WHAT IS AUSTROADS AND WHY HAS IT BEEN DEVELOPED?

The Austroads National Training Framework has been developed to provide Safer Outcomes at Roadwork Sites for road users and road workers at temporary traffic management environments and to achieve a harmonised approach at temporary traffic control worksites across Australia and New Zealand.

Road agencies and industry have legislative responsibility under the Australian Commonwealth Work Health and Safety Act and the New Zealand Health and Safety at Work Act and jurisdictionally based legislation to eliminate a reasonably foreseeable risk, to the extent reasonably practicable.

As an employer and procurer of construction, operational and maintenance services, road agencies must provide a safe work environment for workers, contractors and the travelling public. Only where elimination of foreseeable risk is not reasonably practical is it acceptable to minimise the risk. Minimising the risk is generally the approach currently adopted by road agencies and industry in the provision of traffic control at road worksites.

The framework has been developed to achieve the outcomes of the AGTTM parts 1 – 10 which recommends three temporary traffic management categories.

Traffic controllers are trained only in category 1 and 2 Temporary Traffic Management scenarios.
Traffic Implementers are trained in category 1, 2 and 3 Temporary Traffic Management scenarios.

WHAT ARE THE THREE DIFFERENT ROLES?

There are three Temporary Traffic Management roles:

TC	Traffic Controller	• The TC controls traffic as per the TGS. • The TC must have the appropriate TC qualifications specific to the TTM category design. • TTM qualifications need to be maintained as per TC training requirements. • Traffic controller (TC) is only allowed to control traffic with a temporary traffic control device either on a category 1 road or category 2.
TMI	Traffic Management Implementer	• Traffic Management Implementer (TMI) implementer is someone that implements the Traffic management plans, e.g. erecting temporary signs and device from a traffic management plan. • The TMI implements the TGS as designed by the TMD. • The TMI must have the appropriate TMI qualifications specific to the TTM category design. • TTM qualifications need to be maintained as per TMI training requirements.
TMD	Traffic Management Designer	• Traffic Management Designer (TMD) is responsible for the designs of traffic management plans (TMP), e.g. best way to control traffic around hazards and worksites. • The TMD must have the appropriate TMD qualifications specific to the TTM category design. • TTM qualifications need to be maintained as per TMD training requirements. The TMD can be appointed by the RIM or Principal Contractor depending on project engagement arrangements.

WHAT DETERMINES THE TTM CATEGORY OF TRAINING REQUIRED?

The role and where the work is being undertaken, including its complexity determines the TTM category of training required. There are eight temporary traffic management national training programs with associated Skill Sets.

So what this means is that if you are only ever working on Category 1 roads you will have to complete Traffic Controller (TC1) and Traffic implementer (TMI1) courses. If you want to work on Category two roads, you will then need to upgrade your ticket after gaining at least one months experience and being able to demonstrate this to your training provider.

When it comes to the Traffic Management Designer courses you must have a current qualification in, RIISSS00060 Traffic Management Implementer Skill Set for Urban Streets and Low Volume Rural Roads.

Once this has been achieved you will be required to have the following prerequisites:
- at least 12 months experience applying the relevant skills and knowledge in a temporary traffic management workplace
- providing evidence of relevant experience setting up at least 20 temporary traffic management types in at least four of the following design types:
  - pedestrian and cyclist controls
  - construction sites
  - lane closures
  - shoulder closures
  - night works
  - use of portable traffic control devices
  - motorways or freeways

WHAT DOES THE THREE DAYS LOOK LIKE FOR THE TC1 & TMI1 COURSE?

Days 1 and 2
- Theory sessions focussing on communication on a Temporary Traffic Management Site, traffic control using stop/slow bats and traffic control using Portable Traffic Control Devices and implementing traffic guidance scheme by installing signs and devices. Then throughout the day you will be required to complete some integrated theory assessments.

Day 3
- Practical assessment – set up a TTM site including the traffic control station and control traffic using stop/slow bat and communicating with another controller.
- Setting up and manually operating a Type 1 Portable Traffic Signal System.
- Read, interpret and set up a TTM site according to a TGS.

ONCE I COMPLETE THE COURSE AT AN RTO DO I NEED TO COMPLETE 20 HOURS LOGBOOK WORK?

Once you have completed the TC1 & TMI1 course you will be required to complete at least 20 hours practical training as well as three different setups to be signed off as course completed.

Note this can be done whilst you are still working as long as you have someone with a current ticket to be your supervisor to sign off on the hours and setups, but it needs to be for the relevant category of road.

We are currently looking into an Recognition of prior learning for the 20 hours, for experienced Traffic Controllers that have been working in the industry and can safely demonstrate the skills and evidence required.

RECOGNITION OF PRIOR LEARNING (RPL)

Some states and territories offer RPL for current traffic management ticket holders that are due to refresh or transition into the new qualification. Please contact Workzone Training for more information.

WHAT IS THE DIFFERENCE BETWEEN MY CURRENT AND THE NEW QUALIFICATION?

The old qualification is two units of competency where the new Austroads offers skillsets with some skillset holding up to six units of competency.

IS THIS LICENCE DIGITAL?

No, this is a physical licence that must be carried on person whilst working on a roadway.

WHAT IS THE TRANSITION PERIOD FOR WATM TO TTM?

The following transition periods are designed to give everyone time to undertake the new updated training and to minimise disruption to individuals, employers, and workplaces

Role	Date	Duration
Traffic Controller	1 Feb 2024 until 1 Aug 2025	18 months
Traffic Management Implementer	1 Feb 2024 until 1 Aug 2025	18 months
Traffic Management Designer	1 Feb 2024 until 1 Feb 2026	2 years