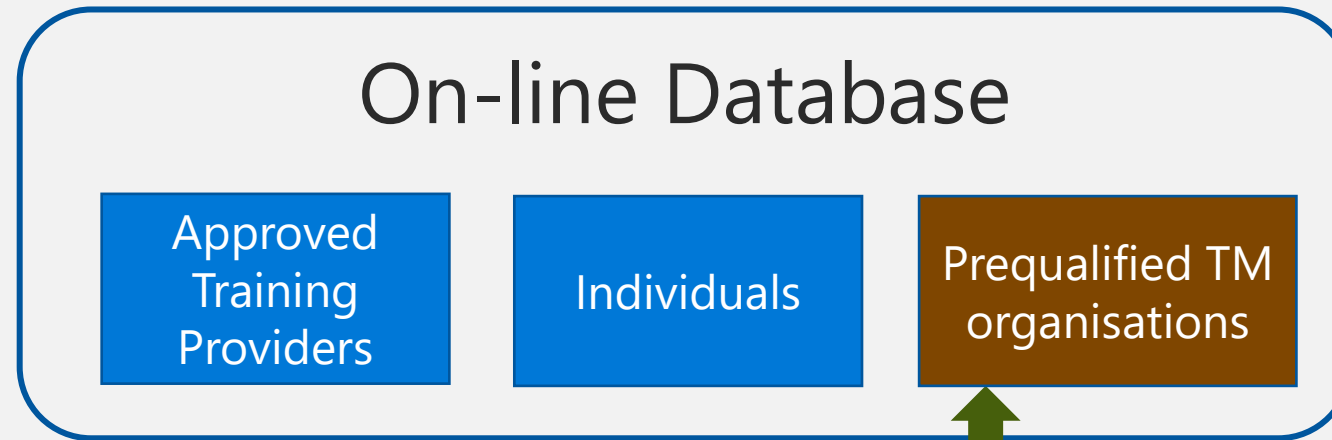
On-line Database

Approved
Training
Providers

Individuals

Prequalified TM
organisations

4. Registration Platform (Centralised on-line database)



- Managed by Participating Agencies
- Organisation information is shared between jurisdictions
- Performance management and auditing information are shared between jurisdictions

4. Registration Platform (Centralised on-line database)

On-line Database

Approved
Training
Providers

Individuals

Prequalified TM
organisations

- Managed by Participating Agencies
- Organisation information is shared between jurisdictions
- Performance management and auditing information are shared between jurisdictions

Publicly available:

- Organisation information
- Prequalification level
- Jurisdiction(s) operating in
- Prequalification expiry

Roles and Responsibilities



Roles and Responsibilities



- Maintain and update the Prequalification Scheme
- Maintain a national register of prequalified organisations
- Support the Appeals Process through the TTMRG
- Ensuring Participating Agencies following the agreed prequalification process & requirements



Roles and Responsibilities



- Assess applications for prequalification and mutual recognition
- Maintain and update the register of prequalified organisations for their jurisdiction
- Monitor, audit and performance manage prequalified organisations

Roles and Responsibilities



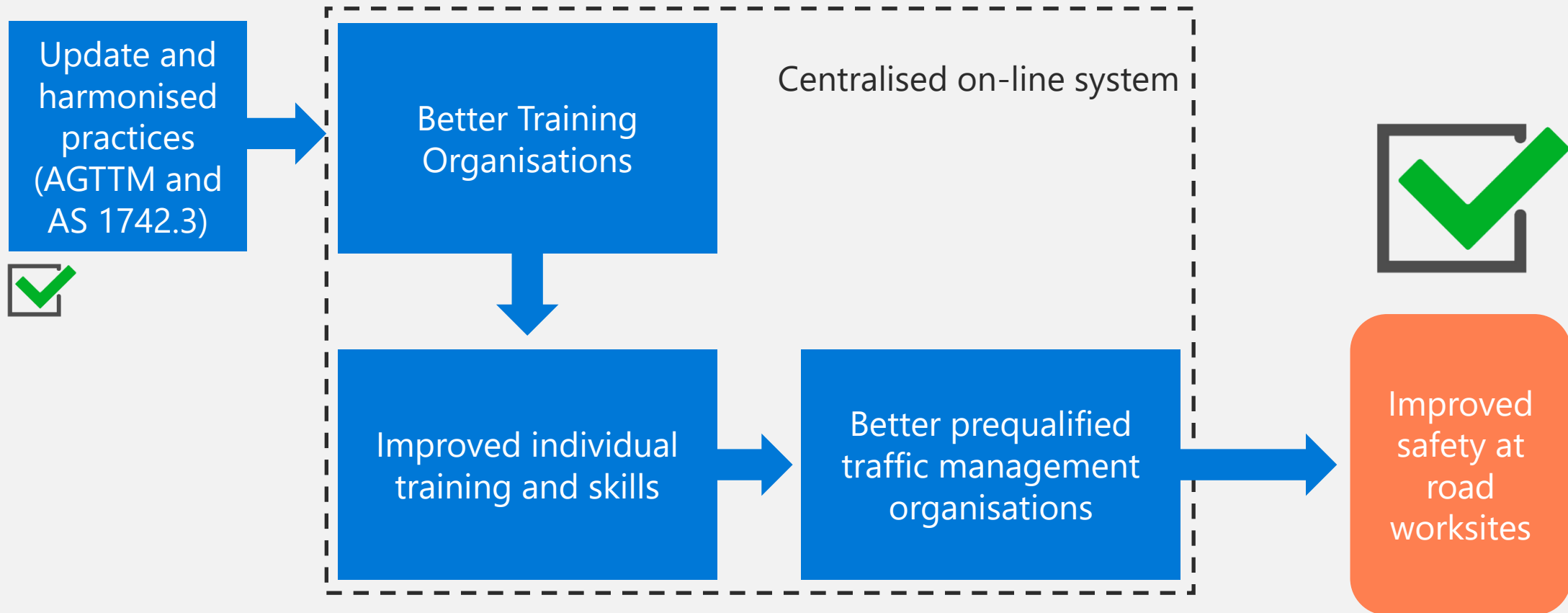
Austroads

Participating
Agencies

Traffic
Management
Organisations

- Identify and apply for prequalification with the Home jurisdiction and mutual recognition (if required)
- Determine which traffic management role (Design and/or Implement) and which road categories (Cat 1,2,3) for which prequalification is sought.
- Provide evidence that prequalification requirements and criteria are met
- Provide annual updates of key information
- Ensure continuous compliance with requirements, or notify the relevant Participating Agencies of any changes

Austrroads Safety at Roadworks Sites project



What's next?

Richard Delplace

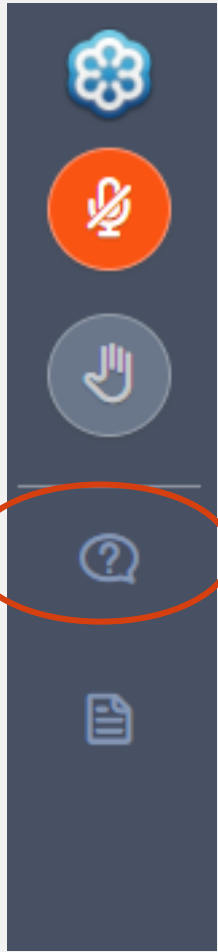


What's next?



- Industry consultation process:
 - Complete and email feedback form to rhassan@austrroads.com.au by **Friday 28 August 2020**
 - All comments will be acknowledged, responded to and published on the Austroads website
- Refinement of the National Prequalification Scheme based on industry feedback and inputs (September 2020), with further industry consultation if required by the TTMTRG
 - TTMTRG to consider a harmonised process for auditing prequalified traffic management organisations, including working with WorkSafe/SafeWork
- Approval of prequalification scheme from Austroads Board in late 2020 / early 2021
- Procurement / development of online database – Tender in September / October 2020

Questions?



Richard Delplace
Program Manager – Transport Network
Operations
Austroads



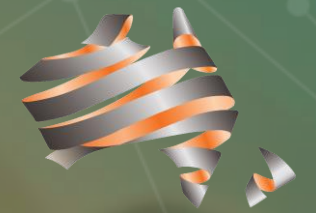
Thuan Nguyen
Technical Coordinator
Safe System Solutions Pty Ltd

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question relates to

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