

Manual

**Queensland Guide to Temporary Traffic Management
Part 2: Traffic Management Planning**

July 2022

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Feedback

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About this document

This document supplements the Austroads *Guide to Temporary Traffic Management Part 2 Traffic Management Planning*, which has been specifically prepared to assist with the preparation of traffic management plans (TMPs), in accordance with Austroads best practice. It provides general information about the context, components and format of a TMP.

How to use this document

This document is designed to be read and applied together with the Austroads *Guide to Temporary Traffic Management Part 2: Traffic Management Planning* (AGTTM02-21 Edition 1.1)). You must have access to the Guide to understand what applies in Queensland.

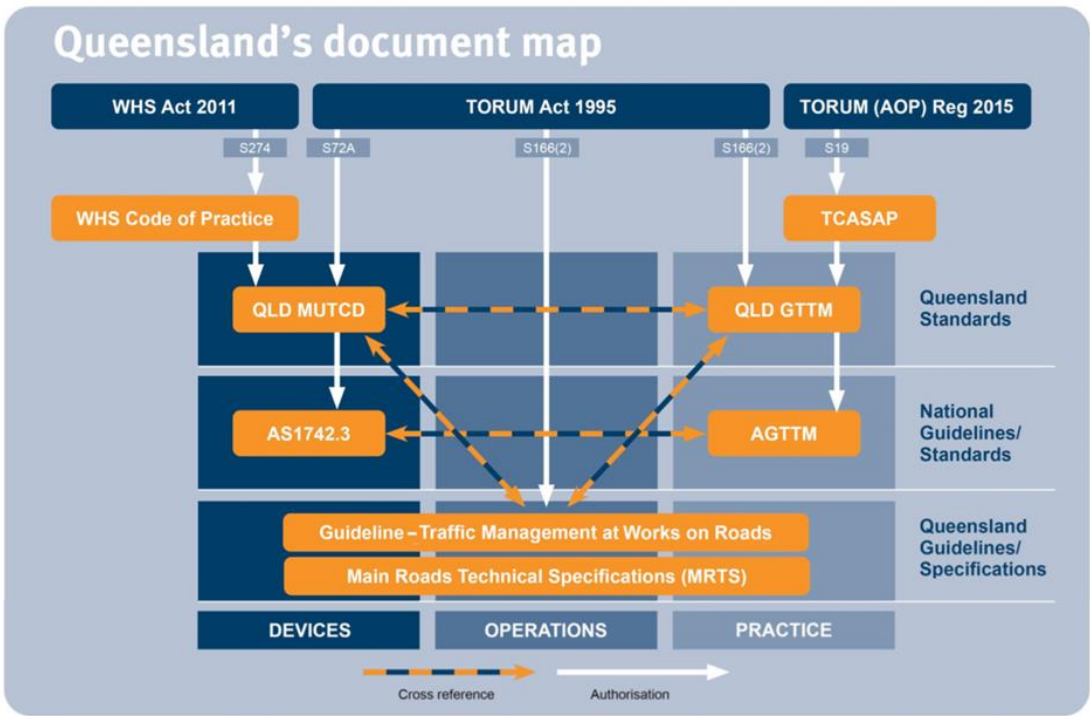
This document:

- sets out how AGTTM02-21 applies in Queensland
- has precedence over AGTTM02-21 when applied in Queensland
- has the same section and clause numbering and headings as AGTTM02-21.

The following table summarises the relationship between AGTTM02-21 and this document:

Applicability	Meaning
Accepted	The Guide section or clause is accepted.
Accepted, with amendments	Part or all of the section or clause has been accepted with additions, deletions or differences.
New	There is no equivalent section or clause in the Guide.
Not accepted	The Guide section or clause is not accepted.

A summary of the documents relevant to TTM practice in Queensland, and their links, is provided following:



References

The following references apply when reading AGTTM02-21.

Reference to...	Means
AGTTM02-21	<p><i>Austrroads Guide to Temporary Traffic Management Part 2: Traffic Management Planning</i>, as amended by this document: for example, a reference to AGTTM02-21 means you must refer to the <i>Queensland Guide to Temporary Traffic Management (QGTTM) Part 2</i>.</p> <p>Throughout AGTTM02-21, references are made to other parts of the Guide (for example, when reading Part 2 you may be referred to Part 3 for further information.) In this case, you must refer to the equivalent Part within the QGTTM. Check the applicability of the equivalent Part in the QGTTM before referring to the referenced Austrroads Guide Part.</p>
AGTTM	<i>Austrroads Guide to Temporary Traffic Management</i>
AS 1742	<i>Australian Standard AS 1742 Manual of Uniform Traffic Control Devices</i>
Queensland (Q) series / Traffic Control (TC) signs	MUTCD (Q) series and TC signs .
Queensland MUTCD	Queensland Manual of Uniform Traffic Control Devices which supplements AS 1742.

Relationship table (harmonised to AGTTM02-21 Edition 1.1)

Section	Description	Applicability	
1	Introduction to Traffic Management Planning		
	1.1	Purpose	Accepted
	1.2	Structure of AGTTM	Accepted
	1.3	Scope of Part 2	Accepted
	1.4	Definitions	Accepted
2	Objectives and Principles of Traffic Management Plans		
	2.1	Objectives	Accepted
	2.2	Contextualising Traffic Management Plans	Accepted
	2.3	Risk	Accepted
	2.4	Hierarchy of Control	Accepted
	2.5	Policy and Regulatory Context	Accepted
	2.6	Review and Approval	Accepted
	2.6.1	<i>Minimum requirements for Traffic Management Plan</i>	Accepted
	2.6.2	<i>Principles for consideration in the preparation and review of a Traffic Management Plan</i>	Accepted
	2.6.3	<i>Timing of preparation</i>	Accepted
	2.6.4	<i>Submission to road infrastructure manager</i>	Accepted with amendments
	2.7	Documentation	Accepted
	2.8	How the Traffic Management Plan is Used	Accepted
	2.8.1	<i>Decision making</i>	Accepted
	2.8.2	<i>Transparency</i>	Accepted
2.8.3	<i>Duty of care</i>	Accepted	
3	Preparation of a Traffic Management Plan		
	3.1	Approach to Traffic Management Plan preparation	Accepted
	3.2	Introductory Activities	Accepted
	3.2.1	<i>Identify project parameters</i>	Accepted
	3.2.2	<i>Break down project into stages</i>	Accepted
	3.2.3	<i>Conduct traffic assessment</i>	Accepted
	3.3	Risk Assessment	Accepted
	3.3.1	<i>General</i>	Accepted
	3.3.2	<i>Identify risks of each stage</i>	Accepted
	3.3.3	<i>Analyse the risks</i>	Accepted
	3.3.4	<i>Identify treatment options</i>	Accepted with amendments
	3.3.5	<i>Evaluate each treatment option</i>	Accepted

Section	Description	Applicability	
	3.4	Plan and Design	Accepted
	3.4.1	<i>Plan and design selected risk treatment</i>	Accepted
	3.4.2	<i>Document in the Traffic Management Plan</i>	Accepted
	3.4.3	<i>Identify Traffic Guidance Schemes required</i>	Accepted
	3.5	Ongoing Activities	Accepted
	3.5.1	<i>Communication and consultation</i>	Accepted
	3.5.2	<i>Monitoring and review</i>	Accepted
	3.6	Summary	Accepted
4	Documenting Traffic Management Plans		
	4.1	General	Accepted
	4.2	Introduction	Accepted
	4.2.1	<i>Purpose of a Traffic Management Plan including risk management</i>	Accepted
	4.2.2	<i>Traffic management objectives for the project</i>	Accepted
	4.2.3	<i>Statement of duty of care</i>	Accepted
	4.2.4	<i>Site inspection expectation</i>	Accepted
	4.2.5	<i>Site induction and training plan</i>	Accepted
	4.3	Project Overview	Accepted
	4.3.1	<i>Project location</i>	Accepted
	4.3.2	<i>Project details</i>	Accepted
	4.3.3	<i>Site constraints / impacts</i>	Accepted
	4.4	Project Administration	Accepted
	4.4.1	<i>Pre-start meeting</i>	Accepted
	4.4.2	<i>Communication of administrative procedures</i>	Accepted
	4.4.3	<i>Registers</i>	Accepted
	4.4.4	<i>Responsibilities</i>	Accepted
	4.4.5	<i>Work Health and Safety and Occupational Health and Safety Arrangements</i>	Accepted
	4.4.6	<i>Incident procedures</i>	Accepted
	4.4.7	<i>Consultation</i>	Accepted
	4.5	Risk Management	Accepted
	4.5.1	<i>Risk management process</i>	Accepted
	4.5.2	<i>Future risks</i>	Accepted
	4.6	Documenting the Traffic Assessment	Accepted
4.7	Traffic Management Planning and Design	Accepted	
4.7.1	<i>Staging of work</i>	Accepted	
4.7.2	<i>Night work provisions</i>	Accepted	
4.7.3	<i>Traffic Guidance Schemes</i>	Accepted	

Section	Description	Applicability
4.7.4	<i>Documenting the Risk Assessments and Options Analysis</i>	New
4.8	Emergency Arrangements and Contingency Planning	Accepted
4.8.1	<i>Emergency services access</i>	Accepted
4.8.2	<i>Emergency arrangements</i>	Accepted
4.8.3	<i>Contingency planning</i>	Accepted
4.9	Variations	Accepted with amendments
4.9.1	<i>Innovation</i>	Accepted with amendments
4.9.2	<i>Evaluation of variations from this Guide and standards</i>	Accepted
4.9.3	<i>Variation from approved traffic management plan</i>	Accepted
4.10	Notification Requirements	Accepted
4.10.1	<i>Public notification</i>	Accepted
4.10.2	<i>Notification of other agencies</i>	Accepted
4.10.3	<i>Notification of emergency services</i>	Accepted
4.11	Monitoring	Accepted
4.11.1	<i>Specific monitoring requirements</i>	Accepted
4.11.2	<i>Site inspections and record keeping</i>	Accepted
4.12	Management Review	Accepted
4.12.1	<i>Traffic Management Plan Review and Improvement</i>	Accepted
4.12.2	<i>Long term projects</i>	Accepted
4.13	Traffic Management Plan Auditing	Accepted
4.13.1	<i>Audit types</i>	Accepted
4.13.2	<i>Considerations for audits</i>	Accepted
4.14	Submission and Approval Process	Accepted
4.14.1	<i>Timeframes for review</i>	Accepted
4.14.2	<i>Review requirements</i>	Accepted
Appendices		
A	Checklist of Traffic Management Plan Components	
B	Traffic Management Plan Risk Considerations Checklist	

Section	Description	Applicability	
C	Identifying, Evaluating and Selecting an Option – Gympie Road (Queensland)		
	C.1	General	Accepted
	C.2	Identification and Analysis of Issues and Risk	Accepted
	C.3	Identifying the Options	Accepted
	C.3.1	<i>Key site features</i>	Accepted
	C.3.2	<i>Identify all options</i>	Accepted
	C.3.3	<i>Evaluating each option</i>	Accepted
	C.4	Final Staging Diagram	Accepted

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2 Objectives and Principles of Traffic Management Plans

2.6 Review and Approval

2.6.4 Submission to road infrastructure manager

Difference

Replace guidance with following:

The TMP may be reviewed by an appropriately competent and qualified person other than the person who prepared the TMP and submitted to the appropriate road infrastructure manager.

3 Preparation of a Traffic Management Plan

3.3 Risk Assessment

3.3.4 Identify treatment options

Difference

Replace the following:

Traffic control may not be required if:

- there is clear visibility past the work area and beyond it for at least 75 m, or to the end of the road if less than 75 m away and the length of the shuttle lane does not exceed 60 m
- road users have clear visibility of the work area and the opposing approach for a distance greater than 150 m and either one of the following:
 - traffic volume in both directions is 40 vph or less, and the speed is 70 km/h or less, and the length of the single lane is 60 m or less
 - the length of the single lane is 100 m or less, and GIVE WAY and ONE LANE signs are provided at one end of the shuttle lane
 - it is a residential street and the length of the shuttle is 60 m or less.

with

Traffic control may not be required if:

- there is clear visibility past the work area and beyond it for at least 75 m, or to the end of the road if less than 75 m away and the length of the shuttle lane does not exceed 60 m
- road users have clear visibility of the work area and the opposing approach for a distance greater than 150 m and either one of the following:
 - traffic volume in both directions is 40 vph or less, and the speed is 70 km/h or less, and the length of the single lane is 60 m or less
 - the length of the single lane is 100 m or less, and GIVE WAY and ONE LANE signs are provided at one end of the shuttle lane – the NO OVERTAKING OR PASSING sign shall also be erected at the start of the single lane for traffic in the opposite direction, or
 - it is a residential street and the length of the shuttle is 60 m or less.

Difference

Replace Table 3.6 with the following:

Table 3.6 – Lane widths

Criteria	Lane width (m)
General lane widths	
≤60 km/h	Minimum 3.0*
70, 80 or 90 km/h	Minimum 3.2*
≥100 km/h	Minimum 3.4*
Curve with radius 100–250 m	Add curve widening of 0.5 m per lane
Curve with radius <100 m	In addition to the curve widening of 0.5 m per lane, consider the swept path of long vehicles (for example, buses, trams)
Two-way residential street	Minimum of 5.5 (sum both ways)
Shuttle flow operation	
Shuttle flow with active control (by traffic controllers or PTCDs)	Minimum 3.5*
Shuttle flow, without active control on residential streets, includes no control or the use of GIVE WAY and ONE WAY signs (see Section 5.4.4).	Maximum 3.5 to ensure vehicles take turns using a single lane

*Temporary minimum lane widths are not to be greater than existing lane widths. This minimum temporary lane width does not apply to curves of radius 250 m or less, or locations where there are fixed vertical obstructions such as fences or safety barriers within 30 cm of the edge of the lane on one or both sides. Where these conditions apply, consider widths wider than those listed previously to accommodate large vehicles.

4 Documenting Traffic Management Plans

4.7 Traffic Management Planning and Design

4.7.4 Documenting the Risk Assessments and Options Analysis

New

The material discussed at Section 3.3 (Risk Assessment) including subsections 3.3.2 (Identify risks of each stage), 3.3.3 (Analyse the risks), 3.3.4 (Identify treatment options) and 3.3.5 (Evaluate each treatment option) shall be included in the TMP.

4.9 Variations

Addition

Refer to Clause 1.9 of the Queensland MUTCD Part 3.

4.9.1 Innovation

Addition

Refer to Clause 1.5 and Clause 1.9 of the Queensland MUTCD Part 3.

