

Update #7

Austrroads Guide to Temporary Traffic Management (AGTTM)

The Department of State Growth would like to inform you of an update from the Traffic Management Association of Australia (TMAA).

The TMAA is launching a three-part Zoom webinar series on Risk Assessment for Temporary Traffic Management, presented by Dr Dan Sullivan (Solutions in Transport).

With the AGTTM being formally adopted in Tasmania from 1 January 2021, these risk assessment focused series will be useful in assisting practitioners and organisations in temporary traffic management (TTM) to understand the practical applications and guidance in the AGTTM.

Webinar 1: Risk Management in Traffic Management Planning

Thursday 26 November 2020: 1pm – 2pm Brisbane (AEST) Time

The traffic management planning (TMP) task and process is outlined in AGTTM Part 2. It is critical that for every TTM task that a level of planning be undertaken. Even for repetitive maintenance tasks, an overarching TMP should be prepared defining the basic rules and concepts to be complied with when implementing generic or organisational specific TGS. For major works, a complex TMP may well involve multiple stages and consideration of complex interaction of issues.

Risk management in the TMP concentrates on the initial identification of all foreseeable risks at a worksite. The risk management will then include a list of the typical risks to be considered at all projects but should also clearly identify the risks specific to the particular task being undertaken. The outcome of the risk management at this stage is an assessment of those risks that can be addressed in planning the works, and the identification / assessment of those relevant risks which should be considered in the next phase of the works – the development of the TGS(s).

[**CLICK HERE TO REGISTER**](#)

Webinar 2: Risk Management in designing the Traffic Guidance Scheme

Tuesday 19 January 2021: 1pm – 2pm Brisbane (AEST) Time

The traffic guidance scheme (TGS) design task and process is outlined in AGTTM Parts 3, 4 and 5. It is critical that for every TTM task that an appropriate TGS be prepared. For repetitive maintenance tasks, generic TGSs may be selected through an appropriate process while for other works, site specific TGS will be required to address the multiple stages and issues at a site.

In developing the traffic guidance scheme(s) (TGS), the designer will undertake a detailed consideration of all risks identified in the planning (TMP) stage of the works and all new risks identified in developing the TGS. The designer should also consider all risks arising from the implementation of the design in the field. At this stage, the identification of risks that cannot be sufficiently addressed may require a reconsideration of the planning for the works.

The outcome of the risk management task with the TGS design is the documentation of the management of those risks that can be addressed in designing the TGS, and the identification / assessment of those risks

relevant to the works which should be considered in the next phase of the works – the implementation of the TGS(s) in the field.

Webinar 3: Risk Management in implementing the Traffic Guidance Scheme

Tuesday 23 Feb 2021: 1pm - 2pm Brisbane (AEST) Time

The traffic guidance scheme (TGS) implementation task and process are outlined in AGTTM 6. Even for repetitive maintenance tasks applying generic TGSs selected through an appropriate process a risk management must be completed. For more complex works this will require the consideration of a detailed risk register which applies to each TGS to be implemented on site.

In implementing the traffic guidance scheme(s) (TGS), the implementer must undertake a complete consideration of all foreseeable risks at the worksite. This will include the consideration of all risks identified in the planning (TMP) and design (TGS) stages of the works and the documentation and assessment of any additional risks relevant to the works identified in site. It is at this stage that the risk management for a particular worksite is completed which should result in a documented approach to minimise all foreseeable risks to the highest practical level. If at this stage, risks are identified that cannot be sufficiently addressed there may need to be a reconsideration of the planning or design for the works.

The outcome of this task is the management of all remaining residual risks identified in the development of the TMP, designing the TGS, and on site. The implementer must undertake an evaluation of all remaining risks to establish if they can be addressed through on site practices, minor adjustments to the TGS, or whether additional design input is required.

Registration for webinar 2 and 3 will be opening soon

Please note there are costs related to attend these webinars, and you must be registered to attend:

Current TMAA Member: \$66.00

Non Member: \$110.00

AAPA, RIAA & CCF members: \$77.00

If you have any queries in relation to these webinars, please contact the State Roads WHS team, stateroadswhs@stategrowth.tas.gov.au or the [TMAA website](#).

More information:

- **State Roads WHS Team:** stateroadswhs@stategrowth.tas.gov.au
- [Transport Website](#)
- [Austroads Website](#)