

Traffic Management Industry Newsletter



Department
of Transport
and Planning

Thank you for making the July 2026 Traffic Management Industry Session a success. This update includes key information about training, accreditation, roadwork permits and traffic management assurance. The next industry session is scheduled for October 2026.

Traffic Management Training

Austroroads is hosting webinars covering changes to the Austroroads Guide to Temporary Traffic Management (AGTTM) for the following groups:

- Road Infrastructure Managers (RIM): Tuesday 1 September
- Traffic Controllers (TC) and Traffic Management Implementers (TMI): Tuesday 20 October
- Project Managers and Clients of Temporary Traffic Management (TTM) Providers: Tuesday 24 November.

[Register here](#)

[Catch up on past webinars here](#)

Approved Training Providers

Please ensure that all training is completed with an [Approved Training Provider](#).

Training that is not completed with an Approved Training Provider is not legitimate.

Transitioning to TTM national skill sets

An important reminder that the 3-year transition for TC and TMI ends on 1 March 2027. It ends for Traffic Management Designer (TMD) on 10 July 2027.

Please ensure you transition to the TTM National Skill Sets before your current training expires or before the dates above.

It is important to allow adequate time to transition (at least 4 months prior to your transition date).

Training requirements

Employers must ensure that employees have valid qualifications.

Traffic Management Accreditation

[The new traffic management accreditation application has been released.](#)

The new requirements will be mandatory from 1 September 2026.

Companies applying for TMI must provide a traffic management assurance team endorsement. Reach out to the [assurance team](#) for endorsement. The assurance team will respond within three to five business days.

Accreditation sanctions

The department will be running an accreditation sanction session on 26 August 2026. This will cover changes to the sanction program and is mandatory for accredited company directors.

Working Within the Road Reserve

Memorandum of authorisation requirements

Ensure that you provide your approved Working Within the Road Reserve (WWRR) permit with your Memorandum of Authorisation (MoA) submission. Failure to provide this will delay your submission or lead to cancellation.

Roadwork Permits

AGTTM edition 1.2 implementation in Victoria

In Victoria, AGTTM edition 1.2 is already in effect through the Code of Practice for Worksite Safety – Traffic Management.

A transition period enables industry, road authorities and practitioners time to review and update their documentation, processes and practices.

All Traffic Management Plans (TMP) and temporary traffic management arrangements must comply with AGTTM edition 1.2 from 1 October 2026.

Traffic management designer responsibilities



Traffic management designers are responsible for developing TMPs that comply with all applicable legislation, standards, codes of practice and guidance material. This includes determining appropriate traffic management measures such as sign size, sign sequencing, device selection and site-specific controls.

Where practitioners require further guidance, DTP has a range of [temporary traffic management resources](#) (e.g. traffic volume, design in LUMS environment) available on our [website](#).

System update: planned overnight outage

Please be advised that a critical traffic management system upgrade is currently scheduled for the night of Tuesday 15 September.

As part of this upgrade, Transport Operations Centre (TOC) operators will not have access to the system between 11:00 pm and 3:00 am. During this outage period, TOC will be unable to support requests for Lane Use Management (LUMS) changes or Variable Message Sign (VMS) updates.

We ask all road works partners to consider this outage when planning works scheduled for the evening of Tuesday 15 September or the early hours of Wednesday 16 September. Please assess whether there is a risk that your works may:

- require LUMS changes during the outage period, or
- finish earlier than planned and require TOC assistance to reopen lanes or amend freeway traffic arrangements during the outage time.

Please note that, due to the operational environment, the date may need to change at short notice. Should this occur, further advice will be provided as soon as possible.

Council delegations for PTCD authorisation

Councils can authorise Portable Traffic Control Devices (PTCD) on roads for which they are the coordinating road authority. [For more information, visit the DTP website.](#)

MoA changes and TGS amendments

Following authorisation of an MoA, the TMD is responsible for determining whether amendments to a Traffic Guidance Scheme (TGS) require a new MoA.

A new MoA may be required where any of the following (but not limited to) proposed changes result in:

- additional or increased traffic impacts, including aftercare requirements
- additional TRIMS or LUMS requirements
- additional Traffic Control Devices (TCDs) requiring authorisation
- additional road occupation requirements. New WWRR requirements arising from the amended arrangement.

A new MoA may not be required where:

- all additional TCDs are authorised under the existing MoA
- the amended TGS does not change the traffic impacts of the works
- TRIMS and LUMS are not impacted by the changes
- no additional road occupation or WWRR requirements have been identified.

It is important to note that TGS variations should be considered during the planning phase and addressed within the TMP. Where reasonably foreseeable, contingency plans should be developed in advance to accommodate changes in site conditions and operational requirements. Once an MoA has been authorised, requests for changes may be rejected.

MoA Application Requirements

Applicants must ensure that all information provided as part of an MoA application is accurate and complete, including (but not limited to):

- contact details
- scope of works
- type of works
- relevant DTP contact details
- TCDs that accurately match the submitted TGSs
- approved WWRR permits.



Providing incorrect, incomplete or inconsistent information may result in delays or cancellation of the application. Applicants must review all application details and supporting documentation prior to submission.

MoA fees

The [MoA fees](#) are adjusted yearly in accordance with legislation.

Reminder: MoA activation requirements

Observations show significant numbers of impacts left active after works have been completed, including TRIMS activation.

Immediately before a TCD is implemented or used, and immediately after it has been completely removed, the TMI must activate and deactivate the MoA permit through the Road Access Permits Portal (RAPP). For TRIMS and LUMS, activation and deactivation can only be completed by contacting the TOC.

Failure to deactivate an MoA is a breach of the MoA Standard Conditions and may impact future applications, including requests for extensions. In serious or repeated cases, an MoA may be cancelled.

MoAs that have not been activated and deactivated appropriately will not be accepted for accreditation.

Administrators can view the status of all active impacts within RAPP and should regularly monitor these records to ensure field staff have deactivated impacts once works have been completed and all TCDs have been removed.

Traffic Management Assurance

Road to compliance

The strong improvement in compliance outcomes during 2025/2026 financial year is a testament to the commitment, professionalism and hard work demonstrated by the industry and their crews across Victoria.

While these results are encouraging, major non-compliances continue to be identified and there remains further work to do. We encourage industry to maintain their focus on compliance, address identified issues promptly and continue striving for best practice across all worksites.

During 2025/2026, 1152 audits were completed, compared with 1133 the previous year. Despite audit frequency remaining consistent, major non-compliances decreased from 2186 to 1760, representing a reduction of nearly 20 per cent.

Contact Details

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

General contacts:

[Traffic Management Training](#)

[Trained individual registry enquiries](#)

[AGTTM](#)

[Traffic Management Accreditation](#)

[Traffic Management Assurance](#)

Specific contacts:

[Linda Palmer, Associate Director Roadwork Permits](#)

[Lekshmi P Dilipkumar, Team Leader Roadwork Permits](#)

[James Ritchie, Traffic Management Industry Advisor](#)

[David Lane, Manager Traffic Management Assurance](#)