

ROADLINES

July 1994

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■ *Graham Gilpin in front of Maribyrnong River Bridge in construction stage*



Welcome to Roadlines

This is the third edition of Roadlines. Published quarterly by Corporate and Public Relations, it aims to provide staff with an avenue to hear about and tell others about VicRoads people and happenings behind the scenes.

We welcome contributions from staff to publicise the many things happening in your Region, Project or office.

News tips, articles, photos, cartoons or other material of broad interest to others in VicRoads is needed.

Contributions should be typed or if possible, submitted on disk in Word-perfect format. Articles may have to be edited for reasons of space or clarity.

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VicRoads Updates Dublin's Traffic Control System

Recently Traffic Operations staff member Trevor Powell travelled to Dublin to install and fine-tune computer software. Trevor, who manages VicRoads' Area Traffic Control computer network, was finalising details of the initial stage of an extensive traffic control system developed by VicRoads and implemented in Dublin by VicRoads staff during 1990 in conjunction with the Overseas Projects Corporation, Victoria.

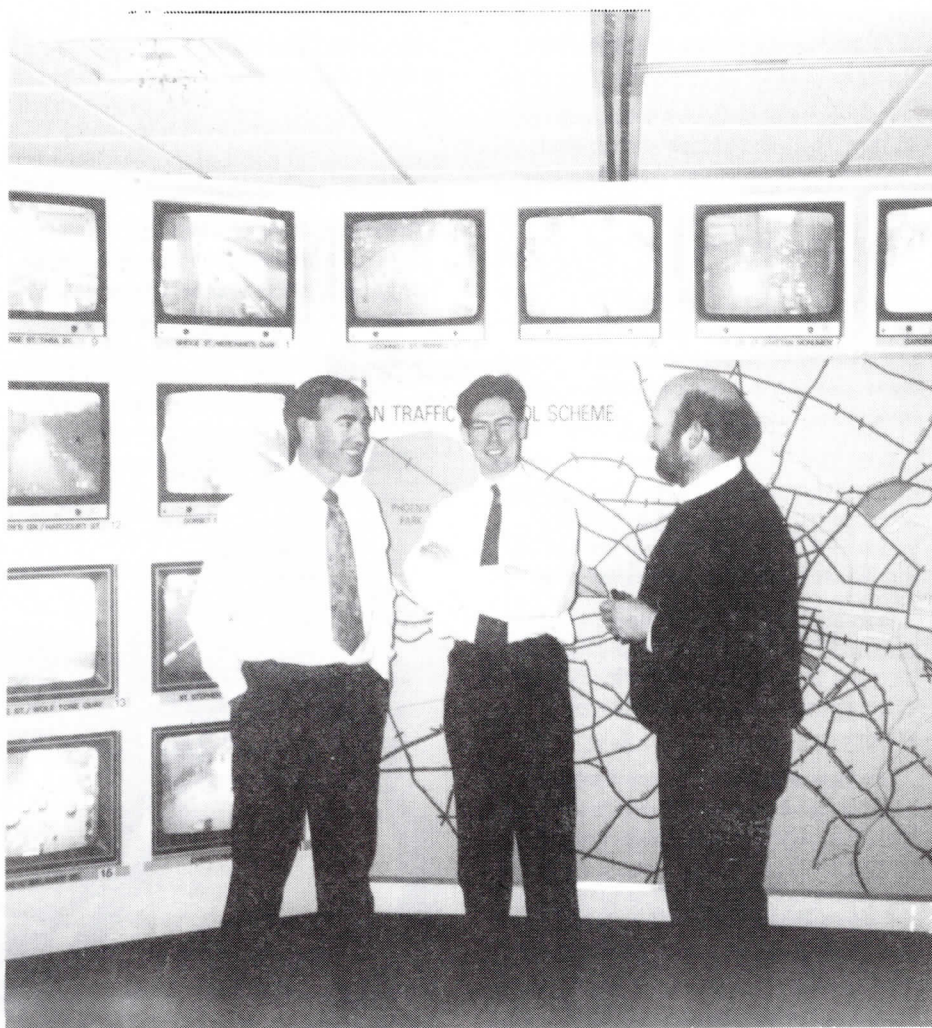
While there, Trevor had the opportunity to evaluate traffic management principles in Dublin, and compare them with policies and guidelines used by VicRoads.

Trevor said, "I believe that we should be proud of the achievements VicRoads has made in

the development and utilisation of traffic co-ordination systems. There is no doubt that our policies and attitudes have helped us to become one of the leaders in traffic management systems in the world. This has been proven by the fact that VicRoads has developed installations in not only Dublin, but Singapore and Malaysia also, as well as us having a competitive tender currently for Thailand."

"While Dublin Corporation's Traffic Control network is considerably smaller than that of VicRoads, I was surprised to see that the traffic control room only operates until 6.00 p.m.! Meanwhile, the PM peak hour was just starting!" he said.

One of the other items of interest that Trevor noticed while there is that the Dublin Corporation Civic Offices are built on the side of the original Viking settlement made over 1000 years ago. The City Administrators were under intense pressure from the citizens not to destroy the original stone wall buildings found buried there, so they "numbered" each rock before dismantling the wall, and after building the new civic offices, rebuilt the wall in the basement car park of the building. However, the rocks were numbered "permanently" with household enamel paint before dismantling, and now the wall starts at "1" and goes right through into the "100s"!



■ **Traffic Control Room at Dublin Corporation**
VicRoads ATC Computer Systems Manager Trevor Powell (left) with
Dublin consultants Mark Elmore and David Traynor

Rob would rather be Sailing

If you see Rob Gilpin of the City Bypasses Project walking around with a beaming smile, he probably has recently won a sailing race.

Rob started sailing at the age of 11 after being influenced by his older brother Graham. He started at the Sandringham Yacht Club and his first boat was an "International Cadet" which is a junior training boat, 10 foot 6 inches long. He then progressed to the Cherub, a 12 foot skiff and spent some time racing a "Quickcat" catamaran.

Rob met his wife Pamela through sailing and after much discussion decided to race together. They have now been sailing for 13 years.

Rob said, "We had a verbal agreement that she would not be upset when the skipper issued orders and that she would act obediently without question as a crew should. I wish now that I got it in writing," he said.

Rob said, "Pam has since committed mutiny twice by jumping overboard. At one regatta several years ago, I won a special award for the **Most Chauvinistic Skipper!**"

Rob and Pam have sailed for nine seasons in a "125" class dinghy and became State Champions in 1987. They came second the following year.

Having won the state titles and having been in the top 10 nationally for several years, they decided to progress to a "Tasar" dinghy, which is a fibreglass two-person dinghy, 4.5 metres long. Rob came second in the 1991 State titles and 4th in last year's titles.

He said, "We belong to the Chelsea Yacht Club and race the Tasar there nearly every weekend."

During each sailing season (September to April), Rob usually

competes in a number of country regattas at venues like Lake Eppalock, Yarrowonga, Lake Learmonth, Lake Bolac, Waranga Basin and the Gippsland Lakes.

Then there are the National titles held usually in a different State each Christmas. This year was different as the Nationals were held in Darwin in July - the best time to avoid hazards like Jellyfish, crocodiles and tropical storms.

Whales calving

Rob and his wife have had some interesting sailing holidays, they have sailed around the Whitsunday Islands, the Cyclades (Greek Islands), Tonga in Vanuatu, and most recently in Tahiti.

He said, "The advantages of a sailing holiday is that you pay no hotel fees, the yachts are provisioned and you make your own itinerary, away from all the usual crowded tourist destinations."

Rob said, "that his fondest memory of his holidays was when he went to Tonga in 1991. I was lucky enough to be there when the humpback whales were calving. We saw whales breaching clear out of the water and had them close all around

the boat. Having 50 foot whales swim around a 40 foot keel boat is rather exciting."

"Tahiti was an unforgettable sailing experience - mainly for the spectacular scenery. Many of the islands have mountain peaks up to 1000 metres high covered in verdant jungle and surrounded by coral reefs," he said.

Rob said, "Our next holiday may be back in the Mediterranean, around the Turkish coast, but we'll have to save up for some time".

"Racing dinghies like the Tasar is not an expensive sport and would compare favourably with golf. Keel boat sailing is very expensive though - some people liken it to standing under a cold shower and ripping up \$20 notes," he said.

"Tasars are made for racing not for pleasure," Rob said.

Currently Rob is President of the Tasar Association and has successfully negotiated in conjunction with the Victorian Yachting Council to conduct the World Tasar Titles in January 1998 as part of the International Nissan Regatta.

"The attraction that yachting has for me is the combination of physical and mental effort. A typical race requires two and a half hours of intense concentration which is very demanding," Rob said.

We wish Rob the best of luck in his next race.



■ Rob beside photos of sailing boats

COLIN JORDAN

- Forging a new VicRoads

We all know that VicRoads is changing rapidly but where are we heading and how will we do business in the future? In this interview, Colin Jordan explains our new role, the exciting opportunities it presents and how we must work in future to make VicRoads an even more effective organisation.

"The State Government's philosophy for public sector organisations such as ours involves a very strong role for the private sector and therefore the things that are really important to us are to ensure a proper strategic approach and to keep facilitating that role for the private sector, in a truly competitive way. Quite simply, we have to become more commercially focused," Colin said.

"My prime task as Chief Executive is to see the organisation through this transition. One of the major things about the organisation and the way I want it to operate, is to be strategically driven in the sense of knowing where we want to go in each of our four core businesses. By making sure that when we deliver services in the core areas, our delivery is aligned with our overall goals - and that means having a lot more clearly defined strategies .

"We have done this with projects such as: "A Stitch in Time", "Linking Melbourne" and the Registration and Licensing Strategic Plan. But we really have to do that throughout all of our businesses. Then we have to make sure our strategies work right through the organisation because in the past our predecessor organisations had plans and brochures, but because there were

so many layers in the organisation, what got implemented at the working level was often different to the planning document."

VicRoads 4 core businesses:

- Road Safety**
- Registration & Licensing**
- Road System Management**
- Traffic and Road Use Management**

Colin said, "We can no longer afford to have these multiple layers in the organisation in effect checking and counter signing everything. Colin believes to make sure that the people delivering the services are empowered enough to do it in accordance with the strategy, this means not only having spending delegations and decision making delegations, but it also means being informed and committed to our strategies. He said an example of this would be in the road maintenance program where we are shifting the responsibility from the centre of the organisation out to each of the Regions. "In future we will be really saying to the Regions if you meet the strategic target then you determine what you are going to do locally and that is really a big shift for the organisation," he said.

Efficiency

Colin believes the efficiency with which we do things is very important, and said that performance management is central to our future. He believes we need good systems and in particular, good information systems to provide the managers



and the workforce of the organisation with very good feedback not only on where they've been but on what the targets are as, so people know where they are heading.

"Performance management is really that old idea of closing the loops, making sure you go back and compare what you have achieved, what your target is, then taking corrective action. We have a long way to go still in making that work. I think one of the really pleasing things in the past six months has been the way many areas of the organisations have lifted their game by implementing quite simple performance management systems. I'm not really talking about computer systems, I'm talking about the principle of having feedback loops in place and trying to measure and improve your performance."

"Now in the end we can all talk about great computer systems, perhaps, that's the way we want to go, but that's not the fundamental point, being committed to measuring your performance and managing your performance is the thing. A good example, is the work being done by the Executive Services in improving the timeliness of the priority correspondence particularly for the Minister's office, where very much a manual system

not a computer system has been implemented to track correspondence," he said.

Benchmarking

So what is the right target for us? Colin said, "benchmarking is about making national and international comparisons on some of the key services we deliver and some of the key activities that make up those services. For example, the cost of road maintenance per kilometre of country road. Benchmarking says that you compare that cost with what happens in other States and make sure that you are doing better than your competitors. If you want to do better than them, you can say what are they doing that we can learn from?"

"Benchmarking and Performance Management is not something that we can do in isolation. We need to get the benefits of what others are doing, so we have been working through Austroads to make sure we can agree on a national form of performance measures."

Our People

Colin is committed to recruitment. He says a key issue for us with the impact of voluntary departure packages and downsizing has been the lack of recruitment into the organisation. He said, "if we want to sustain our long term skills with future managers coming through, it is imperative that we start recruitment. We are doing that and I expect that any future resource plan for the organisation will continue to include a commitment to recruitment. I see that as being a fundamental thing."

"As well as recruitment, we hold great importance in the training and development and re-training and of our people and I see that



■ Colin Jordan with State and Federal Ministers at the Wangaratta Bypass opening

continuing strongly. The needs in two or three years time will be different to what they are today."

Looking to the Future

Colin recognises the huge workload ahead of us. He said, "the State Government has given us a very strong commitment to each of our businesses and we have strategies laid down for the next to 10 to 15 years. VicRoads has a major role in the delivery of those strategies, so the opportunities for individuals with a long term commitment like that before them are obviously very strong.

"We are no longer the organisation we were a couple of

years ago - we have a different role - it's a bigger and broader role. It doesn't involve doing everything ourselves as it once would have, so as individuals to remain relevant we have to keep up our skills to be part of the development of strategy and we have to be committed to delivering world's best practice-type service."

Colin is married, and has two children, a boy 16 and a girl, 13. He barracks for the Demons and is a keen tennis player. He used to be a basketballer and the whole family are keen supporters of the Melbourne Tigers.

"Most people in VicRoads that I come into contact with believe that our culture is a dominant one and recognise the great improvements in the acknowledgment of the individual and the empowerment of people to do their job. The removal of the clutter of bureaucracy and red tape to be able to go and do a very good job for the public has been very pleasing," he said.

DAVID EDWARDS

Grand Final Fever also bit the town of Avoca and David Edwards of Avoca Patrol had plenty to get a fever about.

At the end of last season's home and away season, David was judged the Best and Fairest player of the Lexton Football League and his team, Avoca, were the 1993 Lexton Football League premiers.

It had been a great year for David who capped things off by also winning the best afield in the grand final playing centre.

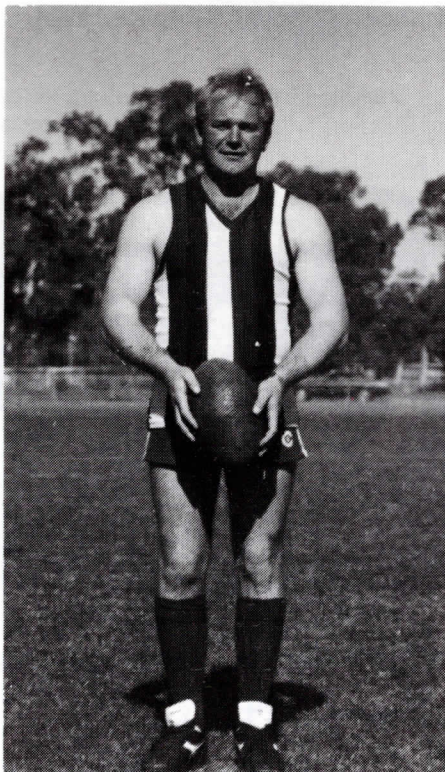
David has played senior football since he was 14 years old. As well as being a member of a number of premierships teams, David has won the Avoca Football Club best and fairest award six times. (1981, 1982, 1984, 1988, 1989 and 1993).

David has also played with several other football teams. In 1983 he played most of the season with the Beaufort Football Club but was back at Avoca in 1984.

He said Beaufort was too wet for him.

In that season as well as winning the senior best and fairest, he also won the goal kicking award.

He then decided to vary his football commitment. In 1986 he transferred to the Maryborough Rovers Football Club in the Maryborough Castlemaine District Football League, where he took out the Rovers Football Club best and fairest awards for the next two seasons. Then he



■ **David Edwards in training**

went back to Avoca.

During the 1990 season, David suffered a serious knee injury that put him out of the game.

He was back playing in 1991 and finished in the top three best players for the Avoca Seniors. He then switched to Donald and during his first game suffered another knee injury. He thought he

wouldn't play again, but, was wooed back again.

David started training in Maryborough at the start of the season, but, some people from Avoca saw him play and talked him into playing for Avoca.

David said, "In Avoca the whole family get involved, the club also has a netball club for the ladies."

He said, "his wife (Jenny) used to play netball until the arrival of their son, but she gives me 100 percent support."

David said, "I trained with St. Kilda for a while, but, it was hard for me as a 15 year old coming down from Avoca to Ballarat to train each night".

During the summer David did some skin diving. He completed a skin diving course last year.

As for the 1994 football season. David said, "I will just wait and see".



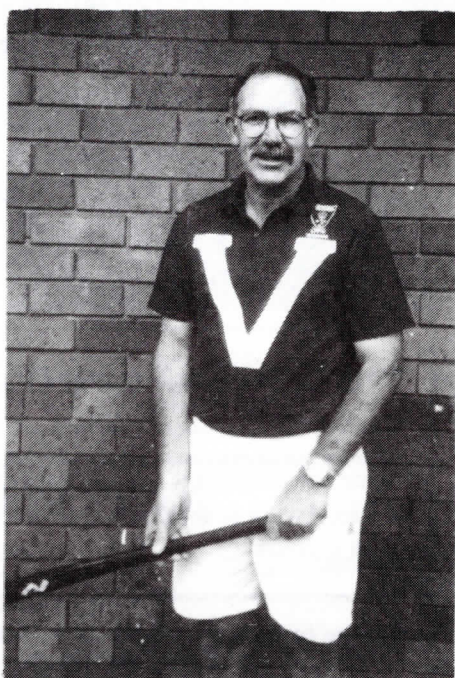
■ **David Edwards with Regional Manager John Wilson**

HOCKEY ADDICT, Ian Grant

Late last year Ian Grant, Team Leader - Land Information and Survey of Eastern Region captioned the Victorian Country Veterans (over 40) hockey team in the Australian championships in Canberra. These championships are held annually in different States with this year proving to be the most successful for this team finishing third overall after being defeated by NSW in the semi-finals who then went on to win. Ian's team only lost two games throughout the whole competition.

Players in the team came from Albury, Bendigo, Corowa, Geelong, Traralgon, Swan Reach, Newborough, and Warragul. The long distances involved in practising before the Championships meant little team preparation beforehand. Ian has played in the team since 1987 and has played in Hobart, Adelaide, Melbourne, Perth and Townsville, usually playing on the half line but also as a forward and full back when required. The championship next year is to be held in Darwin, which should prove to be a real endurance test.

This is the second year that Ian has been captain of the team and the first year as a Victorian selector. Ian



■ **Ian Grant**

has played hockey for many years with city and country teams and also coaches and umpires mens, womens and junior teams.


This has been a particularly successful year for Ian who coached the Gippsland men's team to victory in the State Country Championships,

played in the local premierships side and coached the winning ladies A grade side in the local competition.

He first became interested in hockey in Scotland in 1955 and played while at school in Rhodesia. When he arrived in Victoria in 1962, nobody had heard of men playing hockey (or rugby union) as men only played Aussie Rules. Ian took up hockey again in 1971 playing in Melbourne and Geelong, with a move to Traralgon in 1979 providing a shock as there was no men's hockey being played in the region. He started a local competition and the association and has been heavily involved in Gippsland hockey ever since.



■ Ian's hockey Team



with ROADLINES Trivia!

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QUESTIONS

Name the singing sensation at the Christmas Lunch?.....

Where did the Great Victorian Bike Ride end?.....

Name the Innovation that won the William Calder Award in the 1993 Innovation Awards?.....

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Car Restorers Unite

Roadlines would like to hear from all the car enthusiasts who are restoring cars or motor bikes. This includes members of your family as well.

GO with the

AFL Stars Gavin Brown, Danny Frawley and Gary Lyon have spent the last 6 months pushing a vital road safety message to Victorian students.

VicRoads has been fortunate to have the services of these footy heroes to promote the "Go with the .OO" program which provides information about the dangers of

drink driving to Victorian secondary school students.

Schools across the State were visited and besides advice about the dangers of drink driving, the players conducted footy clinics. The players worked with VicRoads teacher consultants to support the "Go with .OO" program which is used extensively by teachers.

Recently Colac Technical School held it's annual footy fever day and

Gary, Gavin and Danny were there to help celebrate the event.

The footy stars were at the school to talk about road safety, particularly the "Go with the .OO" campaign.

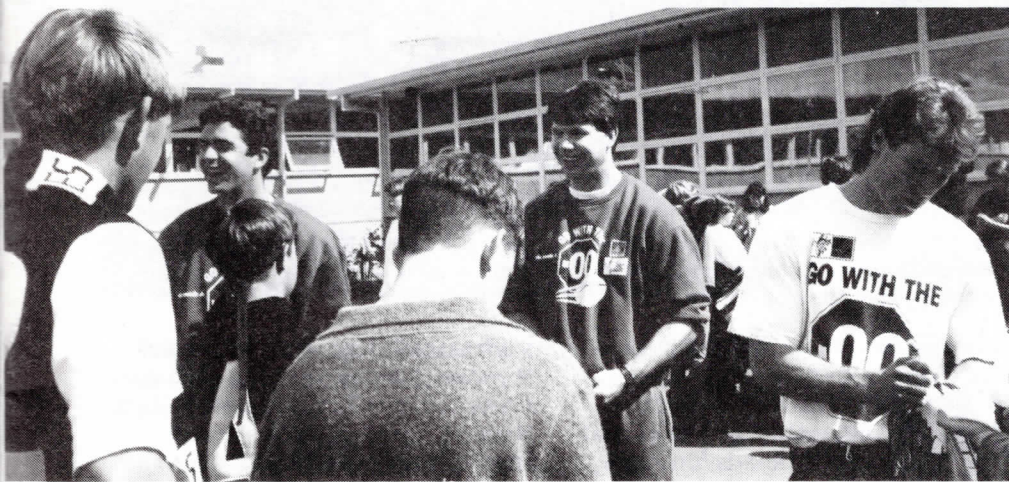
Gary Lyon speaking on nutrition said, "ten months out of the year, footballers must be "very" conscious of what they eat. "It takes discipline and constraint, the same goes for drink driving. People should make a plan and stick to it," Gary said.

Traffic Safety Education consultant for VicRoads, Peter Clapinski said "Using high profile people to endorse a campaign, gives credibility to the message. Colac Tech had been a "very active" school in the campaign. "The Tech was a trial school in 1992 for a road safety campaign called "Motorvation", based on raising awareness through using incentives," Peter said. Steve Moneghetti was also a guest at the school, representing the joint TAC/VicRoads campaign.

Part of the campaign is to make students aware of the consequences of their decisions. "They need to think about what choices they make, such as planning to take a taxi home, planning a non-drinking person who can drive, or even phoning home."

It seems to make sense to "Go with the .OO".

■ **Left to Right: Gary Lyon, Danny Frawley and Gavin Brown**



VicRoads Social Golf Club

by Gary House

1993 was another successful year for the VicRoads Social Golf Club with consistent attendance for both the weekend and midweek events.

The club arranges both weekend and midweek events on a monthly basis.

These events attract current staff members, ex-staff and friends making a great atmosphere for golf.

Noel Ransome (Bridge) continued his dominance of the Midweek Competition by completing the double by winning both the Club and Handicap Matchplay Competition.

This was a great effort as he won last year's Club Championship and was Matchplay Runner-up.

Richard Duncan (Greensborough Registration and Licensing) found the next best way to winning the Weekend Championship was by taking his son Adrian along.

Adrian was a run-away winner he dominated the event by scoring points in 5 out of the 7 events played.

The Club owes a special thanks to David Fenton (weekend organiser), Trevor Kane (Treasurer) and Ray Stokes (Handicapper) for their efforts over the year. Keep it up fellows.

Good Golfing
Gary House

1993 Results Weekend Events

Club Champion
Adrian Duncan 24 pts.
Runner-up
Michael Brennan 18.5 pts

Midweek Events

Club Champion
Noel Ransome 22 pts.
Runner-up
Gary House 20.3 pts.
Handicap Matchplay
Noel Ransome
Runner-up Julio Alfaro

For more details contact:

Gary House
(midwk organiser) 875-6086
David Fenton
(wkend organiser) 345-4076

1994 Provisional Itinerary

Date	Venue	Green Fees	Date	Venue	Green Fees
24th July	Waverley	\$11-00	12th Sept.	Cranbourne	\$21-00
21st Aug.	Whittlesea	\$15-00	13th Nov.	Portsea	\$25-00
22nd Aug.	Tullamarine	\$15-00	28th Nov.	VicRoads Annual Golf Day	\$50-00
31st Aug.	Ivanhoe	\$10-00	9th Dec.	Croydon	\$20-00
11th Sept.	Croydon	\$20-00			

BENDOC - The last to go!

By Bev Dunstan

From Conservation and Natural Resources offices to slab huts. The gradual withdrawal of the Police from providing Registration and Licensing services has involved some innovative agency solutions. The last "Cop Shop" to withdraw from the services - Bendoc - was no different. Here's the story.

Although this may sound like a story we have been hearing for the past three or four years, with the many Police Stations in the State being relieved of these duties, Bendoc was the last station to go. This was mainly due to the remoteness of the area - Bendoc is situated inland near the New South Wales border involving travel time of three hours from Bairnsdale and two hours from Orbost, the closest large centres to Bendoc.

Although the area only has a population of around three to four hundred people, it was felt that alternative arrangements had to be made to continue to provide VicRoads services to such an isolated area.

Following withdrawal of Police involvement in other remote areas of East Gippsland such as Omeo, Mallacoota and Cann River, alternative arrangements were made with local Shires/Government Departments to provide not only a "Get you Going" service but a full range of registration and visiting driver licensing services as well.

With Bendoc it was a difficult issue to resolve as there is only one Government Department office - the Department of Conservation and Natural Resources - in the area. The DCNR has a small staff (both field and administrative) and in the



■ "The Slab Hut" at Orbost. (Left to right) are Judy Voss, Shire of Orbost, Bev Dunstan & Robert Dunn, Shire of Orbost, with some customers anticipating the opening

summer months because of bush fires a lot of staff are called away from the office for long periods. However following negotiations and agreement that VicRoads functions needed to be continued, the DCNR kindly agreed to take over from the Police and are providing a full range of services each Tuesday morning and Thursday afternoon.

Chris Coutts and myself from Bairnsdale R & L Office went to Bendoc late August to meet the DCNR staff and spend some time with them on training. The only thing they were not looking forward to was the 3 hour drive, two hours of which was along narrow, gravel winding roads, incorporating 129 sharp bends (yes! they have been counted).

Transport Safety Services Officer Steven Dunning had already planned to go to Bendoc that week and offered to take Chris and I. Being the gentleman he is, Steve packed a thermos and mugs and a little over half way on the journey up, decided to pull into a nice little spot beside a creek for a cuppa. The creek happened to have a small bridge over it and whilst standing on the bridge having our cuppa Steve decided to shake the dregs, however the mug and handle decided to part company and Steve was left with the handle in his hand and the mug

landed (right way up!) in the creek. We named the stream "Mug Handle Creek" as only 2 kms before we had stopped, there was a bush track named "Jug Handle Road" (true story).

The "one man" Police Station at Bendoc is manned by Senior Constable Shane Turner (better known by locals as "sticks"). As the Police Station is located in the same building as the DCNR, Shane keeps in close contact with the DCNR staff.

From Bairnsdale Registration and Licensing Office, thanks to Shane for a job well done and thanks to DCNR for their co-operation in a smooth transition.

Whilst on the subject of agencies, we feel our Orbost agency is rather unique in so much as it is at the Tourist Information Centre. As the photograph shows, the building is an old "Slab Hut", in its original state, built on a property in 1840 and shifted to Orbost a few years ago as a tourist attraction. Newspapers lining the walls date back to the early 1900s and there is other memorabilia from early settlement days. A large open fire keeps the hut warm in winter and in summer it has its own "natural" air conditioning. Rob McQuillen enjoys a visit to the "Slab Hut" when he is in East Gippsland - Rob was born near Bendoc and has fond memories of the whole area.

Maribyrnong River Bridge on Track

Construction is well advanced on two of the largest bridges ever built in Victoria to carry the Western Ring Road across the Maribyrnong River valley at East Keilor. In fact according to Graham Gilpin - Project Manager, "The bridge is the largest incrementally launched concrete box girder built in Australia to date".

They don't come much bigger than this bridge, but as far as Graham and his Project Team are concerned, the bigger the better.

The "incremental launch" method being used involves the fabrication on-site of a series of 27 metre-long reinforced concrete bridge sections which are progressively jacked out across the valley from one side to the other. This method of construction is being used because the contractors who have had experience with this method, thought it was most economic given the geographic details of the valley. Sections are being jacked at the rate of one a week.

This innovative bridge construction technique was also used for the Jacksons Creek bridge on the Calder Freeway at Gisborne.

The \$20 million Maribyrnong River bridge will carry six lanes of traffic across the valley for a distance of more than 600 metres at a height of almost 50 metres above the river.

Graham Gilpin said, "The bridge includes a shared pathway on the west side. Pedestrians and cyclists will be treated to outstanding views of the Maribyrnong River valley."

Around 500 jobs have been created during construction of the bridge which is being carried out by Transfield Construction under contract to VicRoads.

The \$165 million Western Ring Road - Maribyrnong Section is due to open in mid 1995. It will continue the route 8 km from the Keilor Park Drive extension at East Keilor to the Western Highway at Deer Park.

The Maribyrnong River bridge, which will be



■ **Graham Gilpin in front of Maribyrnong River Bridge in construction stage**

completed at the end of 1994 will be the largest of many structures to be built along the Ring Road. When completed at the end of 1996 the Ring Road will provide a freeway standard route extending almost 30 km from the Hume Highway at Fawkner to the Princes Freeway at Laverton North.

Graham said, "Completion of the Maribyrnong River bridge is critical for opening the Maribyrnong Section of the Western Ring Road and we are confident that it will be completed on time."

The first stage of the Ring Road from the Hume Highway to the Tullamarine Freeway was fully opened in July last year.

Innovation Awards 1993

The Origins

"To bring in something new, to make changes in anything established," so the Macquarie Dictionary summaries "Innovation".

In the broad sense of the term, the word might not seem so earth-shattering; it has no ring of genius or the feel of creative energy, but, here in VicRoads "innovation" is the key to building an organisation for the future.

The Awards

The 1993 VicRoads Innovations Awards were presented by Colin Jordan. They were established in 1987 to encourage and reward excellence. Twenty seven nominations were received from a wide range of areas within the organisation. Following the Innovations Committee reviewing the nominations, the efforts of the following staff have been specially recognised:

1st Prize - The Calder Award

Ron Christie, John Fabre and Mike Hull

For the development of a touch-screen computer-based test of hazard perception for training and testing of novice drivers.

2nd Prize - Highly Commended Innovation

Peter Serle, Max Goding and Leigh Robinson

For the development of a method of accurately recording and monitoring the use of sealing aggregate in sealing operations.

3rd Prize - Commended Innovation

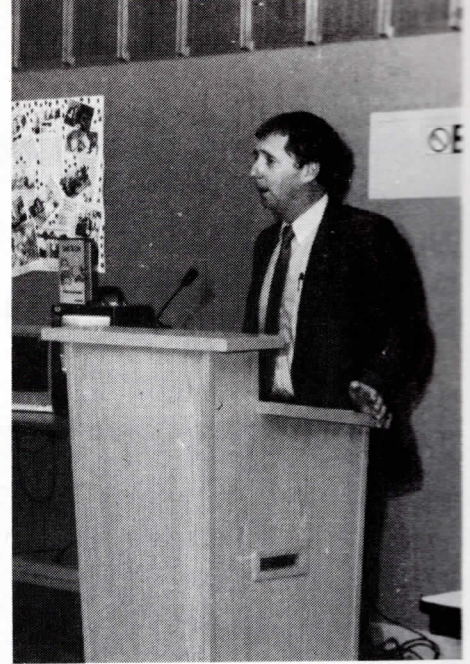
Helen Halaram, John Fabre, Ron Christie and Steve Arbuckle

For the development of the Computer-based Traffic Education program "Motorvation" a comprehensive computer interactive "game".

The Presentations

In presenting the award to the first prize winners Colin Jordan said, "The standard of the nominations were extremely high, this is obvious because it was only the third time that the Calder Award has been awarded since the awards have been presented."

"As an indication of how high the organisation views the development of the Hazard Perception Test, it will now be incorporated into the driving



■ Ron Christie accepting the award on behalf of the winning project team.

test from early 1994," Colin said, (It went live in Geelong R & L office in March).

Rob McQuillen, Chairman of the VicRoads Innovations Committee said, "VicRoads is all about innovation and the calibre of these awards show that people in VicRoads have no limits for innovation in the future."

Congratulations to all participants and winners of the awards and look out for the brochure which has full details on the winning entries.



■ Left to Right
Leigh Robertson, Max Goding, Peter Serle, Colin Jordan, Mike Hull, John Fabre, Ron Christie, Helen Halaram, Steve Arbuckle, Rob McQuillen

Cafeteria Christmas Appeal

At Christmas time there were a large number of families who had a Happy Christmas due to the tremendous response from the staff of VicRoads.

This year Bev Thompson - Catering Services Manager handed across to the Smith Family toys, non perishable food and cash to be distributed to needy families during Christmas. In fact, 3 large drums were filled.

Bev said, "Each year we choose a different charity and this year we chose the Smith Family."

Ian Haigh - Development Manager from the Smith Family received the donation.



■ *Bev Thompson with Ian Haigh of the Smith Family*

Ian said, "Each year we see lots of needy families and all the donations we receive help to make our job a bit easier".

He said, "There are 6 major factors that seem to contribute to poverty:

- * Complexity of debt
- * Violence
- * Combination the first two
- * Eviction
- * Inability to budget
- * Stress that leads to illness.

"The Smith Family is extremely appreciative of the kind gesture shown by VicRoads and its staff by this donation," Ian said.

By the way the Christmas Hamper Raffle was won by:
Sola Thelander
C/- Noel McFadyen

The raffle raised \$360 which was donated to the Smith Family.

Well done Bev and her staff.

"THE HALOS" Singing up a Christmas storm

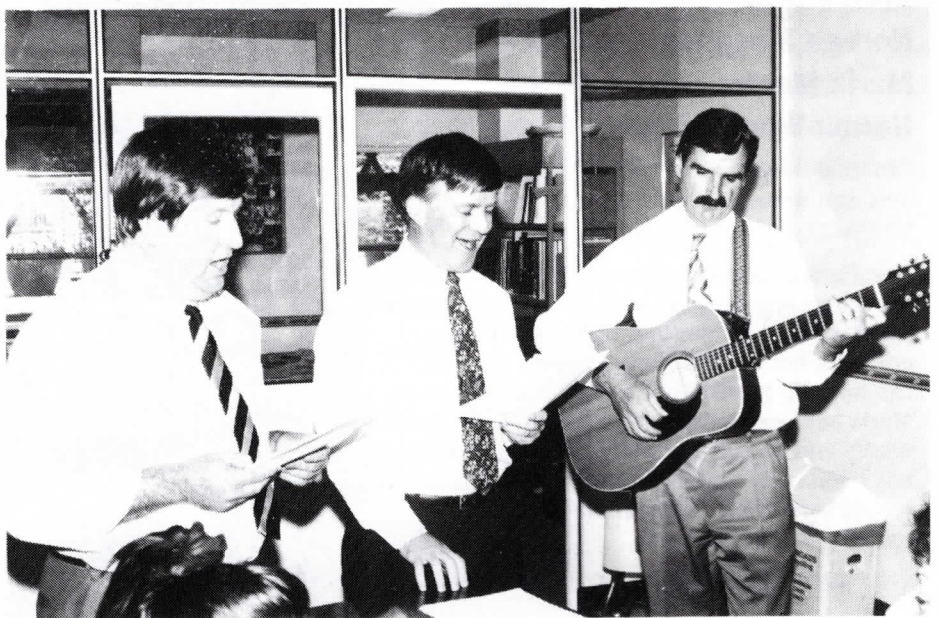
Much to the surprise and delight of staff there was an extra treat at the Christmas Lunch held in the Head Office Cafeteria.

The group "The Halos" entertained everyone during the lunch. The group was made up of Rob McQuillen, Colin Kosky and Geoff Shanks. Everyone sang along to Silent Night, Away in the Manger, Once in Royal David's City, Good King Wencelas, Jingle Bells and White Christmas.

A highlight of the lunch was a solo of Danny Boy performed by Rob McQuillen which brought tears to the eyes and especially Rob's when he went for the high "C"!

A good time was had by all and it provided a perfect way to get into the Season's spirit.

As always the cafeteria staff turned on a fantastic spread.



■ *"The Halos" left to right Rob McQuillen, Geoff Shanks & Colin Kosky*

EILEEN WALSH

- shoes too big to be filled

Sadly Eileen Walsh left VicRoads after 20 years service.

Eileen joined the organisation after many years service teaching silver service. Her background would be of no surprise to those who know her well. She was famous for her catering skills.

Eileen was responsible for all those memorable social occasions put on by the Materials Building, but, enjoyed by many others.

"I didn't mind what job I did as long as it was in Materials," Eileen said.

She said, "I spent all of my time in the organisation working in the materials building, and I spent one year working for Head Office, but, from the Materials Building."

According to former colleagues Ray Stokes and Rob Weatherson, "Eileen was a jack of all trades."

Ray and Rob said, "She always had a flexi on Friday 13th, but told people she wasn't really superstitious and

always wore green on March 17th, St. Patrick's day."

Eileen told *Roadlines* "my most memorable occasion was the first Christmas party that helped arrange with Peter Lowe and Roy Gilmore. It was at Alan Muir's (Retired Ex-VicRoads) place in Kew. He and his wife had beautiful grounds and 120 people attended. The thing that sticks in my mind was that it started raining and everyone just stayed and enjoyed themselves."

Rob said, "she always insisted that everyone start the week with a clean and white coat".

Bob Meggs said, "Eileen always had a wealth of jokes which she would share



■ **Eileen helping to serve people at farewell function for her.**

with her colleagues at lunch time."

Eileen plans to spend her retirement with her family and intends to visit Ireland next year.

Most people would agree that Eileen was one lady who loved a party and certainly knows how to throw one.



■ **Below Eileen with some of her colleagues.**

Farewell to the LADIES IN THE CAFETERIA

After many years of service to VicRoads we say goodbye to:

Enrica Biffi - 15 1/2 yrs

Noreen Meagher - 20 yrs

Maria Mestrovic - 15 yrs

Norma Woodbridge - 15 yrs

In total they had over 65 years experience amongst them. Since their departure from VicRoads each are doing different things.

Bev Thompson said, "Noreen is learning bridge and plays regularly, as well as engaging in her passion for story writing. Enrica has been enjoying herself travelling extensively and catching up with all her wide circle of friends. Maria has been missing her friends at VicRoads madly and would love to be back, while Norma has been busy playing lawn bowls each day and would love to be Victorian State Champion again."

We wish them good luck for the future.

■ **Max Lay-officially saying goodbye on behalf of the organisation**

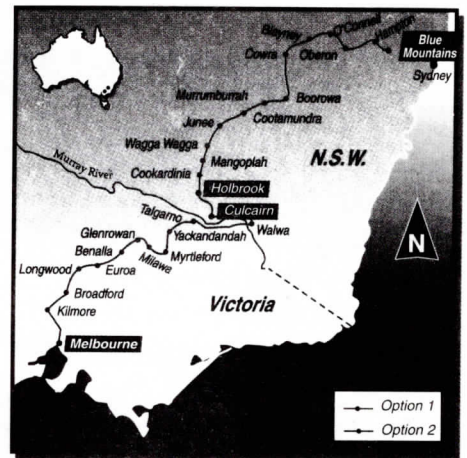


■ **In front of the farewell cake. Left to Right Noreen Meagher, Norma Woodbridge, Maria Mestrovic and Enrica Biffi**



The Great Victorian Bike Ride

by Penny Dunstan and Trish Barry



The 1993 Great Victorian Bike Ride formed the second half of the Great Ride from Sydney to Melbourne to celebrate ten years of Great Rides. The Victorian section began at Culcairn on 4th December and finished in Melbourne on 12th December. Participants covered some 413 km on terrain that varied from heartbreakingly hilly to fabulously flat.

Traffic Safety Education Consultants (TSECs) from each Region took part. Many participated for the entire ride while others joined for a few days.

TSECs are teachers seconded to VicRoads to assist schools in planning and implementing traffic safety programs. The VicRoads volunteer team who also participated in the ride were responsible for putting up and pulling down the marquee each day and ensuring that someone was always on hand to assist the riders. They held competitions, with bicycle safety as a theme, which worked well to promote safe riding. The display they organised and the information they provided were greatly appreciated.

Consultants' skills were called upon throughout the ride as they were kept busy with a range of

different tasks from assisting with puncture repairs to replacing chains that had fallen off. The consultants' role on the ride varied a great deal from day to day, with the principal aim being to assist with school groups participating and to promote safe cycling. Much of the work was done prior to the event in helping schools get their riders to the level of skill needed to participate in the ride. Throughout the ride the consultants held teacher meetings daily in the VicRoads marquee to run through the day's session to ask questions and to organise consultants to ride with their school group the following day.

Each weekday consultants were assigned to visit schools to spread the bike safety message as well as giving Sunsmart a plug. In order to help those riders experiencing aches and pains due to ill fitting bikes, a session was conducted to educate riders in setting up their bikes to fit them properly. Consultants were then on hand to help carry out the task.



■ Rest day at Myrtleford - Education consultants conducting classes on bike maintenance

During the week two maintenance sessions were held - one in the morning and one in the afternoon. Surrounded by tools and grease the TSECs and VicRoads volunteers attended to many bikes, helping riders to set them up correctly and get them into good working order.

The Consultants wrote many helpful articles ranging from bike maintenance to safety which were published in a daily newsletter for the riders. A radio station operated throughout the ride playing music and offering services to riders. A couple of VicRoads consultants were interviewed on the air, letting others know why we were on the ride and how we could help them.

The VicRoads consultants worked together and consequently achieved a great deal. Special thanks go to Barry Scott and Ian Hughes who acted as co-ordinators during the ride.



■ *Harry Tew after a day's ride*



■ *Alan Cannane, Ian Hughes, Dale Simmons, Barry Scott and Trish Barry all taking a well earned rest amid the beautiful scenery that the North-East has to offer.*

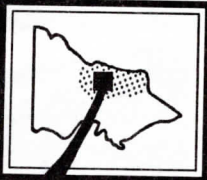


■ *VicRoads Display*



■ *Having a spa on the Great Victorian Bike Ride*

NORTH EASTERN SHAPES UP



By David Blore

North Eastern Victoria:

- Historical yet Advanced
- Mix of Old and New
- Diverse and Flourishing

Establishment

From the earliest days of European settlement, North Eastern Victoria has been the artery for transport and communication for interstate travel and of goods and services. Gold rush diggers and settlers alike traversed the region, leaving their mark. The historical associations have passed into folklore, but the strategic importance of the transport corridors and networks through the Region are greater today than ever before.

Based in Benalla, the North Eastern Region headquarters, the staff of 250 are widely dispersed, with road patrols extending from Broadford to Tallangatta and Nathalia to Jamieson. Registration and Licensing offices are located in Benalla (part of the Regional Office), Seymour, Shepparton, Wangaratta and Wodonga, and are supported by a strong network of municipal agencies.

The Big Boys

Sitting astride the Melbourne-Sydney route via the Hume Freeway and Melbourne-Sydney railway, and the Melbourne-Brisbane route via the Goulburn Valley Highway, heavy commercial traffic is a major factor in the Region's operations. In 1993, at



■ Regional Manager
Bruce Cochrane



least 20 million tonnes was carried on these two routes in over 1 million heavy commercial vehicle trips, far and away the greatest volume and mass of traffic on a transport corridor in rural Victoria.

What We Are

But North Eastern Victoria is more than just commercial traffic. As Bruce Cochrane, Regional Manager, points out, the Region is extremely diverse, extending from the high country of Victoria's Alpine region to the plains of the irrigation districts west and north of Shepparton. The Region's population is distributed widely, from the major population centres of Albury-Wodonga (regional population 90,000, and claimed as Australia's National Growth Centre), Wangaratta (25,000), Benalla (16,000), and Shepparton (60,000) down to small isolated mountain villages such as Woods Point.

The diversity of landforms, the historical associations and a wide

range of developments also contribute to the Region's pre-eminence in having the Wangaratta district as the premier tourist locale in the State after the Melbourne area. Tourist activity is focussed on but not limited to snow, wineries, river activities, historical displays and a host of other attractions within easy reach of most parts of the Region.

Snow Bunnies!

Snowfields access gives the Region one of its unique operating issues, as each year, snow clearing is undertaken to provide access to above-snowline resorts in the high country. Bruce pointed out that the road to Mt. Hotham, in particular, has the dubious distinction of being the highest road routinely snow cleared in Australia. Lester Watt (Operations Manager - Works) comments that snow clearing is an expensive operation, and new ways are constantly being sought by the Region to reduce costs whilst maintaining the service.

Industry and Commerce

The burgeoning growth in Albury-Wodonga, high-tech manufacturing facilities such as Wangaratta's IBM plant (one of four world-wide) and the new Benalla Australian Defence Industries plant, the production of over 25% of Victoria's rural output in the Shepparton area, hardwood and softwood production and well-established general industries all contribute to the transportation needs of the Region.

Strong links are being forged by community consultation meetings with Regional Management, and the transport industry's particular needs are being addressed through a range of initiatives and forums such as the



■ Ned Kelly's Last Stand at Glenrowan



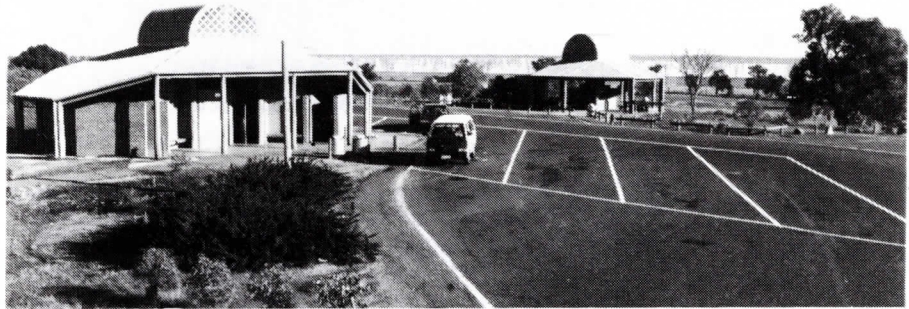
Driver Education Centre of Australia (DECA) at Shepparton, where TSS staff regularly lecture at training courses and R&L staff participate in driver licensing training. Gary MacDonald (Acting Manager - TSS) said that "the change in attitude of some transport operators during a training course is astounding, as they come to realise that we are focussed on safe and efficient vehicle operations, and are there to help operators achieve these aims rather than necessarily the 'enforcement' approach."

Community and Education Involvement

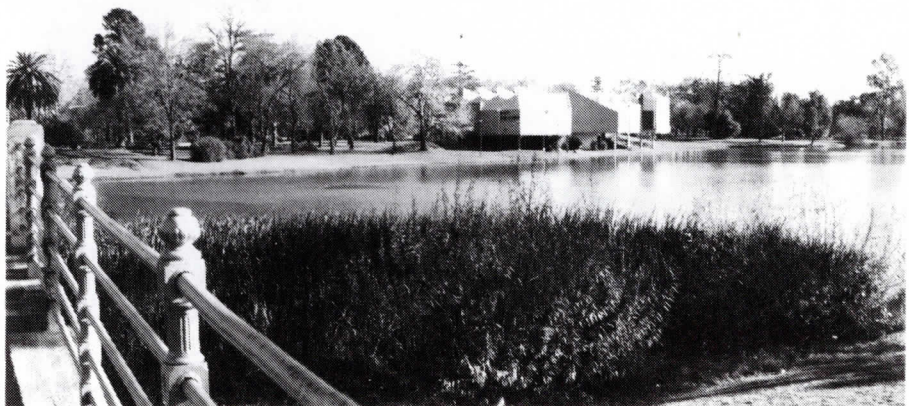
The Region's two Community Road Safety Councils are based in Shepparton and Wangaratta, and have been to the forefront of community involvement in lifting the profile of road safety. Bruce commented "the Region, with its high traffic volumes, has some significant issues to address in the road safety area, although stringent efforts have been made in the past few years with major programs such as extensive shoulder sealing works, black spot

commented.

And the aftermath of the floods? "Staff are recovering well, and those directly affected by flooding have been enormously grateful for the support and consideration shown by their colleagues statewide," Bruce said. "Hopefully an event of the magnitude of the October flood, which was an event that occurs once in a hundred years. We hope we won't see this again in our lifetime."



■ *Lake Mokoan Rest Area - Hume Freeway*



■ *Art Gallery at Benalla*

improvements, the Hume duplication and so on. Safety of road users will continue to be the a top priority for the Region in its business focus."

Looking Ahead

"The Better Roads Victoria Program will provide a major step forward for North Eastern Victoria; a large number of projects are already in the pipeline, and this year's works program has expanded significantly, requiring us more than ever to look for other ways to do our business whilst still delivering the results the community expects. Coupled with the normal works and the possible Goulburn Valley upgrading, North Eastern Victoria's needs are being well served by the efforts of the dedicated and committed staff of the Region," Bruce

"Staff were able to celebrate Christmas in the usual style, with the annual 'Fickle Finger Award' going this year to Rob Steel (Acting Manager - Technical Services) for his sterling efforts in several fields. Past notable winners of this famous and prestigious award have included Reg Patterson, Norm Butler, Bill Peyton and Noel Osborne; so far I've been clean (or lucky? - Ed) but previous year's winner David Blore, was doing his best to nab me! I guess it really shows how people can work together as a team and still enjoy some fun at their own expense. All jokes aside, VicRoads has every reason to be proud of its staff, and those of North Eastern Victoria really epitomise what we're about," Bruce said in closing.



■ *Ron Sneddon at Flood Aftermath BBQ*

A visit from trainees from the Operations Division, Plant and Transport Branch, Department of Works in Papua New Guinea proved to be an interesting experience.

The visit arose as a result of similar experiences in 1989 and 1992.

The program was designed and supervised by Jim Tutt - Career Development, Human Resources and Jim Arnott - Plant Branch in conjunction with Roy Gilmour - Co-ordinator Oversees Training and Jeff Coath - Building Services.

The trainees were:

Verere Karo (Group Leader), Junias Paspolos, Tom Wambe, Paul Momonai, Jerry Madiu and John Chan.

As the trainees were technical officers, managing regional workshops in provinces, who are responsible for hire of plant and



■ Chief Executive, Colin Jordan after presenting certificates to the trainees with Jim Tutt and Jim Arnott.

equipment to government departments and other organisations, the program focused on aspects of plant and fleet management, with additional subjects of interest being arranged. Some aspects were:

- * Quality Management
- * Training methods
- * Visits to other agencies and organisations, and
- * Regional Visits to Traralgon and

Benalla Service Centres.

Jim Tutt said, "A feature of all the visits has been the out-of-hours hospitality by VicRoads staff, in fact, this is greatly appreciated by the trainees."

VicRoads also gained financially with a service fee to the organisation.

The visit must have been a success because another group is expected this year.

High Praise

High praise

STATE government departments are used to whinges and curses as they try to cope with the disastrous excesses of the eighties.

So local Vic Roads staff are in heaven over what amounts to a blessing bestowed on them.

The parishes of Nazareth Church, Grovedale, and St Therese's, Torquay, have sent a petition with a difference.

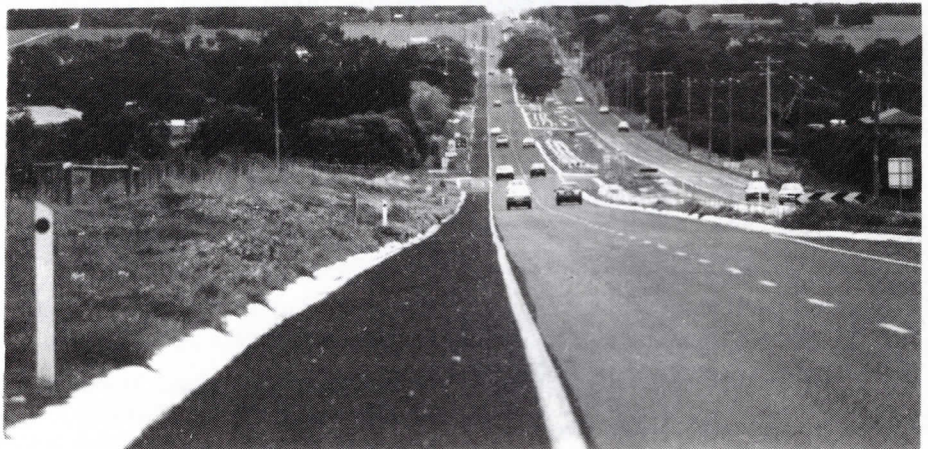
The 147 faithful thank the department for "the quality of the new Surf Coast Highway, in particular the wonderful driving surface, giving one a sense of safety; the red strip reminiscent of the Australian outback; and the incredible amount of trees planted which will add so much to the beauty of the countryside".

— BERNIE SLATTERY

This article appeared in the Geelong Advertiser.

It appeared after South Western Region received a letter from Fr. Greg Tryhall of St. Therese's

Catholic Church attached with a petition from the parishioners thanking them for a wonderful job done on the Surf Coast Highway. Well done South Western.... all the praying must have paid off!



■ New Surf Coast Highway Duplication

VicRoads Staff Honours for Public Service

In May the Governor-General awarded Australia Day Honours to two former VicRoads staff. They were rewarded for services undertaken during their time at VicRoads: **Ted Barton** former Principal Traffic Engineer, and **Graham Hill**, road construction - Bendigo.

TED BARTON

Ted was Principal Traffic Engineer with VicRoads until his retirement. He commenced with VicRoads in 1957 and trained initially as a civil engineer.

"I valued the job because it presented a variety of tasks and challenges," Ted said.

Ted became involved in Traffic Engineering in 1970 after he came back from Canada where he spent six years working and studying as a traffic engineer in the Rocky Mountains with the Dominion Department of Public Works.

Ted said, "Then I worked with a consultant engineering firm in Toronto. I really went overseas to get some experience in engineering, but, when I came back I had a wife and a daughter."

He said, "It wasn't all that long ago that traffic engineering wasn't recognised as a profession. It was not seen as having a profile like other engineers, but things have now changed."

"The thing I really enjoy about traffic engineering is that it involves people," Ted said.

Ted was involved in many of the major road safety initiatives in the last 20 years in Victoria - many of these were adopted by other states.

"I feel that my wife should share

my award because it wouldn't have been possible without here, but sadly this is not the case," Ted said.

Ted's in keeping with the family tradition because Ted's father won an MBE for Community Services.



■ **Ted Barton**

GRAHAM HILL

Graham gave 26 years of service to VicRoads when he took early retirement.

Graham began as a draftsman on road and bridge design but gained promotion to engineering assistant working on pre-cast concrete component manufacture, municipal liaison and road construction and maintenance.

He had a keen interest in environmental matters and was government representative of the Whipstick Park Committee of Management for the past 20 years.

Bruce Phillips, Regional Manager - Northern said, "He was fair and honest to his staff, but it was his

technical expertise and contributions which were recognised."

Bruce said, "Graham contributed significantly to new design and innovations during his time."

"Although never part of his official duties, Graham took an interest in the environment and native plants, and contributed greatly to the design and implementation of roadside plantations and their management.

"Graham pioneered the concept of a community organisation adopting a highway area of revegetation, and personally assisted with site works in his time.

"He also used his structural design expertise to develop a pre-cast concrete bridge system during his time as manager of the VicRoads Bendigo pre-casting yard"

Bruce said "the bridge designed by Graham improves quality, minimises construction time and saves about 40 percent of the cost of normal bridge construction methods.



■ **Graham Hill**

Bangkok Experience



Ian Harbeck of the City Bypasses Project has returned from Bangkok after 3 years working on a large scale BOT (Build, Operate, Transfer) Project known as the 2nd Stage Expressway.

Ian recalled his initial thoughts in exchanging a hectic, but fairly predictable lifestyle in Melbourne for the apparent chaos of Bangkok centred around how he'd survive 3 years in the city. He said "A walk down the street was fraught with danger - space on sidewalks was at a premium with food and clothing vendors, pedestrians and the occasional motorcycle all competing for the same space. Crossing the road was no easy task, although pedestrian crossings did exist, they could not be guaranteed as a stopping point for vehicles. The aromas of sidewalk vendor's food stalls combined with fumes from the seemingly endless stream of traffic, smells from stagnant water in the drainage system and the relentless heat and humidity causing one's clothes to be constantly wet made my early days in the city difficult to accept."

He said, "Bangkok, a city of 10 million people, was experiencing a period of rapid economic growth resulting in a construction industry

■ **Left, Ian reading the Bangkok Express**

boom. Services, public transport and infrastructure were failing to keep pace with development. New cars were being registered in Bangkok at a rate of 500 a day. Police controlled traffic signals at intersections and motorists could wait 5 to 10 minutes without seeing a green light".

"In an effort to alleviate traffic congestion in Bangkok the government decided to extend the existing Expressway which was operating well over its capacity by adding a further 30 km of toll way," Ian said.

For the BOT project on which Ian worked, the private sector would finance and construct the works, operate the system, collect tolls over a 30 year period to pay off money borrowed for the construction then hand over the works to the Government after this period.

The Contract documents fixed the toll fee based on a predicted traffic volume of 600,000 vehicles per day using the Expressway system and all risks associated with tolls collected being able to pay-off borrowed monies remained with the private sector. The project, with construction costs estimated at \$1.5 billion, was awarded to Kumagai Gumi a large Japanese firm who then designed the structure as a precast concrete segmentally constructed box girder.

The company generally operates as a contractor, however, in this instance chose to be the Project Manager and appointed a number of contractors to construct the works. Kumagai had no experience in the form of construction adopted nor in Project Management on this scale and as such Ian was employed by the company based on his experience at West Gate Freeway which was a similar form of structure.



■ **BOT Project Ian worked on**

Ian was employed by Kumagai as Resident Engineer and later Senior Resident Engineer and was responsible for all aspects of Project Management and Contract Administration for an 8.5 km section of works valued at \$150 million. The works included construction of the elevated Expressway, associated toll plazas, buildings, roadworks and co-ordinating with electrical and mechanical installations.

Ian said, "It was an extremely demanding, but, interesting experience dealing with multinational contractors operating on a fast-track basis. It was a challenge to set up contract management systems and to achieve the specified standards of workmanship as few staff had previous experience working on a

major project, however, the finished product would compare favourably with standards achieved in Australia."

"The site operated 24 hours per day, 7 days a week and at peak workloads the span erection rate using the 10 erection trusses was the equivalent to erecting one complete West Gate Freeway every month," he said.

Ian indicated one interesting aspect of the Project was the effect created by the five changes of Government which occurred during his 3 years in Bangkok. He said, "Various governments proposed to reduce toll rates and then altered laws which affected Kumagai's ability to operate the system and collect tolls - these activities were supposedly fixed by the contract documents."

Ian's wife and three children also went with him for the duration of the job and this proved a beneficial experience for them.

He said, "The inclusion of a driver, maid and gardener into the household gave insights into the way in which Thai society operates and the great diversity between rich and poor. The Buddhist doctrine on which most Thais base their life advocates tolerance and this becomes particularly relevant in understanding the way in which society operates. For example, our maid worked and lived separately from her husband and young son whom she visited once or twice per year yet still the family unit remained intact".

Ian said, "The overall experience has been enjoyable and positive for all the family?"

Welcome back Ian.

VicRoads Plates have World Wide Appeal

Joe Carfi of Registration Plates meets all sorts of people in his job. One interesting person was Joseph Hurd from Chicago, Illionis.

When Joseph first toured Australia in 1989 it was during the time of the bumper sticker boom. Joe helped Joseph with his enquiries and after some discussion Joseph took details of the ranges of different lines of Registration Plates to keep on record for further trips.

Joseph returned this year and made enquiries about what VicRoads had available in registration plates.

Joe said, "I showed him our collection and he was very impressed, and complimented us on how it had changed for the better".

"He was fascinated with the colours and designs of the plates."

"He was also very impressed how quickly the requests for the plates are being processed, which in most cases are between 14 to 21 days."

Joseph Hurd had another experience while visiting VicRoads, he was converted to a Collingwood supporter.

Collingwood supporters are making sure their team gets global recognition because it's not creating much of a stir in Victoria!



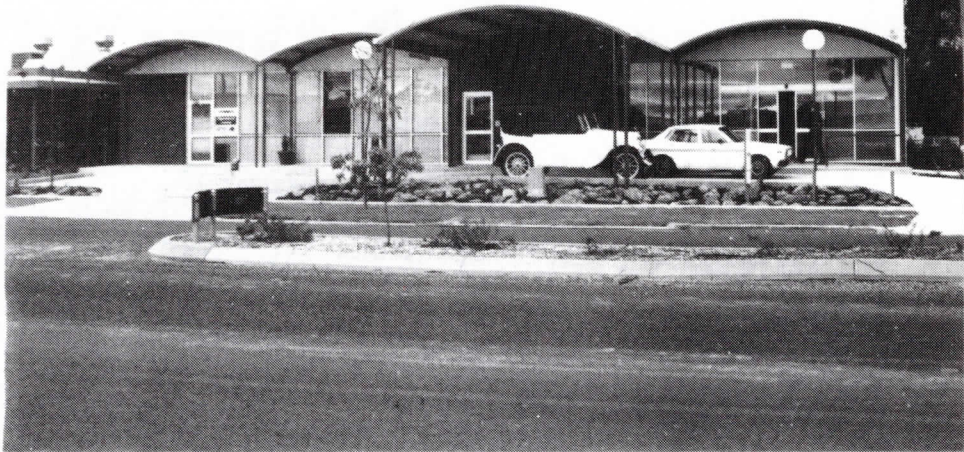
■ **Joseph Hurd (left) and Joe Carfi (Right) with Pies 1993 registration plate.**

New facility in Horsham opens

People in Horsham and the Wimmera Region are able to handle all road-related transactions under one roof following the opening of the new VicRoads office in Horsham.

The new office, opened last year by the Minister, provides a full range of registration, driver licence, learner permit testing and road related services.

It serves the Horsham area and rural communities as far afield as Hopetoun, Kaniva, St. Arnaud, Edenhope and to the South Australian border.



■ *New Horsham Office (note John Wilson's car outside the entrance)*

VicRoads has operated from two separate premises in Horsham, so bringing them together under one roof will improve efficiency, save money and provide better customer service.

The existing rented premises of the former Registration and Licensing office in Baker Street were extended

to accommodate the registration and licensing functions and road management activities previously undertaken at Firebrace Street.

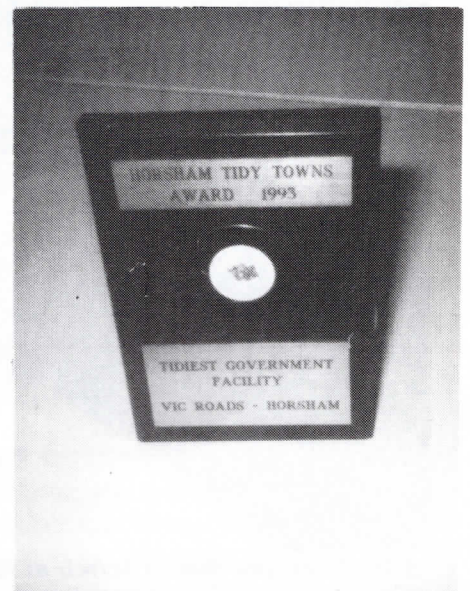
VicRoads office wins Tidy Town Award

The quality of the office design was recognised by it being awarded the "Tidiest Government Facility" award. Sandra Bigham of the Horsham Registration and Licensing Office accepted the award on behalf of VicRoads.

Congratulations Horsham!



■ *Minister, Bill Baxter on the day of the opening*



■ *Plaque for the Tidy Town Award*

New Kyneton Office



■ Kyneton Office



■ Minister and Steven Leitch at the opening of the Kyneton Office processing a registration renewal for a member of the public

Last year Kyneton became a focal point for VicRoads activities along the Calder Corridor with a new Registration and Licensing Office, Works Depot and Project Office opened in Beauchamp Street by the Minister.

The new facility which houses twenty two staff, consolidates existing VicRoads activities in the Region, providing more efficient use of resources for the benefit of rural communities.

Better working conditions have also been provided for VicRoads staff which at the same time has eliminated the present duplication of facilities for different work groups.

As well as the improved registration services now available at Beauchamp Street, the premises also house a new road maintenance depot, consolidating resources previously located at Gisborne and Castlemaine.

Bringing together the smaller maintenance patrols in a more central location will improve the efficiency and effectiveness of road maintenance activities and enhance safe working practices for works on the Calder.

Overtaking/ Undertaking?



BBC ESSEX
100 NEW LONDON ROAD
CHELSEA ST. 2ND
ESSEX CM2 7LE
TELEPHONE: 0245 243297
NEWSROOM FAX: 0245 492967
TELEX: 991522

ATTN : PHILIP JORDAN
KEVIN FOX
JOHN CUNNINGHAM

VICROADS

THANK YOU !

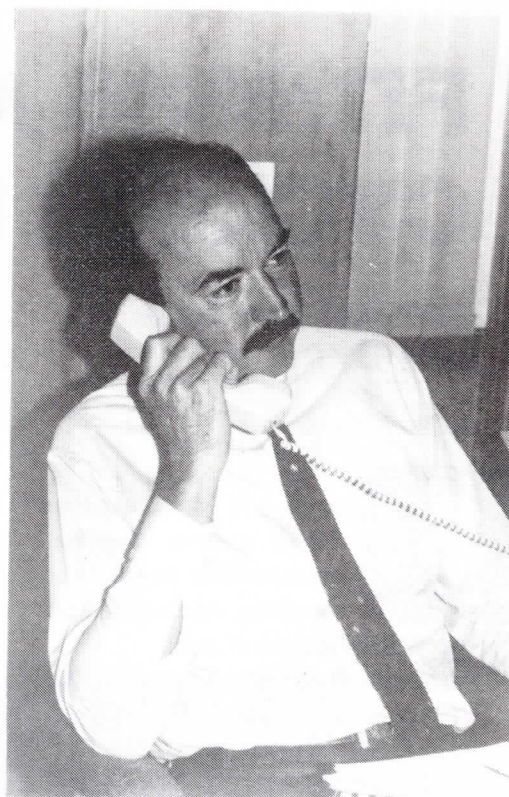
DON'T LEAVE THE COMMONWEALTH
- WE LOVE YOU

BBC ESSEX NEWSROOM

PATRICK O'CONNELL
EDITOR (ESSEX THIS MORNING)

FM 102.5 NORTH & CENTRAL ESSEX 98.3 SOUTH ESSEX
AM 453.02 COUNTY WIDE 729KHZ COLCHESTER & TENDRING 1530KHZ SOUTHERN AREA

*** TOTAL PAGE.001 ***



■ Phil Jordan talking to the BBC

Essex-BBC London phoned as well as faxed a message to John Cunningham, then in Traffic Engineering, to see if he would take part in a radio program discussing road rules on overtaking.

In England on freeways you can only overtake on the right-hand lane whereas in Australia as you know, you can overtake on both the right and left-hand lanes. There was a recent proposal to change this rule in England.

As Phil Jordan from Traffic Engineering had worked in England, John asked Phil to participate in the radio program.

THE OUTCOME

As there was apparently considerable opposition to change the rule from the vast majority of people consulted, the Department of Transport have put the issue to rest for the time being.

FITNESS AND FUN OR CYCLING MADNESS?



Around the Bay in a Day

By Rick Anderson

Sunday 17th October 1993 was a day to remember for 8 cycling enthusiasts from VicRoads North Eastern Region. It was Bike Victoria's "Around the Bay in a Day" ride from Melbourne to Queenscliff, via ferry across the heads to Sorrento, and up the Mornington Peninsula to Frankston and back to Melbourne. A challenging 210 km of cycling with about 2,500 other keen cyclists from all over Victoria.

Our team consisted of Gary Washusen, Tony Zanella, Trish Brooks, Trish Barry, Noel Osborne, Joe Black, and I - all from the Regional Office at Benalla, and Craig Murray from the Wangaratta R & L Office. Gary, Tony and I took the challenge head-on and did the full 210 km on our own, whilst both Trish's, Noel, Joe and Craig did 50 km relay stages. Gary became "Team Manager" and did an excellent job co-ordinating the entries, getting all the equipment and people organised for the ride, and generally keeping us all focused on the event and our training rides - in spite of floods, swooping magpies and work commitments.

Due to the unexpected number of entries for the event, which was a challenge to do the distance - not a race, the organisers sent half the field around one way and the other half in the opposite direction. Tony, Gary and I went anti-clockwise, whilst the relay team went clockwise

with their change at Frankston, then Sorrento, across to Queenscliff and up to Lara for the last change. It would have been nice to go all the same way but it worked out quite well with a support vehicle on each side of the bay, which fortunately was not needed. None of our team had any punctures or major mechanical or physical problems on the ride, although Trish Brooke had a little trouble getting started on her relay leg due to a malfunctioning computer. (Yes, cycling these days is getting hi-tech!).

After stumbling out of bed at about 4 a.m., we arrived at the start at North Wharf from different directions, organised the support vehicles, and rolled out at about 5.50 am. with the day dawning still, mild and overcast - perfect cycling conditions.

The Relay Team.....

Trish Barry and Joe Black opted to do the first leg (49.8 km) of the relay. They set the relay team underway at 5.30 a.m. riding off North Wharf and down the Nepean Highway to link up with Noel and Craig at Frankston.

Craig was set to go as soon as Trish and Joe arrived at Frankston about 8 a.m., and he began the second leg of 53 km. towards Sorrento/Portsea, negotiating the infamous Olivers Hill just out of Frankston. Noel decided to sleep in and started riding the second leg of the relay at a leisurely 8.30 a.m. He tackled this hilly section expertly on the mountain bike and finished in 2 hours 8 minutes. There was a big spill in the front of a group Craig was riding with, when a lead rider blew a front tyre and went over the bars. This of course had a domino effect and

about 20 riders hit the pavement unceremoniously. Fortunately Craig rode around the disaster, and along with Joe caught the ferry across the bay to meet Trish Brooke at Queenscliff. Trish had followed Tony, Rick and Gary down the western side of the bay with a support vehicle.

Joe had opted to do the 50.6 km. third leg of the relay - one of the worst for traffic conditions - thin roads, no sealed shoulders, double lines and lots of traffic out on a beautiful Sunday drive. However, Joe got under way from Queenscliff at about 11.30 a.m., and finished at Lara 1 hour and 50 minutes later, where he took over the driving of the support vehicle. A great effort for someone whose training consisted of one ride 10 km to work on the Friday before the event!

Craig began his second effort for the day opting to do the longest leg of 60 km from Lara to Melbourne. He set off at about 12 pm. and pushed hard on his own most of the way to West Gate Bridge, flying



■ Some of the cycling enthusiasts

down the city side at 55 km/h with his sights set on the docklands for a big finish, completing the distance in a very creditable 2 hours and 3 minutes - averaging a fraction under 30 km/h.

Trish Brooke had waited all day (from 4 a.m. to 1 p.m.) to try her legs at riding on the fourth (60 km) relay leg. This is where the whiz-bang computer system on her bike let her down, but after a quick fix from the experts in a mobile bike workshop was away and peddling like a demon! This leg followed the Old Melbourne Road through Werribee and into Melbourne via Footscray Road. The organisers had changed the route at some stage - probably because of the volume of traffic using the West Gate Bridge on a nice fine Sunday afternoon, so Trish didn't have the challenge of climbing West Gate nor the exhilaration of coasting down the other side enjoying the views! When she arrived back at North Wharf she found everyone waiting anxiously. All VicRoads North Eastern riders in and completed - 8 cyclists feeling very pleased with themselves.

The Mad Machine.....

Gary, Tony and I rolled out the gate of North Wharf and around onto the West Gate Freeway for the first challenge of the day - West Gate Bridge. Halfway up the bridge they were overtaking a group of about four cyclists, who then caught-up and took the lead a few kilometres down the road. This friendly bunch were moving along at a steady 35 to 40 km and passing lots of earlier starters who struggled up over the bridge or who had punctured already. A couple of "Hot Shots" flew past and we were able to speed up and get on the back for a crazy 10 kms or so at a blistering 45 km. The two fast riders pulled in at the first check point at Lara, but we all kept going - back down to a more reasonable speed. We were all thinking about the 160 km still to go and saving ourselves a bit.

Winding our way around North Shore and the back roads into Geelong the pace was a bit more

relaxing - we even had time to look out across Corio Bay and munch on a banana before getting onto the Bellarine Highway for the run into Queenscliff to get lunch and catch the ferry. We pulled into the checkpoint and got our stamp at 8.55 a.m., which gave us 110 km nonstop in just over 3 hours. "Lunch" was provided for us on the ferry, and we were glad of the break with time to eat, do a few stretches, and relax the backside for half an hour or so.

When we landed at Sorrento we

down to wait for us on the downhill runs.

Red lights, cars, trucks, pedestrians, roller-bladders, kite fliers and all sorts of things to upset cyclists were abounding but we managed to stay in touch until we got to the turn in from Beaconsfield Parade to find our way up through South Melbourne. The direction signs were pretty scarce, and Tony and the rest of the group had broken away from Gary and I. They missed a turn somewhere.



■ Left to Right

Rick Anderson, Noel Osborne, Joe Black, Trish Brooke, Gary Washbusen

met up with Joe, Craig and his wife Narelle - Craig had just completed the relay from Frankston to Sorrento. Both Joe and Craig were pleased with their rides so far. Gary, Tony and I found Trish Barry and filled our water bottles then got back in the saddle for the ride up Nepean Highway. Noel Osborne passed us going the other way only a few kilometres out of Sorrento, so the really team were doing quire well too. The sun came out at about 10 a.m. and the three of us were on our own for most of the way up to Dromana, and then rode with a chap from Great Britain up Mt Martha. Gary and I were starting to struggle a bit, but Tony was able to keep up with the other chap, then slowed

We kept on the main road and eventually came to the next turn sign and got back to North Wharf just on 2 p.m., a few minutes before Tony and the others. We were really pleased to get back so soon and all feeling pretty good too - some people even said they could handle another 50 km or so!!

The support vehicles rolled in, Craig finished a bit after 3 p.m., and Trash shortly after 4 p.m. We had a rest and got together to talk about the highs and lows of the ride, and collected our commemorative patch and bidon for completing the event. Needless to say we all slept like logs that night.

Carlton Registration & Licensing Staff entertained by Consul - General of the People's Republic of China



■ Warren Smyth and Grace Shields at work

In the everyday business of a Registration and Licensing Office our people come in touch with people from many walks of life as a recent experience at our Carlton office showed.

Last year, the Carlton office administered driver licence change-overs for the Chinese Consular staff within normal procedures and in the course of business an invitation was extended by the Chinese Vice-Consul, Mr. Deng Qiang for Carlton staff to attend a dinner.

Eighteen staff attended including Warren Smyth and Grace Shields who handled the change-overs. The dinner, on 27 October 1993 was hosted by Mr Zou Mingrong, Consul-General of the Peoples Republic of China in Melbourne.


Nick Constance, Office Manager said, "It was obvious from the welcoming speech by Mr Zou Mingrong that VicRoads was acknowledged in a much broader context."

"The Consul-General referred to VicRoads' first class road construction, and traffic signal installation in China and VicRoads' general involvement in the development of China's infrastructure. He referred to the training of Chinese engineers at RMIT. He warmly thanked the Carlton staff specifically for the manner they administered the vehicle registration and driver licensing requirements of the consular staff," Nick said.

It is pleasing to know that VicRoads is playing its part in fostering a relationship with the people of China.



■ Pictured left to right, vice consul Mr Deng Qiang, member of consulate Letty Lamari, Ada Sehavdic, Amy Papa & Paula Pascarella



Mr. Zou Mingrong,
Consul - General of the People's Republic of China
requests the pleasure of the company of
Mrs Grace Sheales
 a Dinner at 7:00 pm
 on Wed, 27 Oct 1993 at Chinese Consulate-General

75-77 Irving Road
Tonah, Victoria, 3142

R.S.P.
Tel. (03) 822 0014

■ Grace Shield's Invitation for the Consulate Dinner

SHEPPARTON - Area of Fruit and Trucks

I bet you didn't know that Shepparton also has the 4th highest private ownership in Australia of trucks and heavy vehicles. It also has some of the biggest transport operators in rural Australia.

Roadlines popped in for a quick visit to Shepparton's R & L office. George Goad, Senior Customer Service Officer at the Shepparton R & L office said, "One of the features of Shepparton is that yards for truck operations are more likely to be available here than in Melbourne. Another attraction is that Shepparton is only 100 miles from Melbourne."

"We also have the advantage that the Goulburn Valley Highway and Midland Highway are on direct routes to Brisbane, Sydney and



■ **Gary Elliot, Frank Rossignuolo and George Goad**

Adelaide. The Goulburn Valley is the busiest freeway from Seymour to Wodonga, it is busier than the Hume," he said.

"The area is also known for its fruits like peaches, pears, apricots, apples, nectarines and tomatoes and from January to April the fruit companies are busy," George said.

Shepparton R & L Office

The R & L Office in Shepparton is one of the five in the North East Region the others are: Benalla, Seymour, Wangaratta and Wodonga

Frank Rossignuolo Manager of the Shepparton R & L office said, "I have been here now for a couple of years and it's terrific."

"One of the best things going in this office is the staff, they are really switched on to the needs of the customer," he said.

Luke McBain, Customer Service Manager is really pleased about the



■ **Graham Hills, Anita Price and Graham Oxley attending the counter**

improvement in the office technology in recent years.

"It wasn't all that long ago that everything had to go through Carlton. Now it is all handled at the local level, it really makes a difference to the job and how the customer feels," he said.

Helen Tracarico, Senior Customer Service Officer has seen the progress, too, with the outsourcing that has been going on it has enabled the office to concentrate on the business side of things. It really is very business oriented.

A quality management approach is the way Anita Price, Customer Service Manager describes the current style in the office.

Heavy Vehicle Licensing

Training and testing for heavy vehicle licences has been undergoing a trial at DECA, (Driver Education Centre of Australia) so it was interesting to find out how this was going in Shepparton.

Frank is pleased with the trials and commented that a facility like DECA



■ *Graham Hills attends to Customer John Morrison in the registration of a caravan.*

which is renowned for its driver vehicle training is an asset to the area. There are other private schools in the area involved in licencing as well in Shepparton but DECA is unique.

"A field surveillance officer from Shepparton R. & L comes regularly to ensure that DECA are keeping to standards," George said.

Gary Elliot from DECA said, "When we first started the Driver Licensing there was a considerable higher number of females going for licences than males. Also companies like Finemore, Shell, Ampol and Mobil are sending employees on advanced training courses as way of career development and now the student is recognised by the transport industry."

"The fuel companies are reporting that the defensive training courses are saving 5% to 10% on fuel costs. These amount to savings of over \$1 million."

"The Police come here every Wednesday to learn defensive driving as part their standard training," Gary said.

Changing Times

This office is a real career development story. Frank pointed out that more than half his staff have transferred successfully to R & L after long careers in different areas of the organisation.



■ *Mitch Kennedy*

MUNICIPAL WORKS CONFERENCE

On the 9th and 10th November 1993 the first National Conference for Municipal Works officers in Australia was held. The Conference had its origin in the two day conference conducted annually by the South Eastern Outer Metropolitan Group of I.M.E.A. dating back to 1962. The first two State Conferences were also planned and run by that Group.

Since 1986 the Victorian State Conference has been planned and run by a sub-committee of the I.M.E.A. Executive with representation by Municipal Engineers from both urban and rural municipalities and representatives from the Works Officers Association and VicRoads.

As an indication of VicRoads commitment to the conference a display was organised. VicRoads staff also participated by means of presentations in their area of expertise, such as:

Peter Saunders who talked on ergonomics. This was part of the session on liability and safety which Gerry Turner chaired.

David Carey, Patrolman at Bendigo spoke on premix which formed part of the session on innovation. David received an "Encouragement Award" for his presentation by the Conference Organising Committee.

Warren Butcher, Works Manager at the Deer Park Office was involved in the road construction component

focusing on concrete road construction.

In the "What makes a successful Works Officer component" Harry Blamires, Works Manager at North West Region gave a presentation on "From supervisor to Works Manager."

VicRoads was represented well and Colin Douglas, Quality Improvement Faciliator from the Northern Region said, "The conference is designed for the works officers to help exchange ideas and update themselves on new technology and strategic road operations".

There were innovations that VicRoads provided information to Works Officers such as the Development of the Edge Patching System which coincided with the

Quality Management Premix Project and the Development of Trailer Mounted Traffic Control Lights.

TRAILER MOUNTED TRAFFIC CONTROL LIGHTS

Works Manager Ian Brown and Patrolman Barrie Guest came up with the original design and with input from Kit Leung of VicRoads Traffic Control Department the prototype was developed in 1992.

The lights are mounted on a swing telescopic arm located in the rear right hand corner of the trailer. The operator unlocks the securing device used for travelling, swings the arm out and locks it in position and then adjusts the extension of the telescopic section to suit the width of roadway being worked on.

A small-hand held radio transmitter with a range of 500 metres enables the person on the stop/slow bat at the other end of the job to change the lights from stop to go when required.

This system is proving ideal where a lane closure is required for work on two lane two way roads such as major patching. At the green light sequential arrows direct traffic to the right lane around the job. On red a flashing "stop" reinforces and attracts attention to the red signal.

The system can also be used as a stand-alone flashing arrow trailer.

THE EDGE PATCHING SYSTEM

The edge patcher was developed by Ted Ricardo and Les Stewart of the Echuca Patrol. A chute on wheels is attached to the tipping body of a patrol truck, a patrol assistant stands in the back of the truck and shovel the premix through a small door in the tail gate into the chute of the edge patcher.

With the introduction of a Flocon truck into the Region in 1988 the capacity to further streamline this task became possible.

Maintenance Worker in Charge Rex Stewart and Workshop Manager Max Goding worked on the



■ Trailer being used on the job

development of attachments for the Flocon that would enable sweeping, spraying of emulsion and laying of premix.

A hydraulic driven rotary broom is mounted to the front of the Flocon to sweep the pavement clean prior to tack coating.

A single patcher is then attached to the Flocon and the required thickness is set using the adjustment handles on each side.

A fine spray of water is applied behind the edger prior to compaction.

Using this system for edge patching, a 6 tonne load of premix can be applied in around two hours.



■ Barrie Guest at the Conference



■ Rex Stewart at the Conference

THE NEW FACE OF



“On Q” is intended to provide managers and staff with information on Quality Management new and events that are happening around the organisation. As *Roadlines* is about the organisation’s practical operations and its people, and because Quality Management is part and parcel of our normal operational environment the time has come to incorporate “On Q” into *Roadlines*.

An example of our Quality Management approach is the Premix Project in Northern Region.

PREMIX

For a number of years patrols in the Northern Region have experienced storage and handling problems with cold premix, a bituminous product used extensively for a number of road maintenance applications.

The Premix is supplied from the Boral plant at Bendigo and delivered to storage bins at patrol depots in 12 tonne loads from which it is used as required.

If the premix was not used within a week or so it often began to set and became difficult to dig out and load with a front end loader.

A lot of time was then spent breaking down lumps so that it could be made workable and it was estimated that around 10% or more

was being wasted at a cost of around \$4000 a year in unusable material.

When the amount of time lost by the four maintenance patrols was taken into account, the total cost was in the vicinity of \$80,000 a year.

QUALITY MANAGEMENT APPROACH

The premix problem became a quality management project. The team comprised:

- Works Manager - Ian Brown
- Henry Stute - Kilmore
- Barrie Guest - Castlemaine
- David Carey - Gisborne
- Lindsay Clay - District Engineer Southern.
- Colin Douglas - Facilitator.

The Manager of Boral Bendigo - Ian Gist was invited to join the project and also attended a number of meetings and invited the project team to the plant.

The team discovered during a visit to the plant that the batching plant drier could not take sufficient moisture out of the materials which was causing premix to go lumpy.

Initially Boral did not think there was much that would be done to improve the production process until they realised that other options could be considered.

Solutions

With the possibility of losing a good customer looming, Boral decided to look at their material suppliers to see if they could obtain drier materials.

A load of the new premix was sent out and trialled with good results and Boral continued to ensure that they had a stockpile of dry material from which to batch from.

The Boral premix being supplied now is continuing to be of a consistent standard and has been performing well in all applications since the improvements.

The patrols are continuing to use Boral’s premix and are now receiving a consistent product.

Benefits of the project:

The project has had the following benefits:

- involvement by field staff in the outcomes
- an improvement in the customer - supplier relationship
- an improved product
- a reduction in wasted material and time
- improved productivity of patrols.

Keep up the good quality work.