National Harmonisation of Temporary Traffic Management Practice

Practical Training Requirements

This fact sheet provides information about the practical training component which is explicit within the units of competency and skill sets for the National Training Framework for Temporary Traffic Management.

DELIVERING

Safety
Consistency
Cross-border recognition

What is temporary traffic management?

Temporary traffic management (TTM) is a system of controlling traffic (vehicular and people) movement through, around or past a worksite as provided for under state or territory legislation. While it is important that temporary traffic movement is as efficient as possible, the most important aspect is safety for road workers and road users.

What is the National Training Framework for Temporary Traffic Management?

The National Training Framework for Temporary Traffic Management provides a nationally harmonised environment for the provision of TTM training and ensures individuals working in the industry are appropriately trained and maintain currency. The Framework is designed under the Vocational Education and Training (VET) framework based on Skill Sets and Units of Competencies and provides:

- graduated learning across the TTM categories

- greater opportunities and a more structured genuine career path

- theoretical (i.e., classroom) and practical training

- national recognition - individuals who have successfully completed the training requirements in one state/territory will have this training recognised in another participating state/territory. Please note there may be additional localised training requirements in states and territories specific to the jurisdiction.

Temporary traffic management roles

There are three TTM roles:

- Traffic Controller (TC)

- Traffic Management Implementer (TMI)

- Traffic Management Designer (TMD).

The roles are graduated across three TTM categories, comprising in total eight Temporary Traffic Management National Training Programs with their associated Skill Sets. The role and where the work is being undertaken, including its complexity, determine the TTM category of training required.

Role	TTM Cat. 1	TTM Cat. 2	TTM Cat. 3
Traffic Controller	TC1	TC2	NA
Traffic Management Implementer	TMI1	TMI2	TMI3
Traffic Management Designer	TMD1	TMD2	TMD3

What Is an Approved Training Provider?

An Approved Training Provider (ATP) is a Registered Training Organisation (RTO) that has been approved by a State or Territory regulator to deliver Temporary Traffic Management training.

An RTO cannot provide training under the National Training Framework for Temporary Traffic Management without becoming an ATP in the state or territory it wishes to deliver training in.

Being approved as an ATP in one state or territory does not automatically entitle an RTO to provide training in another state or territory.

Approved Training Providers are identified by the national TTM logo.

ttm 'TM'
approved training provider

What is the practical training component?

Following the successful theoretical (in-class/face-to-face) training, learners will be required to obtain practical learning experience and successfully complete a final practical assessment prior to a Statement of Attainment being issued. This aims to ensure that individuals have the opportunity to gain sufficient practical experience before working independently. Practical experience requirements must be completed on declared TTM Category roads within six months after successfully completing the theoretical component.

Requirements to complete the practical training component

The requirements to complete the practical component vary dependent on the actual TTM National Training Program the learner is undertaking.

Traffic Controller (TC) and Traffic Management Implementer (TMI) practical training component must be completed on a declared TTM Category 1, Category 2 or Category 3 road as applicable. This means a publicly accessible and used road which is typical of what a TC or TMI would encounter under normal operational circumstances. The site, area and statutory safety requirements must always be observed during the assessment.

Traffic Management Designer (TMD) focuses on road settings with the practical component consisting of completion of at least two different traffic management plan design types applying the relevant skills and knowledge in a temporary traffic management workplace on a declared

TTM Category 1, Category 2 or Category 3 road as applicable. This means a publicly accessible and used road which is typical of what a TMD would encounter under normal operational circumstances. The site, area and statutory safety requirements must always be observed during the assessment.

Conducting the practical training component

The aim of the practical training is to expose and provide a real-life experience to the learner that they would experience under normal operating conditions applying the relevant skills and knowledge in a temporary traffic management workplace on a declared TTM Category 1, Category 2 or Category 3 road as applicable. This means a publicly accessible and used road which is typical of what a TC, TMI or TMD would encounter under normal operational circumstances.

It is conducive for an Approved Training Provider (ATP) to have a relationship with one or more Traffic Management Companies who can provide the practical training environment in partnership with an ATP. This means that the traffic management company provides the supervision during the practical training but the ATP provides the assessment.

It is also possible for the ATP to provide the practical training environment in addition to the assessment. That is having permission by the local road infrastructure manager etc. to utilise a section of a declared road and complete the practical training component. Under this option the traffic management site can simply serve the purpose of providing the training and not necessarily encompass real road works.

Where the assessor is unable to attend a site to assess the practical training assessment, due to distance, remoteness or other reasons, video evidence may be used (guidelines for video assessment are included in the Austroads TTM National Training Material).

The ATP is accountable to, and must apply and abide by, all relevant legislation (including any ASQA, VRQA or TAC standards) to ensure that all learners are covered by insurance, both in the classroom and in the practical setting in the field. This accountability does not mean that the ATP is required to have insurance for each learner, rather, it is accountable for ensuring that whomever is delivering the practical component (the RTO or the company providing the practical training) has organised insurance for the learners.

Is the practical training intended to be volunteer or paid work?

It is intended to be a practical training experience. There are a myriad of arrangements that can be organised between an ATP, a Traffic Management Company and a learner (a wide variety of arrangements currently exist and depend on the relationship between the ATP and Traffic Management Company). Arrangements must meet regulatory requirements.

National Harmonisation of Temporary Traffic Management Practice: Practical Training Requirements
Austroads June 2023

page 2

What is direct supervision?

The assessment for the units of competency comprise both theoretical and practical training components. The assessment of the practical training is undertaken after the practical training experience is gained and logged. Practical experience requirements must be completed in declared temporary traffic management category settings within six months after successfully completing the theoretical training component.

Traffic Controller (TC)

A TC in training is permitted to control traffic while under the direct and close supervision of a person who holds a current TC accreditation, such that they are able to immediately intervene as required. The supervising traffic controller is responsible for:

- monitoring the competency of the TC in training
- stepping in (or having someone on site who can step in immediately) to replace the TC in training if the role is not being performed competently.

When conducting supervision of a TC in training, the supervising TC must not:

- devote attention to other tasks that distract them from performing their supervision role
- ask the TC in training to do anything that is outside of the scope of the training agreement between the ATP and the worksite manager or between the ATP and the registered traffic management organisation.

Traffic Management Implementer (TMI)

A TMI in training is permitted to set-up in live traffic situations, while under the direct and close supervision of a person who holds a current TMI accreditation, such that they are able to immediately intervene as required. The supervising TMI is responsible for:

- monitoring the competency of the TMI in training
- stepping in (or having someone on site who can step in immediately) to replace the TMI in training if the role is not being performed competently.

When conducting supervision of a TMI in training, the supervising TMI must not:
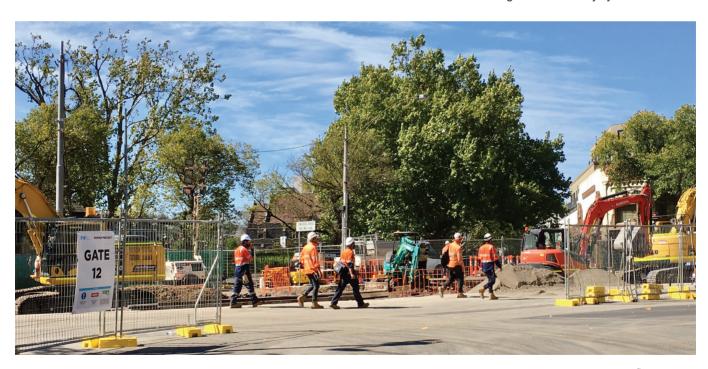
- devote attention to other tasks that distract them from performing their supervision role
- ask the TMI in training to do anything that is outside of the scope of the training agreement between the ATP and the worksite manager or between the ATP and the registered traffic management organisation.

Traffic Management Designer

Appropriate supervision should include consultation with learners undertaking their practical experience. Over the course of the practical training, this may include:

- providing information to support development of the traffic management plan
- reviewing and giving feedback about the plan
- explaining the procedure for monitoring and reviewing the work of the learner.

Learners should be encouraged to provide feedback about health and safety issues relating to the implementation of the plan and how to report traffic hazards immediately so that risks can be managed before an injury occurs.

Need more information?

Austroads website austroads.info/ttm-training

Email ttmoperations@austroads.com.au

Contact your state or territory regulator.

National Harmonisation of Temporary Traffic Management Practice: Practical Training Requirements
Austroads November 2023

page 3