

Event Traffic Marshals

Information for Traffic Management Designers

Background

This fact sheet has been developed to inform Traffic Management Designers (TMDs) about the requirements when planning and designing traffic management arrangements for Special Events where Event Traffic Marshals (ETMs) will be engaged.



Designing a Traffic Guidance Scheme (TGS) using ETMs

Changes to the Transport Operations (Road Use Management – Accreditation and Other Provisions) Regulation 2015 allow Event Organisers to engage ETMs to undertake limited traffic control duties in low risk environments, where specified on the approved TGS for the event. TMDs therefore play a vital role in the evaluation of risks and determining whether event locations and arrangements are suitable for ETM use.

As with the development of all Traffic Management Plans (TMPs) and TGS, the Designer should consider risk (refer to **Manual of Uniform Traffic Control Devices [MUTCD] Part 3 Clause 2.2.3**). TMDs should document all assumptions and assessments of risk when considering whether to specify the use of ETMs as part of a TGS. If the road environment is assessed as being more complex, then traffic control shall only be undertaken by accredited Traffic Controllers or Police Officers.

Event Traffic Marshals ...

- ✓ ETMs are event volunteers who are authorised to undertake basic STOP/SLOW traffic control duties in simple low risk traffic environments for the duration of a permitted Special Event.
- ✓ ETMs may install official traffic signs if specified on the event TGS. Generally this should be limited to the 'Traffic Controller Ahead/PREPARE TO STOP' sign.
- ! An accredited Traffic Controller may substitute for an ETM at any ETM traffic control stations denoted on the TGS, but not vice-versa.
- ✗ ETMs shall not control reversible flow arrangements (commonly known as shuttle flow).
- ✗ ETMs may not be used for roadworks or workplaces.

Road risk attributes for situations where ETMs can be deployed

- Speed limit, or speed environment of 60km/h or less
- Highest volume while the event is in progress: 200 vehicles/hour
- Road type: two-way two-lane, or one-way one-lane
- Not at a signalised intersection
- Not at an at-grade railway crossing

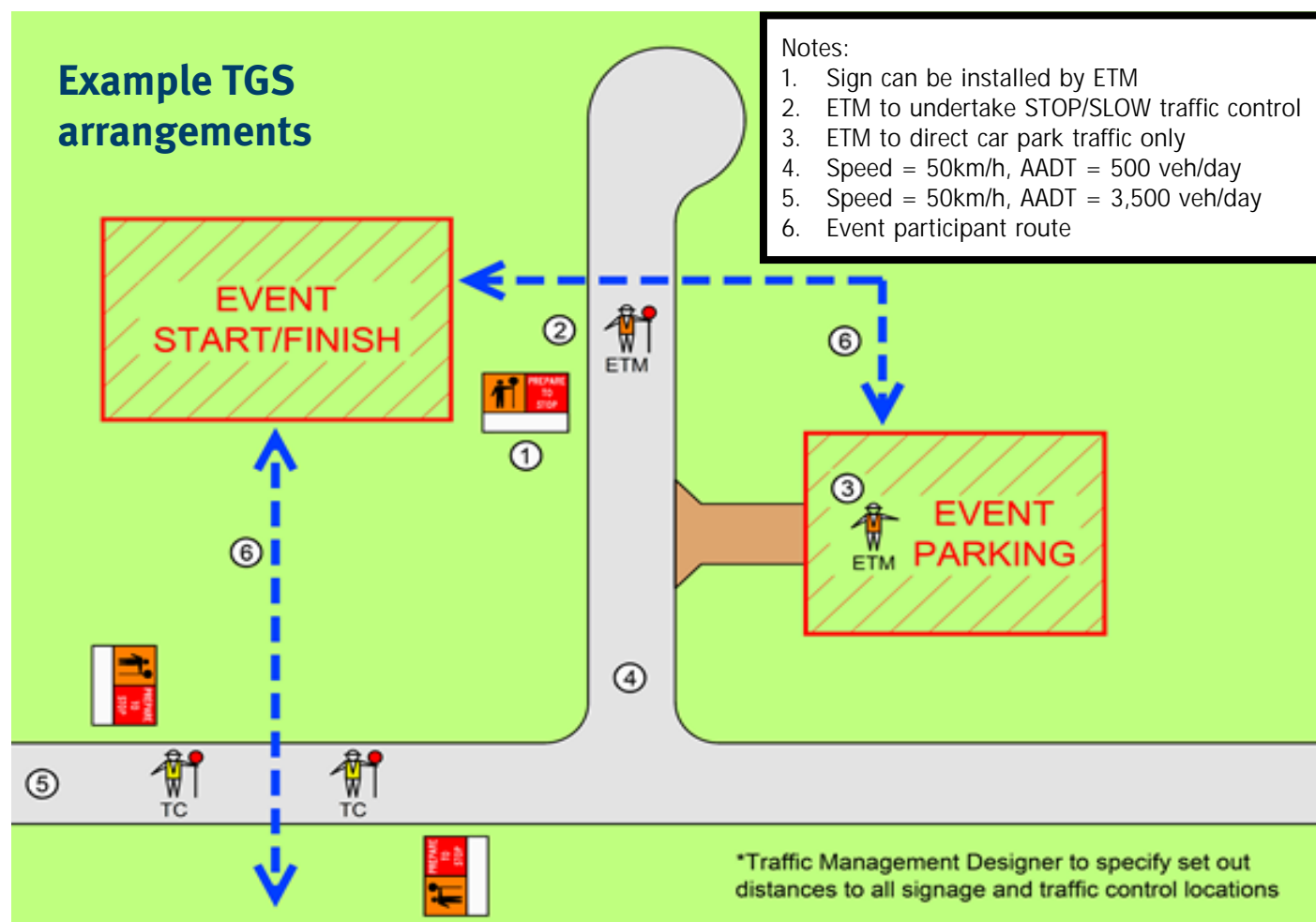
Additional factors that should be considered when determining if an environment is low risk

- Available sight distance
- Road geometry
- Timing of event
- Volume and type of heavy vehicles
- Number of event participants or spectators
- Crash history

Traffic Management Design for ETMs

When preparing a TGS that incorporates ETMs, TMDs should clearly differentiate and label ETM and accredited Traffic Controller positions. The TGS shall include instructions that specify the activities each ETM is expected to undertake, including the signs that the ETM is expected to install.

The 'Traffic Controller Ahead/PREPARE TO STOP' sign shall be placed 2D in advance of any location where ETMs are undertaking traffic control (refer to MUTCD Part 3 Clause 3.5.2). The use of four cones on the centreline (refer to MUTCD Part 3 Clause 4.10.2) is intended for reversible flow arrangements only and therefore not applicable to ETMs.



Disclaimer: This figure is indicative and provided as an example only. TGS design shall be undertaken in accordance with the MUTCD Part 3.

NOTE: In all cases the TGS must be prepared by a TMD who is a competent person having completed the approved Traffic Management Design course.

Additional resources

- Event Traffic Marshal Scheme [webpage](#).
- [Manual of Uniform Traffic Control Devices \[MUTCD\] Part 3](#).

Find out more

For more in-depth information about traffic control signage, devices and standards contact trafficengineering.support@tmr.qld.gov.au