

Guideline for Short Term Low Impact Temporary Traffic Management

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1.0	15/5/2026	Purdey Eades	First Version

Acronyms	Full form
STLI	Short Term Low Impact
AGTTM	Austroads Guide to Temporary Traffic Management
TTM	Temporary Traffic Management

References	
AGTTM Part 5	Part 5: Short Term Low Impact Worksites
AGTTM	Austroads Guide to Temporary Traffic Management
	NT Temporary Traffic Management Requirements
	NT Temporary Traffic Management Training and Certification
	Application for permit to work within a government managed roads

1. Introduction

The Northern Territory adopted the Austroads Guide to Temporary Traffic Management (AGTTM) on 1 July 2023.

The AGTTM is a set of comprehensive standards developed to provide a best practice reference for the development of safe, cost effective and efficient Temporary Traffic Management (TTM) solutions in Australia and New Zealand.

The AGTTM includes specific guidance for **Short Term Low Impact** (STLI) worksites including the classification and implementation requirements of these sites.

STLI refers to works that are **very short-duration, low-risk activities** undertaken within the road reserve where:

- worker exposure to traffic is **minimal**.
- traffic flow is **not materially disrupted**.
- the task can be completed **quickly**, typically **under 1 hour**.
- simplified traffic management is **sufficient and safe**.

2. How to use this document

This documents is designed to give an overview of the requirements of a Short Term Low Impact worksite as outlined in [Austroads Guide to Temporary Traffic Management Part 5: Short-Term Low-Impact](#) to help users determine if their works can be completed as STLI. The guides are freely available for anyone to download from the [Austroads website](#).

This guide is not exhaustive, users should engage a [qualified](#) Temporary Traffic Management Designer to determine if Short Term Low Impact is appropriate to your situation.

3. Examples of STLI Worksites

STLI works are minor and are restricted to situations where the risk assessment has confirmed they are short-term and do not impact traffic.

Examples of STLI work may include:

- slashing or mowing in the road reserve where a risk assessment confirms a lane closure or speed restriction is not required.
- surveyors working in a road reserve.
- pothole repairs where a risk assessment confirmed work can be done safely between gaps in traffic with appropriate spotters in place.

Characteristics of STLI Worksites

- **Low-risk roadside tasks** — inspections, surveys, sign checks, minor maintenance on the verge or shoulder.
- **Short duration** — generally <1 hour, with no extended occupation of the road reserve.
- **Minimal device requirements** — vehicle-mounted beacons, hazard lights, and a single advance warning sign where required.

- **Work outside live lanes** – tasks occur on the shoulder, verge, or behind a barrier, **not** in a live traffic lane.
- **Low-speed or low-volume environments** – often used on remote or regional roads where traffic volumes are low and sight distances are long.

The following are examples of where STLI **cannot be used**.

- Works in or encroaching into a live traffic lane.
- Night works on high-speed roads
- Tasks requiring workers to be on foot in close proximity to traffic.
- Any activity where risk assessment identifies medium or high risk.
- Chaining multiple short tasks to appear “short-term”

4. Requirements for STLI work

4.1. Risk Assessment

As outlined in [AGTTM Part 5 - 2.2](#) – conducting a site-specific risk assessment is an essential part of the TTM design process. The safety and protection of road workers and road users is the primary concern for STLI works although there are expected to be minimal impacts on road users due to the nature of the works.

Pre-planning is essential to ensure the works can be safely completed within the constraints of an STLI worksite. A qualified Temporary Traffic Management Designer will use a risk assessment during the design process to determine if STLI is appropriate and develop a Traffic Management Plan (TMP) where the risk assessment determines a TMP is required.

4.2. Permit

All works including STLI within a road reserve in the NT require a permit. Refer to the [permit guidelines](#) within NT Government Road Reserves for NTG Managed roads, or the relevant Local Government for council managed roads.

5. Worker training

The training requirements for Temporary Traffic Management are outlined on the [NT Temporary Traffic Management webpage](#).

To design a Traffic Management Plan for STLI worksites – workers must hold a Traffic Management Design qualification appropriate for the category of road the worksite will be on.

To work within a Short Term Low Impact site – workers must hold the NT Short Term Low Impact qualification.

6. Feedback

Please send your feedback regarding this document to Roadsdarwin.NTG@nt.gov.au

