

# Traffic Management Reform program

## New Code of Practice for Worksite Safety – Traffic Management: Summary of changes

June 2023

Factsheet

### The traffic management industry plays a pivotal role in making sure the worksites on our busy road network prioritise the safety of workers, road users and the local community.

That's why the Victorian Government has updated the *Road Management Act 2004 (Code of Practice for Worksite Safety – Traffic Management)* (CoP). It provides a safer, nationally aligned approach in partnership with Austroads and all states and territories.

The new CoP was gazetted on **1 June** and becomes mandatory on **1 December 2023** to give the traffic management industry the time needed to adjust to the new obligations.

#### Why has the CoP been updated?

The CoP provides practical advice and guidance to any person conducting, or proposing to conduct, traffic management activities on roads in Victoria. It also outlines the best practice and standards that Road Infrastructure Managers (RIMs) (also known as Coordinating Road Authorities in the *Road Management Act 2004* and *Road Safety (Traffic Management) Regulations 2019*) will be enforcing on their road networks.

The new CoP has:

- incorporated the safest elements of the *Austroads Guide to Temporary Traffic Management (AGTTM)*
- kept the current measures that provide higher safety standards compared to the AGTTM
- addressed the circumstances unique to Victoria.

It is one of the initiatives being delivered under the Traffic Management Reform (TMR) program, which aims to create a more consistent approach to how traffic management activities are planned and delivered, promote safety on the road network and reduce unnecessary congestion and delays around worksites.

#### How to use the new CoP

##### Key reference documents

The new CoP is part of a suite of regulations and acts that oversee the planning or conducting of traffic management activities on the Victorian road network. The updates have also brought together key traffic management

related information from relevant Australian Standards, legislation and Victoria specific requirements into one document to drive safer practices and consistency.

There are also other Victorian regulations and acts that outline how the guidance and standards in the new CoP may be monitored and enforced.

Please note, the Department of Transport and Planning (DTP)'s Temporary Traffic Management Accreditation program and upcoming adoption of the National Training Framework for Temporary Traffic Management align with the requirements in the new CoP. These programs are also being delivered under the TMR program.

The key reference documents are:

### Guidance and standards

**New CoP:** creates a nationally consistent and safety-focused approach to traffic management across Victoria.

**AGTTM:** has been incorporated into the new CoP to create a nationally consistent approach to traffic management activities.

### Compliance Regulations and Acts

**Road Safety (Traffic Management) Regulations 2019:** outlines the responsibilities of road authorities and other bodies exercising road management functions in relation to the installation, operation and maintenance of traffic control devices and regulate the carrying out of activities on roads. It also prescribes the requirements for a traffic management plan.

**Road Safety Act 1986:** Part 8 outlines regulations relating to warning signs and other installations (section 99),

including conduct of works or activities on a highway (section 99A) and non-road activities on highways (section 99B).

**Road Management Act 2004:** Parts 4 and 7 outlines the specific traffic management powers of State Road authorities.

If you plan or conduct traffic management activities on the Victorian road network, please make sure you have read these documents and understand your obligations so you are compliant at all times.

### Technical documents

**Traffic Engineering Manual - Volume 3 Part 2.22 - Temporary Traffic Management on Managed Motorways:** provides guidance to practitioners in relation to infrastructure used to manage road users on roads managed by VicRoads, including Lane Use Management Signs (LUMS).

**AS 1742.3 2019 Traffic Control for Works on Roads:** this standard sets out the principles relating

to devices used for the control of traffic for works on roads. It specifies the traffic control measures and devices to be used to warn, instruct, and guide road users in the safe negotiation of work sites on roads including unsealed roads and footpaths.

### Supporting programs

**Temporary Traffic Management Accreditation program:** aligns with the new CoP by establishing clear categories of roads based on risk and traffic volume, ensuring only companies with suitable experience are accredited on the road network.

**National Training Framework for Temporary Traffic Management:** aligns with the new CoP so that traffic management workers are trained in the new standards and guidelines.

Visit [vicroads.vic.gov.au/cop](http://vicroads.vic.gov.au/cop) for copies of the above guidance, standards, regulations and acts, as well as information about the supporting programs.



## Key changes in the new CoP

There have been updates to standards and obligations as part of the changes to the CoP. A summary of the major changes is listed below. Those working on the road network should read the new CoP and AGTTM to make sure they remain compliant with the standards and obligations.

Area of change	Summary	Where to find the information
<b>Incorporated elements of the AGTTM</b>		
Traffic Management Plans (TMP)	Additional guidance on preparing, implementing and reviewing TMPs	<p><b>Updated CoP</b></p> <p><b>Part 1</b> Preliminary, Section 15 Traffic Management Plans</p> <p><b>AGTTM</b></p> <p><b>Part 2</b> Traffic Management Planning, guidance throughout the sections</p> <p><b>Part 5</b> Short Term Low Impact Worksites, Section 2.1 General</p>
	A TMP must now be prepared by a 'Traffic Management Designer' (TMD) specifically.	<p><b>AGTTM</b></p> <p><b>Part 8</b> Processes and Procedures, Section 5.4 Roles and Responsibilities</p> <p><b>Part 6</b> Field Staff – Implementation and Operation, Section 3.1 TTM Roles</p>
Risk Assessments	Guidance has changed from recommending a Risk Assessment to mandating a Risk Assessment	<p><b>AGTTM</b></p> <p><b>Part 2</b> – Traffic Management Planning, Section 2.3 Risk and Section 3.3 Risk Assessment</p>
Roles and responsibilities	<p>Additional guidance on:</p> <ul style="list-style-type: none"> <li>roles and responsibilities involved in the planning, designing, auditing and implementing of temporary traffic management</li> <li>the responsibilities of Road Infrastructure Managers</li> <li>the responsibilities of the person/s and/or body/s responsible for the works</li> <li>outlines additional records management information requirements</li> <li>aftercare worksite requirements.</li> </ul>	<p><b>AGTTM</b></p> <p><b>Part 3</b> Static Worksites, Section 6.9 Unattended Worksite and Section 7 How to apply the Traffic Guidance Scheme</p> <p><b>Part 6</b> Field Staff – Implementation and Operation, Section 2 TTM Principles and Road Categories, Section 3 Roles and Responsibilities, Section 7 TGS Operations and Maintenance and Section 10 Unattended Sites</p> <p><b>Part 8</b> Processes and Procedures, Section 5 Powers, Roles and Responsibilities</p>
Traffic management training requirements	<p>The AGTTM introduces a new training framework for all traffic management qualifications which replaces the existing training approach. It includes:</p> <ul style="list-style-type: none"> <li>additional training for roles and categories to establish a graduated approach to upskilling</li> <li>updated approach for maintaining and keeping qualifications current.</li> </ul>	<p><b>AGTTM</b></p> <p><b>Part 8</b> Processes and Procedures, Section 6 TTM Training Framework</p>

Area of change	Summary	Where to find the information
<p>Static, mobile and short term low impact work sites</p>	<p>Changes to:</p> <ul style="list-style-type: none"> <li>• definitions, categories and classifications of these work types</li> <li>• more detailed descriptions of set ups and removal processes for these work types</li> <li>• changes to risk assessment requirements</li> <li>• additional consideration for vulnerable road users (including pedestrians, cyclists and motorcyclists).</li> </ul> <hr/> <p>Additional guidance and considerations when planning and assessing treatment options for static, mobile and short-term low impact work sites.</p>	<p><b>AGTTM</b></p> <p><b>Part 2</b> Traffic Management Planning, Section 3.1 Approach to Traffic Management Plan Preparation</p> <p><b>Part 3</b> Static Work Sites, relevant guidance throughout the sections</p> <p><b>Part 4</b> Mobile Works, relevant guidance throughout the sections</p> <p><b>Part 5</b> Short Term Low Impact Worksites, relevant guidance throughout the sections</p> <hr/> <p><b>AGTTM</b></p> <p><b>Part 3</b> Static Worksites, guidance in Section 2 Design Process, Section 3 Around the Worksite and Section 5 Past the Worksite</p> <p><b>Part 4</b> Mobile Works, guidance in Section 2 Design Process and Section 3 TGS Design for Mobile Works</p> <p><b>Part 5</b> Short Term Low Impact Worksites, Section 2.2 Risk Assessment and Section 2.4 Essential Design Principles</p> <p><b>Part 10</b> Support Guidance, Section 2 Risk Management for TTM</p>
<p>Use of traffic control devices, plants and vehicles</p>	<ul style="list-style-type: none"> <li>• Additional guidance on the position of plants and vehicles.</li> <li>• Additional guidance regarding traffic control devices.</li> </ul>	<p><b>AGTTM</b></p> <p><b>Part 2</b> Traffic Management Planning, Section 3 Preparation of a Traffic Management Plan</p> <p><b>Part 3</b> Static Work Sites, relevant guidance throughout the sections</p> <p><b>Part 4</b> Mobile Works, guidance in Section 2 Design Process and Section 3 TGS Design for Mobile Works</p> <p><b>Part 5</b> Short Term Low Impact Worksites, Section 2.4 Essential Design Principles and Section 4 Documenting Traffic Management Plans</p> <p><b>Part 6</b> Field Staff – Implementation and Operation, Section 6 TGS Installation, Section 8 TGS Removal and Section 10 Unattended Sites</p> <p><b>Part 7</b> Traffic Controllers, Section 2.6 What to Use</p> <p><b>Part 8</b> Processes and Procedures, Section 6.5 Traffic Controller</p>
<p>Use of safety barriers</p>	<p>Additional guidance regarding safety barriers including:</p> <ul style="list-style-type: none"> <li>• types and designs of safety barriers</li> <li>• when safety barriers can be used</li> <li>• location and clearance of safety barriers</li> <li>• end treatments</li> <li>• working behind safety barriers</li> <li>• moving safety barriers.</li> </ul>	<p><b>Updated CoP</b></p> <p><b>Part 2</b> Departures and additional information to the AGTTM, Section 17 Static Worksites</p> <p><b>AGTTM</b></p> <p><b>Part 3</b> Static Work Sites, Section 4 Through the Worksite, Section 5 Past the Worksite and Section 6 Design for Additional Issues</p> <p><b>Part 5</b> Short Term Low Impact Worksites, Section 4 Documenting Traffic Management Plans</p> <p><b>Part 8</b> Processes and Procedures, Section 5 Powers, Roles and Responsibilities</p> <p><b>Part 10</b> Support Guidance, Section 2 Risk Management for TTM</p>



## What hasn't changed?

The following key standards and obligations are still required as part of the new CoP:

Standard/obligation	Where to find further information
A copy of the TMP must be kept at the location or worksite at all times when workers are present and must be made available for inspection as required in accordance with section 36 of the <i>Road Safety (Traffic Management) Regulations 2019</i> .	<p><b>Updated CoP</b></p> <p><b>Part 1</b> Preliminary, Section 15 Traffic Management Plans</p> <p><b>AGTTM</b></p> <p><b>Part 2</b> Traffic Management Planning, Section 2.8.1 How the Traffic Management Plan is used – Decision Making</p> <p><b>Part 3</b> Static Worksites, Section 7.2 Pre-installation</p> <p><b>Part 6</b> Field Staff – Implementation and Operation, Section 3.3.3 TMI responsibilities for TTM on a worksite</p>
Signs that conflict with the works must be removed or covered.	<p><b>AGTTM</b></p> <p><b>Part 3</b> Static Work Sites, Section 2.5 Essential Design Process</p> <p><b>Part 4</b> Mobile Works, Section 2.5 Essential Design Process</p> <p><b>Part 5</b> Short Term Low Impact Worksites, Section 2.4 Essential Design Process</p>
DTP issued Memorandum of Authorisation (MoA) permits must be activated and deactivated.	<p>This remains a standard condition for an authorised Memorandum of Authorisation (MoA) permit.</p> <p>Any breach of the conditions and obligations as part of an MoA authorisation may affect a company's accreditation status, limiting that company's ability to conduct works within the DTP road reserve.</p>
Recommended taper lengths are still advised in the new CoP.	<p><b>AGTTM</b></p> <p><b>Part 3</b> Static Work Sites, Section 5.9 Transition Area</p>
Appropriate consideration of pedestrian management and vulnerable road users must be included in the planning and delivery of traffic management activities.	<p><b>AGTTM</b></p> <p><b>Part 2</b> Traffic Management Planning, requirements outlined throughout the sections</p>
When designing temporary traffic management activities utilising LUMS, Variable Speed Limits (VSL) or Variable Message Signs (VMS), supplementary technical advice and requirements have been provided by DTP/VicRoads and must be followed.	<p>Key information has been included in Traffic Engineering Manual Volume 3 Part 2.22 - Temporary Traffic Management on Managed Motorways.</p>
<p>While the AGTTM provides guidance on applying temporary speed limits of 40km/h or less, DTP/VicRoads generally does not support this.</p> <p>Any traffic management activities including temporary speed limits of 40km/h or less will require extra assessment and discussion with DTP.</p>	<p><b>AGTTM</b></p> <p><b>Part 4</b> Mobile Works, guidance in Section 2 Design Process and Section 3 TGS Design for Mobile Works</p>

### Find out more

DTP is working with the traffic management industry and RIMs to provide the support needed to incorporate the new CoP into relevant day-to-day activities. This includes holding industry information sessions over the six-month transition period and

publishing support materials on our website.

The updated CoP is part of the Traffic Management Reform (TMR) program, visit the VicRoads website to find more details and sign up to our newsletter to get

regular progress updates. You can also contact us via email if you have any questions or need further information.

**Email:** [tmr.support@transport.vic.gov.au](mailto:tmr.support@transport.vic.gov.au)

**Visit:** [vicroads.vic.gov.au/tmr](https://vicroads.vic.gov.au/tmr)