

Traffic Management Industry Newsletter

Thank you for making the December 2025 Traffic Management Industry Session a success with over 200 attendees. The next industry session is scheduled for 11 March 2026.

Traffic Management Training

Transition

An important reminder that the three-year transition period for TC and TMI ends on 1 March 2027 and Traffic Management Designer on 10 July 2027. Please ensure you transition to the TTM National Skill Sets before your current card expires or before the dates above. It is extremely important to allow adequate time to transition e.g. start the process at least 4 months prior to your transition date. If in doubt, please speak to one of our Approved Training Providers – a list can be found [here](#)

[Find an Approved Training Provider | Austroads](#)

Correct Training

There have been some recent incidences where learners have gained the incorrect qualification which does not allow them to work as a practitioner on a live road environment. To ensure your training is correct please:

Talk to an [Approved Training Provider](#)

Understand which training is correct for your role, information on the skill sets and units can be found [here](#) [Temporary Traffic Management National Training Framework | Austroads](#)

To ensure qualification is legitimate you can check the QR code on the certificate and/or check the trained practitioner site at [Trained Practitioners | Austroads](#)

If in doubt, please contact the Austroads TTM team ttmtraining@austroads.gov.au

Austroads Guide to Temporary Traffic Management (AGTTM)

The AGTTM is reviewed by a TTM Technical Reference Group which consists of representatives

from all State/Territory departments, local government and New Zealand.

Look out for a series of AGTTM webinars in 2026.

Consent for works

Application requirements

When lodging a Working Within the Road Reserve (WWRR) application to undertake works, Issued for Construction (IFC) drawings are mandatory and must form part of the WWRR submission. Information on consent for works can be found [here](#).

MOA requirements

When submitting an MOA application please ensure that your WWRR has been submitted prior to your MOA application.

If you have submitted your WWRR request and MOA submission concurrently please ensure that you have noted the WWRR reference number on the MOA submission. Once the WWRR has been approved please inform the MOA team of the approval.

If the MOA team has requested WWRR is required, please advise the team as soon as you have a reference number of said number and again once the WWRR has been approved. This will expedite the authorisation process.

Roadwork Permits

MoA Efficiency

We have initiated a triage process that ensures:

- All documents have been provided.
- Consent has been applied for.
- Correct fees have been applied.
- Low impact works are reviewed in a shorter time frame.



We are continuing to cancel MoAs if fees are incorrect, or if council exemptions forms are not complete or not provided.

This triage process has already reduced processing times, allowing the Department of Transport and Planning (DTP) to focus on complicated applications. DTP is further investigating ways to streamline the MoA process, focusing on accountability sitting with appropriated entities, reviewing processes for authorisation, etc.

Requests for information

Please ensure that when you receive a request for information that you respond to all items on the request. Partial responses will trigger a second request for information and impact authorisation times.

Blanket MoAs

It is important to ensure that all TCDs are selected correctly as per the Traffic Guidance Scheme (TGS) when submitting an MoA application. Failure to do so will delay your application.

Westgate Tunnel Project Blockout Zone

The blockout zone commenced on the 12 December 2025 and will be in place until mid March 2026.

For any exemptions from the blockout zone please contact to the Associate Director Roadwork Permits for consideration.

Transurban

Transurban now has jurisdiction for authorisation of traffic control devices (TCD) to be used on the network between Grieves Pde and Williamstown Rd including ramps. All authorisations need to be submitted to Transurban via their existing processes.

MOA status updates

MoA status can be checked through the Road Access Permit Portal (RAPP). It is recommended that RAPP is checked first before contacting DTP.

MoA Activation

Immediately before a TCD is implemented or used and then again immediately after it is completely

removed, the Traffic Management Implementer (TMI) must activate the MoA permit through the RAPP or advise the Transport Operations Centre (TOC). For TRIMS and LUMS, TMC can only do this by contacting the TOC directly.

Transport Operations Centre

Working in LUMS environment

When working on freeways, particularly within Lane Use Management System (LUMS) please ensure that you are calling TOC prior to setting up works with correct MoA details. This is for your safety and for TOC operators to confirm the LUMS have been applied correctly.

When to call TOC for permit activation/deactivation

Please continue to use the RAPP to activate and deactivate your permits which **do not** have TRIMS or LUMS.

If your permit **does have** TRIMS and LUMS please call the TOC directly who can assist with implementing these.

Traffic Management Assurance

Transition to severity-based thresholds

As of 1st February 2026, DTP will shift from frequency-based to severity-based thresholds, which ensures serious safety breaches receive consistent, proportionate consequences. This approach strengthens both worker and public safety as well as compliance integrity. It aligns with Safe System principles and statutory obligations under the Road Safety Act and related regulations. This approach includes an objective scoring system targeting systemic failures, not isolated mistakes.

DTP has identified specific major non-compliance, across 2 groups. Each non-compliance is given a weighted predetermined score.

Group 1: Direct control of traffic management

Weighted risk score		Weighted risk score		Weighted risk score	
1	Breach of reg 7 or 12 of the RSA TM Reg (MoA)	3	Conflicting signs displayed	4	Insufficient provisions for vulnerable road users
2	Breach of reg 35 of the RSA TM Regs (TMP not as prescribed)	3	Insufficient warnings to motorists	4	TC/TMI not qualified
2	Breach of reg 36 of the RSA TM Regs (TMP not available)	3	TC/TMI operating in wrong road category	4	TMI/TC or worker operating in a manner that is unsafe

Group 2: Indirect control of traffic management

Weighted risk score	
3	Safety Same as per spec or Road Design note
3	Excavation greater than allowed without adequate protection

A score of 6 or higher represents the point which multiple independent high-risk failures are present within the same audit.

This indicates that the site is not suffering from an isolated mistake, rather, from systemic deficiencies in organisational control.

Consequence framework:

To ensure consistency and accountability, the following actions may occur when an audit produces a score of 6 or higher:

1. MoA and/or consent impact:

Temporary or permanent removal of authorisations, dependant on the severity and recurrence.

2. Accreditation impact:

Conditionalization or temporary or permanent downgrading or cancelation of a company's accreditation

Retraining or demonstration of competence before reinstatement

**** Note**** Audits with a score of 5 and under will be dealt with on a case-by-case basis.

Occupational Health and Safety (Psychological Health) Regulations 2025

In December 2025, WorkSafe enacted new regulations with the objective of identifying and

mitigating risks associated with psychosocial hazards:

<https://www.worksafe.vic.gov.au/psychological-health>

Under the Occupational Health and Safety (Psychological Health) Regulations 2025, employers are required to identify and manage psychosocial hazards with the same rigour as physical hazards, meaning that psychological risks arising from work must be proactively controlled and reviewed to protect workers' mental health. For personnel operating TMA and traffic controllers, psychological hazards can be significant and multifaceted. These workers are often exposed to high job demands and sustained vigilance in environments with fast-moving traffic and unpredictable driver behaviour, which can lead to chronic stress, anxiety, and cognitive fatigue.

They may also experience remote or isolated work conditions, limited control over work pace or breaks, and poor organisational support, all of which are recognised psychosocial risk factors under these regulations. Additionally, exposure to aggression, verbal abuse, or near miss incidents from road users can contribute to emotional distress or trauma responses.

Without adequate risk controls, such as clear communication protocols, appropriate rest schedules, job rotation, and supportive proactive supervision, these factors can cumulatively heighten psychological strain, reduce situational awareness, and increase the risk of both mental health injuries and physical incidents. Employers must assess these psychosocial hazards and implement controls to reduce risks so far as is reasonably practicable under the Regulations.



Contact Details

The following contact details will assist you reaching out to the right area.

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