

AfPA NHSC Priorities Strategy & Actions

Theme 1: Separation of people and traffic

Theme 2: Separation of people and plant

Theme 3: RCS, silica and dust management

Theme 4: Workplace mental health

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Theme 1: Separation of people and traffic

Use technology and tools to achieve separation.

- Managing public traffic on our sites more focus and seeking support for detours and road closures from road authorities.
- Build on commitments to enforcing restricted speed limits using available speed enforcement measures.
- Third party speed compliance via speed cameras at worksites, use technology shown to reduce speeds (e.g showing speed to drivers on approach) and methodology changes such as use of more equipment, rumble strips, escort vehicles, chicanes etc.
- Above the line controls for Traffic Management | Effective development of TGS for optimal risk management that deters breach from Maintenance Operation Protocol (MOP) interface / breach - positioning of TMAs.
- Working with ARRB NACOE project evaluating traffic control measures and technologies at roadwork sites.
- Removal of Worker on Foot (e.g. utilising portable traffic control devices etc) using engineered traffic management solutions.
- Utilising technology (utilisation of smart signs / geofencing for timely notification of breach/ smart TMAs).
- Use of preemptive guidance warning communications in vehicles when approaching changed traffic control conditions to assist in early changing of lanes / mitigating breaches in speed.
- Data utilisation from road incidents at roadworks sites, to establish and provide data on this risk exposure to road workers as well as informing strategy / innovation (use of radar data; monitoring traffic flows).

Priority areas of focus

1. Preventative Controls – looking at how to minimise risk – higher level prevention of harm.
2. Influencing Driver Behavior – supporting tech that helps achieve that outcome – changing setups – getting people out of the road through tech – VMS influencing behaviour – right tool set for the right location – 3rd party speed compliance.
3. Collaboration with Industry Bodies – coordinate and amplify existing initiatives, efforts, programs – Seek out Best Practice for opportunities to work together and support.
4. Continuous Improvement – tech innovation – seeking global tech improvements – undertake scans of other jurisdictions nationally/internationally.

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Theme 1: Separation of people and traffic

Area of focus 1 - Preventative Controls – looking at how to minimise risk – higher level prevention of harm

- 1. Our desired state (5yr)**
 - High level of adoption in high level controls – increasing adoption rate – zero interactions between people and vehicles.
- 2. Key gaps between current and desired state**
 - General reluctance in adopting the highest level of safety control by road authorities.
 - Lack of consequence with breaches / offending behavior.
 - Technology – assess advances occurring globally on international controls – review and determine RA & ARRB outcomes – identify what industry can do with the outcomes and initiatives.
 - Need to reframe major transport project procurement to separate investments in traffic management and safety from other bid costs.
- 3. Priority Actions (12-24 months)**
 - Undertake survey with members - % of works under high level of control - approach RA's about parameters they use as criteria to close road – what do our designers use as criteria.
 - Opportunities paper about how we can improve the outcome – identify key stakeholders - survey to community – legislative/regulatory obstacles – engaging with the police – what are our options to drive better level of driver accountabilities.
 - Identify key stakeholders to coordinate and amplify existing initiatives – assess opportunities to work together and support.
 - Safety through the Tender Box – Seek RA agreement to separate investments in traffic management and safety from other bid costs for a major transport project procurement - safety items included in own schedule of rates.

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Theme 1: Separation of people and traffic

Area of focus 2 - Influencing Driver Behavior – supporting tech that helps achieve that outcome – changing setups – getting people out of the road through tech – VMS influencing behaviour – right tool set for the right location – 3rd party speed compliance

- 1. Our desired state (5yr)**
 - Influence driver behaviour to prevent incidents and breaches of safety on site.
- 2. Key gaps between current and desired state**
 - No real consequence on breach of safety at road closures and work site speed limits – all present a risk to worker on foot.
 - Incursion of vehicles within worksites represents the highest risk for workers on foot.
 - Inconsistency around traffic control modelling – lack of standardisation of traffic control implementations and application.
 - Lack of general public understanding the consequence of their actions in breaching safety on worksites.
 - Training to improve traffic controllers' capability to do work – continuous improvement.
 - Education to drivers – new licensees to raise awareness of own safety and workers.
 - Compliance issues with the traffic controllers not understanding their responsibilities and understand risks – gaps in training (licensing).
 - Gaps in practical experience and implementation of theory on site following licensing – toolbox and preparation not sufficiently addressing risks.
- 3. Priority Actions (12-24 months)**
 - Engage and establish dialogue with road /enforcement authorities around on how industry could collaborate to address issues with breaches (ie presence of enforcement on site, check in on possibility of a central point of contact for industry in each state) – determine current state of engagement.
 - Identify key stakeholders to coordinate and amplify existing initiatives – assess opportunities to work together and support.
 - Engagement Campaign - communicate/engagement breaches have consequences – compliance approach – different messaging.
 - Identify what technology (ie VMS speed signage, cameras in place) available to proactively influence driver behavior – collate data & incorporate into database – Coordinated approach to trialing these options.

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Theme 1: Separation of people and traffic

Area of focus 3 - Collaboration with industry bodies – coordinate and amplify – Seek leading practice

1. Our desired state (5yr)

- Integrated approach across industry bodies nationally – need to raise the bar on current practice.

2. Key gaps between current and desired state

- Lack of coordination between industry.
- Gravity and extent of issues are not evident through current reporting – broader trends not evident through single reporting of events.
- Engagement of Federal Office of Safety Commission (OSC) to help influence state Road Authorities (RAs).

3. Priority Actions (12-24 months)

- Scope out the list of relevant stakeholders – assess needs against each of those stakeholders – develop stakeholder communications plan to engage – intent is to support other allied bodies/associations on common issues/action.
- Actively seeking to align with the strategic direction of key stakeholders (ie RAs) to achieve better alignment, leverage efforts and push for change.
- Advocate to members to actively report on traffic and safety breaches (incidents, near misses) at sites and compile into a single document to better communicate magnitude of the issue to State Road Authorities and Law Enforcement agencies.
- Seek where AfPA can support others working toward road safety – address siloing of road safety initiatives.

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Theme 2: Separation of people and plant

Seek collaboration and using technology and an integrated, harmonised approach to training and engaging staff.

- Establish a collaborative approach to controlling plant / traffic and people separation on a worksite to reinforce the need for positive communication between site personnel, especially with subcontractors, carters etc. who might work across various companies in the industry
- Utilising technology as an extra defense to stop on-site plant impacting workers when clear zones are breached.
- Rollout a national harmonised worker on foot training scheme to communicate the risks and controls associated with working around plant that can be augmented by individual industry member's own application of training, technology, risk controls and management.
- Increased commitment to training staff involved in road maintenance/construction referencing worker on foot/industry card included early through inclusion in tender box and pre-qualification processes.

Priority areas of focus

1. Application of hierarchy of controls - Preventative Controls – looking at how to minimise risk – higher level prevention of harm based on each industry members' own risk controls and management.
2. Collaboration with industry bodies – coordinate and amplify – Focus on continuous improvement – Seek leading practice national and globally.
3. Rollout a national harmonised worker on foot training scheme supported.

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Theme 2: Separation of people and plant

Area of focus 1 - Application of hierarchy of controls - Preventative Controls – looking at how to minimise risk – higher level prevention of harm.

1. Area of focus #1 - Our desired state

- Incidences of harm between people and plant are prevented through commitment to training and effective application of risk controls.

2. Key gaps between current and desired state

- Current operations require confluence of staff undertaking numerous functions (ie. level hands, truck controllers, QA) to be present around large plant (pavers, trucks) in high-risk environments (ie night) and exposed to uncontrolled external risks (general traffic) with few options to remove them.
- Despite deployment of increasing advanced technological warning and accident prevention systems industry workers are still experiencing incidences of harm between plant and equipment.
- Training and communications of risks, prevention systems, preventative controls and risk management are no consistent across the industry between road authorities and industry members leading to duplication and less effectiveness.

1. Priority Actions (12-24 months)

- Rollout a national harmonised Worker on Foot (WoF) training scheme.
- Seek to have Worker on Foot (WoF) supported through inclusion in tender box and pre-qualification processes.
- Define 2/3 specific worker/plant interaction scenarios in terms of activities, plant involved, workers involved, specifics of when incidents occur (e.g. reversing), and existing typical controls.

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Theme 2: Separation of people and plant

Area of focus 2 - Collaboration with government, regulators, industry bodies and manufacturers to seek improvements – coordinate and amplify – Working toward leading practice

1. Area of focus #1 - Our desired state

- Plant and equipment is manufactured and regulated in close engagement with industry with safety and usability front of mind.

2. Key gaps between current and desired state

- Equipment design and manufacture can occur outside of engagement with industry operators which have potential implications for safety and usability front of mind.
- Changes in regulation and/or legislation have potentially unanticipated policy consequences for industry operating in the field.
- Limited change to processes for years are resulting in augmentation 'on-site' to make safer but multiple plant and equipment with different manufacturers and subcontractors make this difficult to achieve.

3. Priority Actions (12-24 months)

- Scope out the list of relevant stakeholders – assess needs against each of those stakeholders – develop stakeholder communications plan to engage – intent is to support other allied bodies/associations on common issues/action.
- Hold engagement/workshop with relevant manufacturers with a Safety in Design focus.
- Consolidate findings and engagement outcomes at the National AfPA Conference – Identify solutions and trials to occur.

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Theme 3: Managing RCS, Silica and Emissions

Establish guidelines and provide advice.

- Proactive management by industry of RCS with set actions moving forward regarding better controls from OEM plant and equipment, such as profilers, stabilizers, and skid steers. Dust management on site.
- New national guidance on silica dust management to protect the long-term health of staff.
- Using new operational procedures and materials (ie WMA) to reduce impacts to staff and the environment.

Priority areas of focus

1. Achieving leading practice through proactive management of RCS through improved controls and guidance.
2. Supporting technical innovations and change that reduce environmental impacts to staff.
3. Collaboration with allied industry – engage with regulatory bodies.

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Theme 3: Managing RCS, Silica and Emissions

Area of focus 1 - Achieving best practice through proactive management of RCS through improved controls and guidance

1. Our desired state

- Industry adopts best practice management of RCS dust management

2. Key gaps between current and desired state

- Lack of coordination between industry.
- Emerging issue with incomplete knowledge and data around the issue.
- Uncoordinated response to the issue from a national and state perspective as well as an inter-industry perspective.

3. Priority Actions (12-24 months)

- Evaluate worker exposure levels to RCS dust during road profiling operations against the Australian occupational exposure limits.
- Assess the use and effectiveness of existing control measures for RCS dust in road profiling and relevant recommendations.
- Analyse secondary data/findings of RCS dust exposure from activities and plant/equipment dust during asphaltting processes.
- Develop a general risk assessment tool and training presentation for RCS dust management.
- Advocate the use of guidance materials to promote the effective management of RCS dust in the asphalt pavement industry.

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Theme 3: Managing RCS, Silica and Emissions

Area of focus 2 - Supporting technical innovations and change that reduce environmental impacts to staff

1. **Our desired state**
 - Wholistic understanding of current technologies for dust management and what emerging technologies are for industry.
2. **Key gaps between current and desired state**
 - Disconnect between the major players who have access and capacity to adopt/research technology for dust management and those that are new to the industry or minor in scale that do not have the same capacities.
3. **Priority Actions (12-24 months)**
 - Implement a 'community of practice' to share the current and emerging technologies information for the wider audience to review and adopt.
 - Development and implementation of a Dust Management Procedure for Roadwork Construction that adopts a HOC for dust management.

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Theme 4: Workplace mental health and wellness

Support industry in addressing Mental Health and Wellness in their workplaces and worksites

- As an evolving space there is recognition that industry needs to better understand what it needs to do to create a mental health friendly environment.
- Need to reduce stigma as part of their culture where staff can share personal experiences with their staff and organisational experiences with other companies as we do now with safety shares.
- Increased commitment to proactively sponsoring discussion around building mental health and wellness into business as usual and addressing the challenge from a whole of industry perspective.

Priority areas of focus

1. Understand the extent of the issue and how it may be manifesting within the Flexible Pavements industry.
2. Supporting discussion of mental health and wellness in the workplace and worksites.

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Theme 4: Workplace mental health

Area of focus 1 – Workplace mental health issues facing the flexible pavements sector

- 1. Our desired state**
 - Active support to industry in addressing workplace mental health issues facing the flexible pavements sector.
- 2. Key gaps between current and desired state**
 - As an evolving space it is an area of emerging knowledge and practice.
 - Different industry members are addressing workplace mental health and wellness in different ways.
 - Capacity and capability to effectively address the issue will vary between different industry members.
 - There not a clear picture of the current state versus the desired state to assist in defining a road map.
- 3. Priority Actions (12-24 months)**
 - Work with AIPA Board to identify how the industry and industry peak body might address this issue.
 - Understand the flexible pavements worker demographic / profile to understand whether this is an issue, the extent of the issue.
 - Sponsor an expert-led discussion/presentation on viable levers that industry could pull to seek meaningful impacts.

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