

Incident Management



Transport
Roads & Maritime
Services

FACT SHEET - MAY 2013

Purpose

This document summarises the dealings between New South Wales road authorities in relation to traffic incident management on the state road network outside Sydney. NSW road authorities include the Roads & Maritime Services (RMS) and local councils. The information focuses on the management of unplanned traffic incidents in regional NSW. Matters relating to emergency management are excluded.

Unplanned incidents

An unplanned incident occurs without prior notice which can degrade safety and/or slow traffic flow and may include vehicle breakdowns, vehicular crashes, adverse weather conditions and debris on the road. Unplanned incidents can result in severe injury and/or death and may require the partial or full closure of the affected roadway.

Traffic incident management

Traffic incident management refers to the delivery of planning and operational tasks by the responsible road authority in response to an unplanned incident. This is achieved through collaboration with emergency services and other key stakeholders to facilitate effective management of road users, the road network and associated infrastructure.

Emergency management

Emergency management refers to the hierarchical government protocols that deal with hazards affecting road network operation such as bushfires, severe storms and floods. Refer to Ministry for Police and Emergency Services for further information (www.emergency.nsw.gov.au).

Planning

Incident response plans (IRP) are developed in anticipation of a full unplanned closure of a state road. The IRP defines the diversion route(s) and roles and responsibilities of the agencies involved. For RMS country regions, incident response plans are developed in accordance with the RMS technical procedure Development and Distribution of Incident Response Plans (ILC-RSTM-TP0-015).

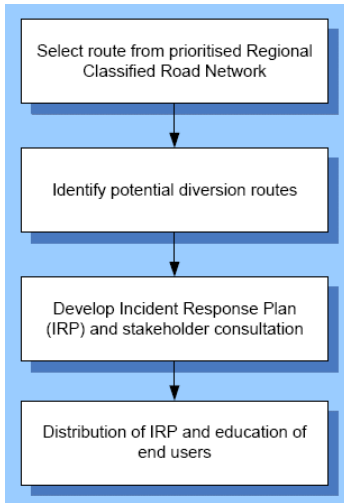


Figure 1: Overview of incident response planning process

During the development phase consideration is given to constraints on diversion routes such as the type and condition of infrastructure (bridges) and suitability for heavy vehicle use.

Consultation

A key component of the planning process is consultation with key stakeholders to attain agreement on the incident response plan.

Consultation may involve written correspondence and/or workshops through to the establishment of an Incident Management Planning and Operations Team (IMPOT), which include representatives from RMS, the NSW Police Force, and local councils.

Traffic Diversion

Where possible, the IRP will advocate, where possible, the use of the State Road network to facilitate diverted traffic for incidents occurring on State Roads. In the case where there is no practical State Road alternative, Regional and Local roads may need to be used.

Under NSW Legislation, Police have the discretion to direct all traffic to any road including local roads; following an assessment of route safety and suitability for heavy vehicles. Where Police have directed traffic to local roads, council and the RMS will be advised in accordance with the Memorandum of Understanding (MOU) Management of Roads and Traffic Incidents (24 November 2010) with the former RTA.

Upon the arrival at the site of council and/or the RMS representative are to make a further

assessment to determine if an alternative diversion route will be implemented or whether the selected route is suitable for ongoing use.

Operations

The roles and responsibilities of the local council shall be in accordance with its Road Maintenance Council Contract (RMCC) with RMS. Refer to RMS M1, M2 and M2 Annexure D.3 Incident Response Work or any Regional Memorandum of Understanding (MoU) that may exist.

In the absence of such an agreement(s) with RMS, the roles and responsibilities shall be upheld in accordance with the incident response plan, such as assisting with traffic management by implementing, maintaining and removing the required traffic control plans.

Planning on Regional and Local roads

Local councils may wish to develop traffic incident management plans for priority parts of their Regional and Local road network. In the absence of council procedures, RMS procedures can be adapted where appropriate.

Key RMS contacts

- Policy, strategy and program advice – Policy Manager Traffic Network Operations, Journey Management, North Sydney
- Planning, implementation and operational advice –

Traffic Operations Managers, Journey Management in RMS Regional Offices located in Newcastle, Wollongong, Parkes, Wagga Wagga and Grafton