

Report from meetings with Department of Infrastructure, Transport Traffic Operations Centre and Austroads



Introduction

In March 2026 the TTM-ISG' Simon McManus and Darren Wu led a delegation of 14 New Zealanders to attend the TMAA's Start Conference. As part of the itinerary the ISG arranged for a site visit and meeting with Department of Infrastructure and Transport (DIT) and with Austroads.

We thank the DIT and Austroads for their generous time, particularly:

Stephen Pascale, Manager, Traffic Services

Michael Southern, Manager, Traffic Management Centre at Department for Infrastructure and Transport

Patsy Thomas, National Temporary Traffic Management Operations Manager, Austroads

Below is a summary of the TTM Portal System used by DIT as presented to the delegation.

Overview

DIT operates a mature, rules-driven Roadworks Portal that manages all temporary traffic management (TTM) access to the state highway network. The system has replaced a slow, paper-based process and now processes ~120 applications and 50+ amendments daily (44,000+ annually).

Purpose & Drivers

Developed in 2014–15, the portal replaced fax-based submissions and manual data entry that prevented approvals within 24 hours. Legislative reform in 2018 strengthened standards, compliance powers, and prosecution capability, with DIT issuing hundreds of expiations. The portal ensures compliance with Section 20 of the SA Road Traffic Act 1961, requiring permits for any change to lane capacity or speed.

How the Portal Works

Applicants use roadworks.sa.gov.au to submit, amend, and track permits. Structured workflows assess urgency, timing, asset impacts, public transport, freight, and disruption thresholds. GIS tools require sign-to-sign plotting, with business rules preventing conflicts and enabling auto-approval where criteria are met.

DIT does not approve TGS/TMP designs; responsibility remains with accredited designers/PCBUs. For major closures, DIT may assist with initial ITS setup before handing full operational control to contractors. The portal automatically notifies

stakeholders and integrates with internal teams (public transport, heavy vehicles, asset owners).

Network Impact Assessment

DIT uses SCATS, counters, Bluetooth travel times, historical data, and Ad Insight to assess impacts and determine allowable work windows. Capacity thresholds (e.g., 25 km/h \approx 1,140 vph) and a tiered road hierarchy guide expectations such as night-only works on Tier 1 roads. Dynamic work hours are possible through monitored trials. Early engagement with the TMC reduces rework and improves planning.

A companion Roadworks App allows crews to log on/off, enabling real-time visibility and public traveller information. DIT is shifting to a web-app model.

Compliance is enforced by 24/7 Traffic Response Officers who audit sites, correct unsafe setups, and issue expiations. Penalties range from ~\$1,500 to \$250k for repeat offences. Aftercare is a key compliance focus.

Future Development

DIT is rewriting the portal (Appian) over the next 18 months to improve automation, integrate with national accreditation systems, and introduce contractor performance dashboards (“compliance fuel gauges”). The aim is a more scalable, data-driven platform.