

National harmonisation of Temporary Traffic Management practice

25 March 2021



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

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

Welcome and Introduction



Richard Delplace

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Austroads



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Welcome and Introduction

- In 2015, the Austroads Board endorsed a four-part strategic project to improve the safety of road users and road workers around temporary traffic management environments
- The project will deliver a harmonised approach to temporary traffic control at road worksites across Australia and New Zealand
- Main objective: Safer Outcomes at Road Worksites



Issues

- Inconsistent training and implementation of temporary traffic management
- Each jurisdiction has its own guidelines and practices
- TTM professionals have to re-train when moving from one jurisdiction to another
- Poor compliance from drivers and lack of credibility
- Near misses and incidents



Scope of national harmonisation



Module 1
Guide to Temporary Traffic Management
Module 5
Update to Australian Standards AS 1742.3
Harmonised Practice

Module 2
Harmonised Training
Improved TTM Worker Education

Safer Outcomes at Road Worksites

Module 4
Prequalification Scheme
Manage Company Performance

Module 3
Registration Platform
Manage and Maintain TTM Worker Practice

Practical adoption of the AGTTM and updated AS1742.3

Module 1: Guide to Temporary Traffic Management Module 5: Update to Australian Standards AS 17423 **Harmonised Practice**



- Have adopted AGTTM in their practice:
 - South Australia Department of Infrastructure and Transport
 - Tasmania Department of State Growth
 - Main Roads Western Australia
 - Queensland Department of Transport and Main Roads (voluntarily from 1 January 2021, formally from 1 August 2021).
 - Transport for NSW (with TfNSW's Traffic Control at Worksites manual remaining the primary reference)
- Other States (Victoria Department of Transport) and Territories (Roads ACT and Northern Territory Department of Infrastructure, Planning and Logistics) are confirming their approach and timing.

National prequalification and training schemes



Module 2 Harmonised Training **Improved TTM Worker Education**

Module 4 Prequalification Scheme **Manage Company Performance**

- Schemes defined:
 - Industry consultation webinar sessions in late Aug 2020. Draft framework, prequalification scheme, video of sessions and Q&A can be obtained/viewed on [Austroads website](#).
 - RTO Working Group and Industry Consultative Group were formed to assist with the details of the schemes
 - Next iteration to be published in coming months following Austroads member agencies reviews and approvals
 - Focus forward on:
 - Austroads and its member agencies' operational readiness
 - Development of national training material
- Current expectation is that all Austroads member agencies will participate in the schemes. NSW / ACT position to be confirmed over time due to different regulatory frameworks.

Austrroads temporary traffic management project



Module 3 National Registration Platform **Manage and Maintain TTM Worker Practice**

Solution for the national management of Prequalified TTM Organisations, Approved Training Providers (ATP) and Accredited TTM Individuals, which facilitates improved information sharing and enhanced performance and compliance activities, where:

- Prequalified TTM Organisations are organisations that are accredited to undertake temporary traffic management, design, and implementation services.
- ATP are organisations, or individuals, who are accredited to provide approved training to traffic management designers, implementers, and controllers.
- Accredited TTM Individuals are individuals who have undertaken approved training and achieved the associated qualifications.

Current governance



Industry consultation

Industry Consultative Group
(Prequalification)

RTO Working Group
(Training)

Project Team

Austroads Program / Project Manager

(Richard Delplace)

TTM expertise

(Safe System Solutions)

IT advisers

(JYW Consulting)

Operational readiness and reviews

(AfPA / Tanja Conners)

Temporary Traffic Management Technical Reference Group

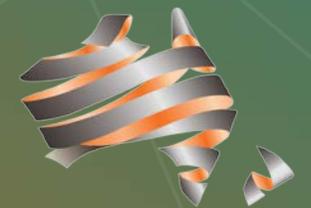
**Austroads member agencies
at state and territory levels**

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Local Governments Reps:

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

National Training and Prequalification Schemes for Temporary Traffic Management



Austroads

Traffic Management Roles and Road Categories

Three defined traffic management roles:

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

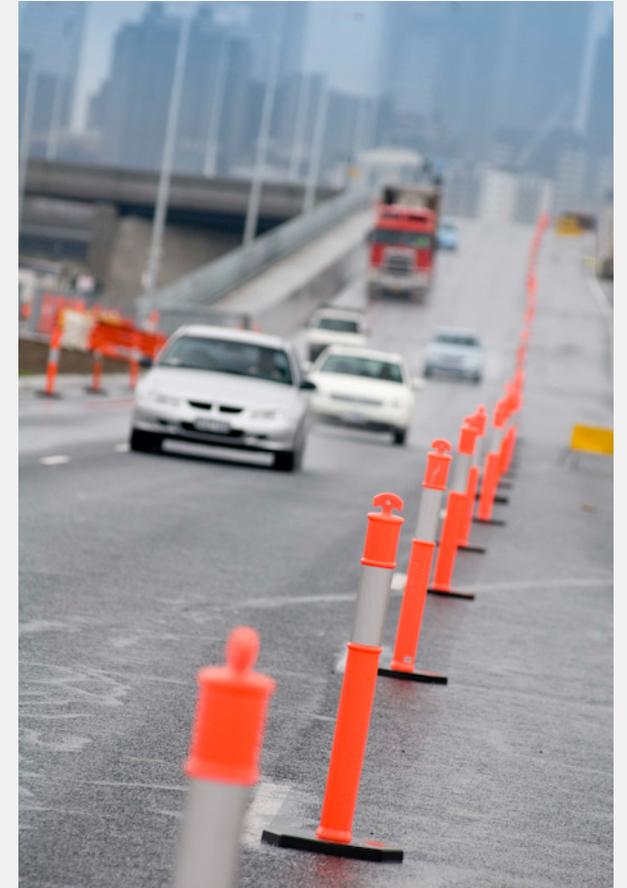
Three defined road categories:

- CAT 1 - typically most urban streets and lower volume rural roads (most Council's roads)
- CAT 2 – typically high-volume roads and signalised intersections (some Council's roads)
- CAT 3 – typically high-volume & high-speed roads, motorways, freeways

National Training Scheme

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

- Consistent training based on 10 parts of AGTTM – all training based on same material nationally
- National training aligned with Vocational Education and Training (VET) framework
- Upskilling of the whole industry with clear career pathway for professionals
- Supports mobile workforce while ensuring consistent expertise across jurisdictions
- Progressive transition from current jurisdictional training requirements (aligned with expiry of existing accreditations)
- Opportunity for improvements in auditing and compliance



Eight new qualifications



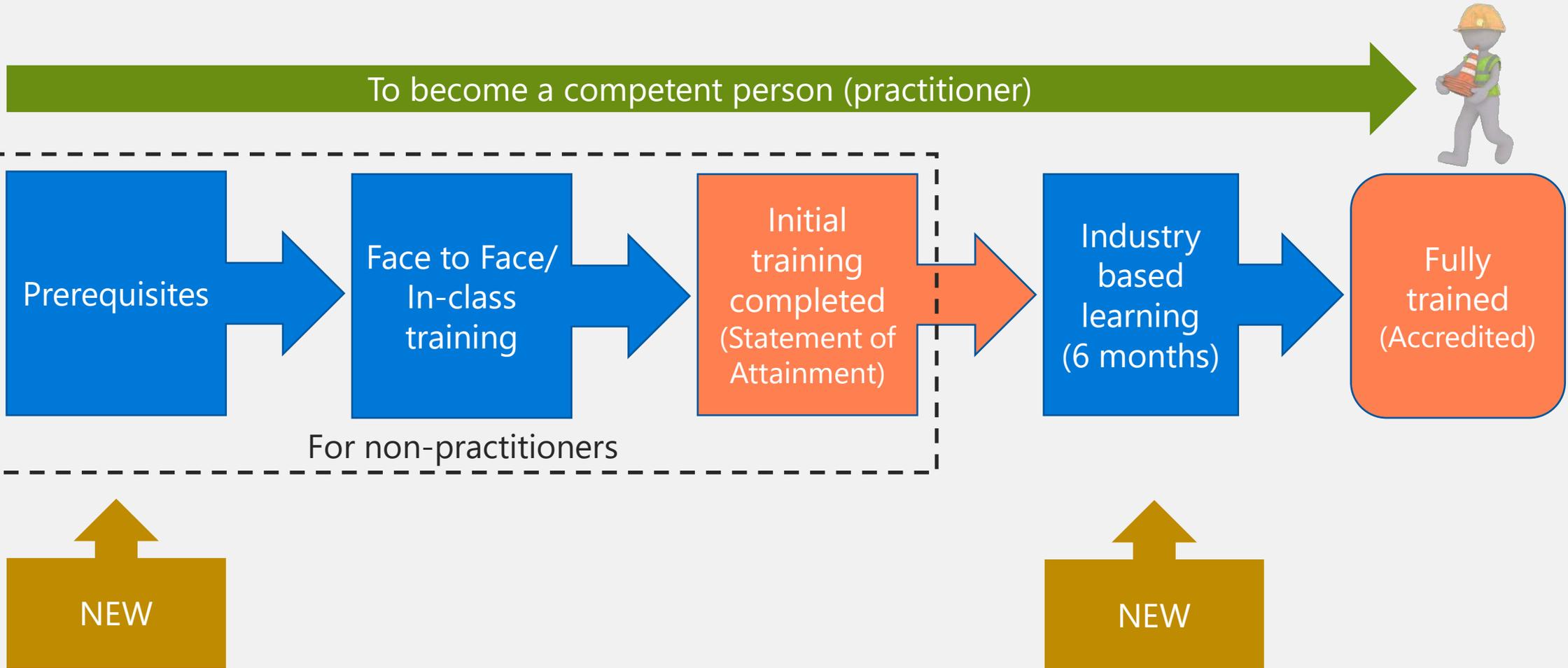
Roles	Road Category 1	Road Category 2	Road Category 3
Traffic Controller	TC1	TC2	N/A (Portable Traffic Control Devices only)
Traffic Management Implementer	TMI1	TMI2	TMI3
Traffic Management Designer	TMD1	TMD2	TMD3

Eight new skill sets



- TC1: RIISS00058 Traffic Controller Skill Set for Urban Streets and Low Volume Rural Roads
- TC2: RIISS00059 Traffic Controller Skill Set for High Volume Roads
- TMI1: RIISS00060 Traffic Management Implementer Skill Set for Urban Streets and Low Volume Rural Roads
- TMI2: RIISS00061 Traffic Management Implementer Skill Set for High Volume Roads
- TMI3: RIISS00062 Traffic Management Implementer Skill Set for Motorways and Freeways
- TMD1: RIISS00063 Traffic Management Designer Skill Set for Urban Streets and Low Volume Rural Roads
- TMD2: RIISS00064 Traffic Management Designer Skill Set for High Volume Roads
- TMD3: RIISS00065 Traffic Management Designer Skill Set for Motorways and Freeways.

National Training Framework – Individuals



National Training Framework – Individuals



Prerequisites

Roles	Road Category 1	Road Category 2	Road Category 3
Traffic Controller	None	<ul style="list-style-type: none"> • Completion of TC1 • Minimum of 3 months experience, and • At least 80 hours experience in the preceding 3 months 	N/A
Traffic Management Implementer	None	<ul style="list-style-type: none"> • Completion of TMI1 • Minimum of 3 months experience; and • Within the last 12 months, at least 12 set ups of different types 	
Traffic Management Designer	Either <ul style="list-style-type: none"> • A minimum of 12 months appropriate experience in temporary traffic management, which could include experience as an Implementer, Or • A tertiary qualification in a civil construction, traffic engineering or road design related field. 	<ul style="list-style-type: none"> • Completion of TMD1 • Minimum of 12 months experience; and • Within the last 12 months, at least 4 different traffic management plan design types 	

National Training Framework – Individuals



Industry based learning to be obtained within 6 months from date of Statement of Attendance

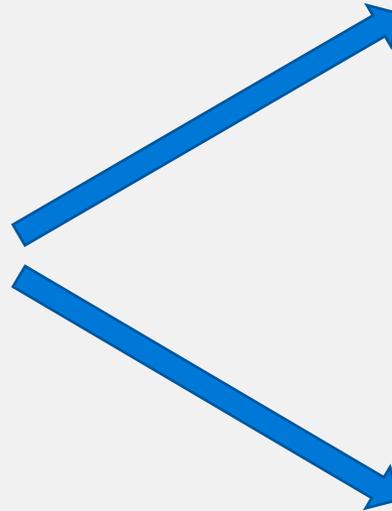
Roles	Road Category 1	Road Category 2	Road Category 3
Traffic Controller	Minimum of 20 hours practical on the job experience in the workplace	Minimum of 20 hours practical on the job experience in the workplace on category 2 roads	N/A
Traffic Management Implementer	At least 3 different types of setups.	At least 3 different types of setups on Category 2 roads	At least 3 different types of setups on Category 2 roads
Traffic Management Designer	Submission of at least 2 different traffic management plan design types that have been implemented	Submission of at least 2 different traffic management plan design types that have been implemented for category 2 roads	Submission of at least 2 different traffic management plan design types that have been implemented for category 3 roads

National Training Framework – Individuals



Progression pathway

Traffic Controller 1
Traffic Management Implementer 1
Traffic Management Designer 1



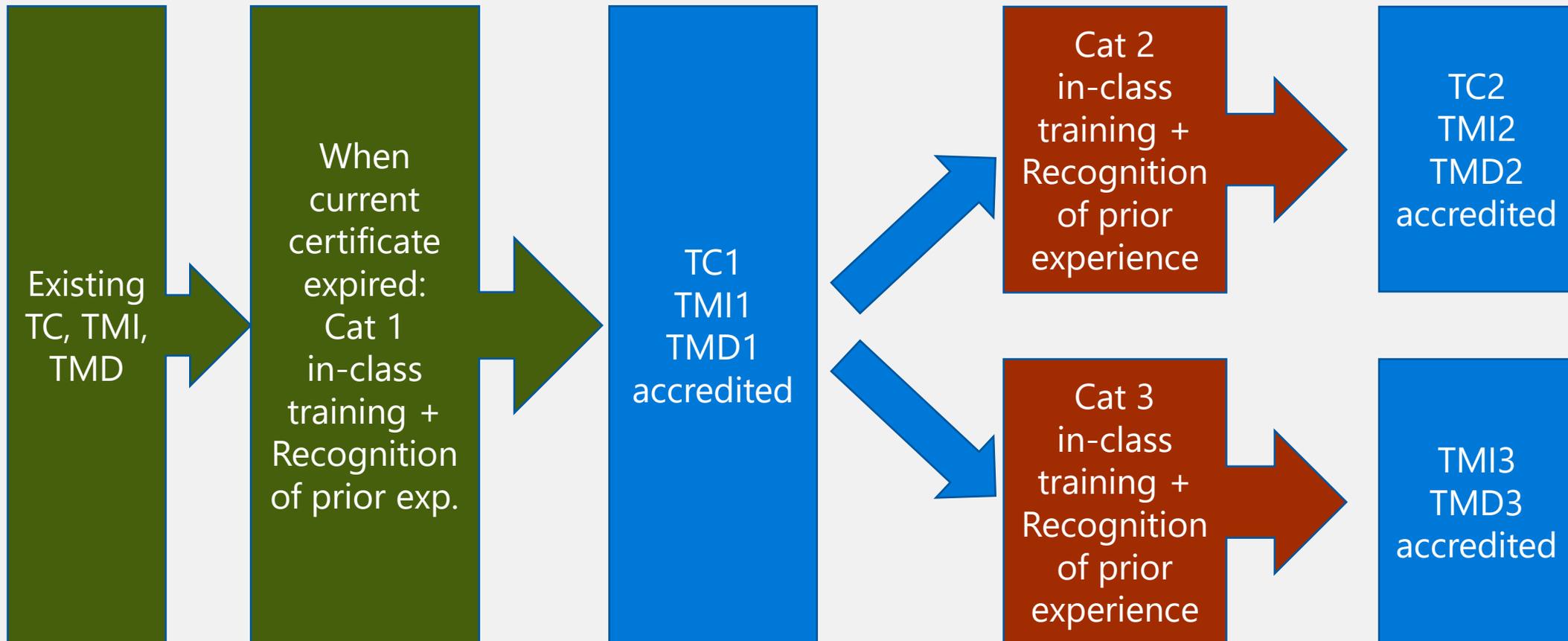
Traffic Controller 2
Traffic Management Implementer 2
Traffic Management Designer 2

Traffic Management Implementer 3
Traffic Management Designer 3

National Training Framework – Individuals



Transition period over 3 years



National Training Framework – Individuals



Mutual Recognition

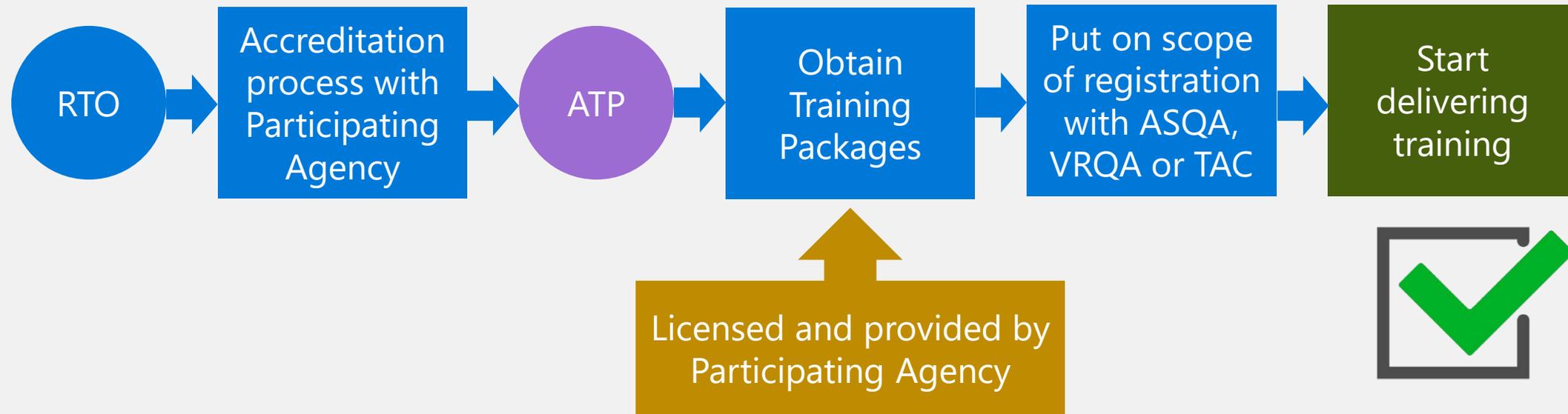


E.g. Western Australia

Victoria

WA/Vic

National Training Framework – Training Providers

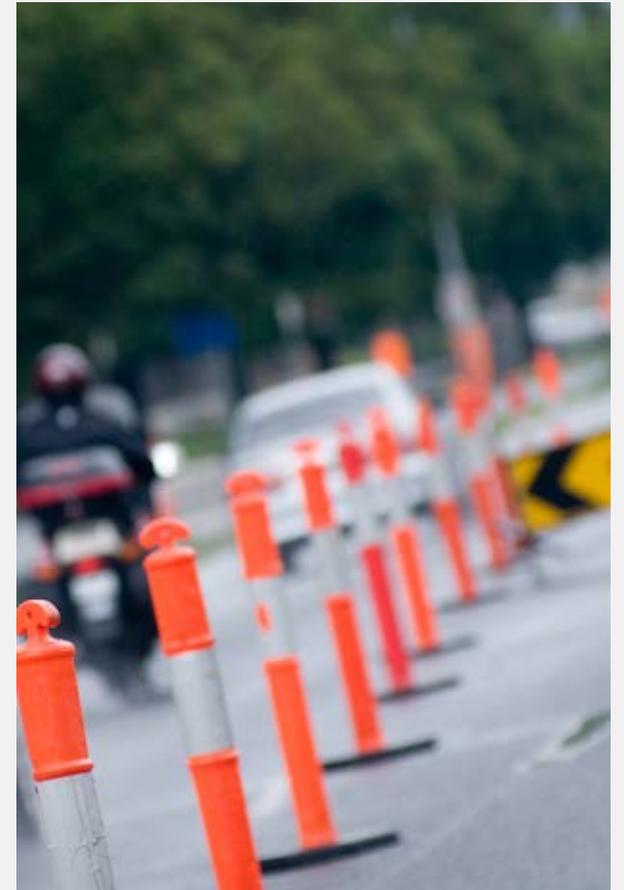


RTO = Registered Training Organisation
ATP = Approved Training Provider
ASQA = Australian Skills Quality Authority
VRQA = Victorian Registration and Qualifications Authority
TAC = Training Accreditation Council (Western Australia)

National Prequalification Scheme

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

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



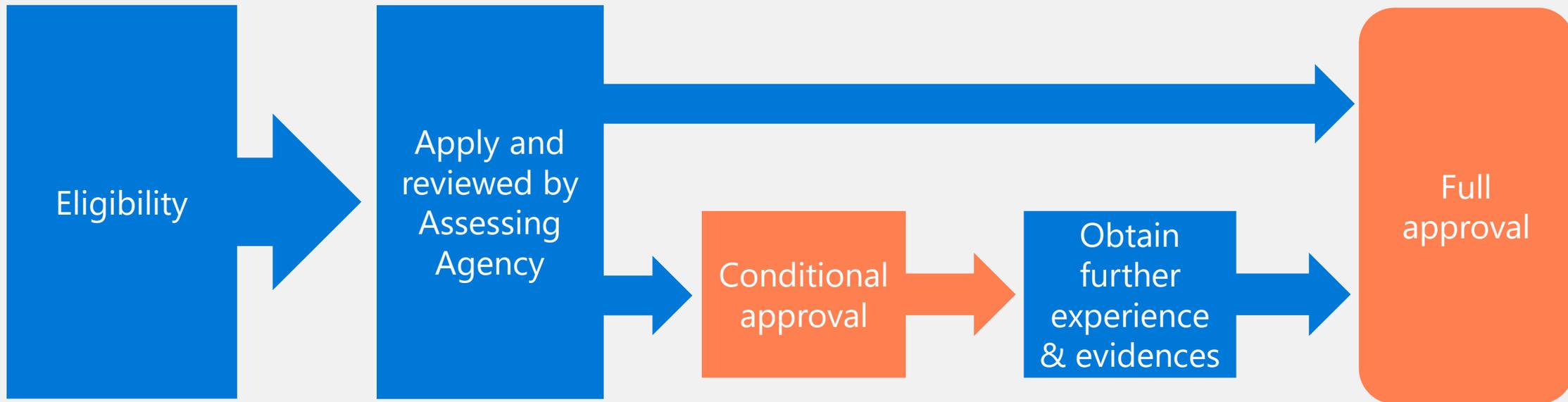
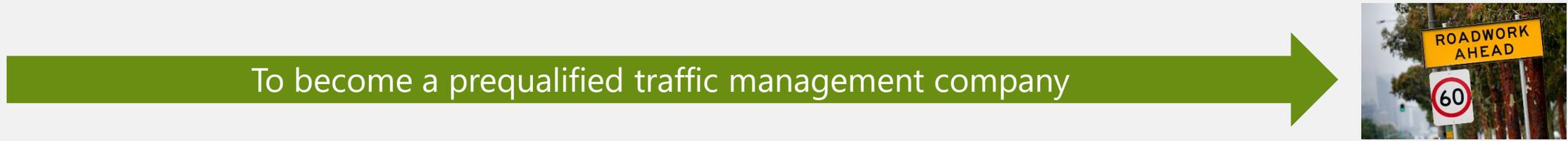
Prequalification Levels

Six distinct prequalification levels:

Roles	Road Category 1	Road Category 2	Road Category 3
Traffic Management Implementation	TMI 1	TMI 2	TMI 3
Traffic Management Design	TMD 1	TMD 2	TMD 3

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

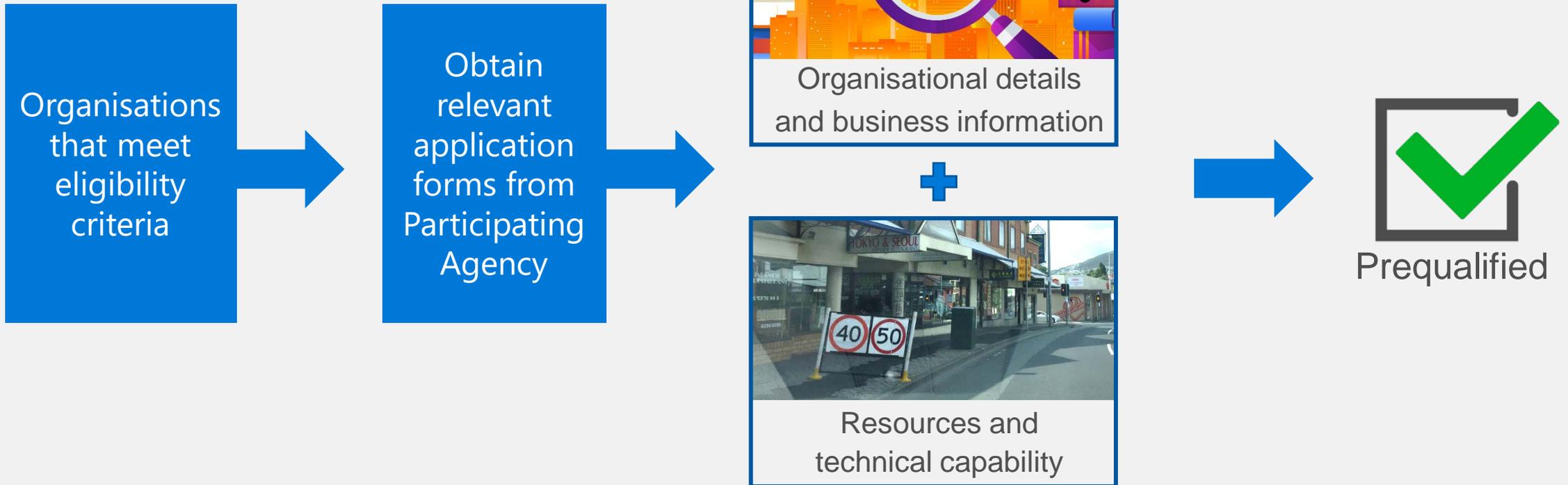
Prequalification Process



(Assessing Agency is one of the Participating Agencies)

Prequalification Process and Assessment Criteria

Applications will be assessed based on two criteria:



How do you get on board with the change?



Information for industry and practitioners

- Review and adopt Austroads Guide to Temporary Traffic Management and AS 1742.3 in your practice
- Contact and liaise with State/Territory jurisdictions for details on practical adoption of the national guidance and schemes
- Sign up and check [Austroads website for regular updates](#)
- Direct any questions on AGTTM to austroads@austroads.com.au

- Transition to new training framework will take up to 3 years, based on expiry timeframe of existing accreditations
- Prequalification will consider existing accreditations in the meantime

Driving best practice to implementation



Driving best practice

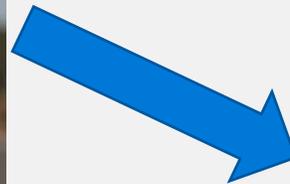
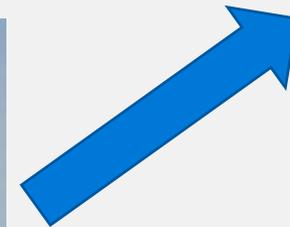
Austroads work does not stop at the AGTTM.

Austroads and its member agencies will:

- Operate the national schemes
- Continue to update the AGTTM guidance (incl. coordinating with NZ practice)
- Expand the AGTTM guidance to other TTM contexts – beyond roadwork sites
- Put in place a national device assessment scheme to drive innovation and mutual recognition in TTM devices / treatments
- Look to expand the best practice and national harmonisation in areas such as auditing and compliance



Replacing traffic controllers with portable traffic control devices



Truck mounted attenuator on high-speed roads

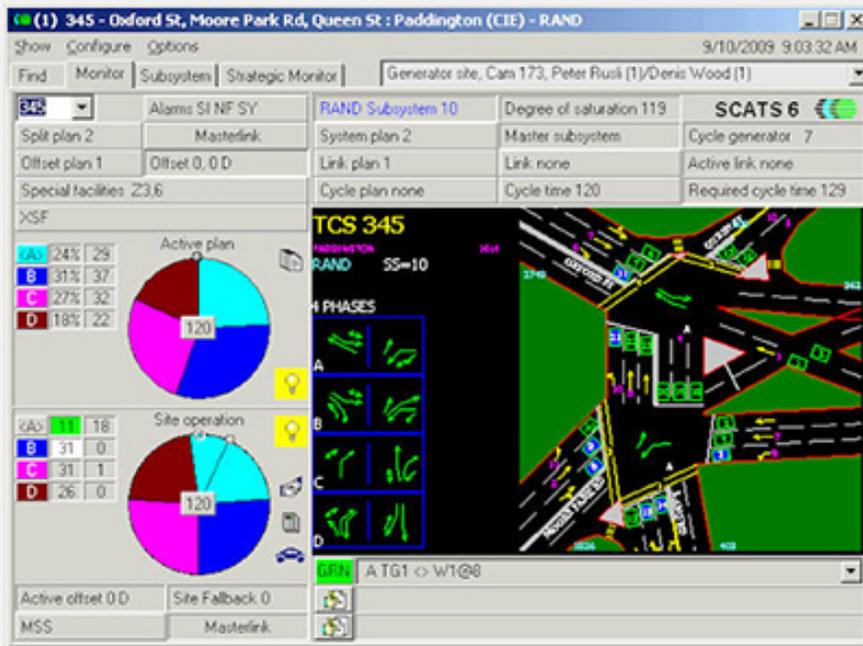


Temporary road humps

consider motorcyclist safety



Travel times VMS



LED Stop/Slow bat



Laser speed limit projection



Robo-cones



Temporary safety barrier



Austrroads



Temporary bollards



Thank you and questions

