

Manual

Queensland Guide to Temporary Traffic Management Part 10: Supporting Guidance

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Feedback

Please send your feedback regarding this document to: tmr.techdocs@tmr.qld.gov.au

About this document

This document supplements the Austroads *Guide to Temporary Traffic Management Part 10: Supporting Guidance*, which provides information on a range of topics to support the information contained within the other parts of (the) AGTTM. The information includes risk management processes, review, inspection and road safety audit of worksites, events and emergency works.

How to use this document

This document is designed to be read and applied together with the Austroads *Guide to Temporary Traffic Management Part 10: Supporting Guidance* (AGTTM10-21 Edition 1.1). You must have access to the Guide to understand what applies in Queensland.

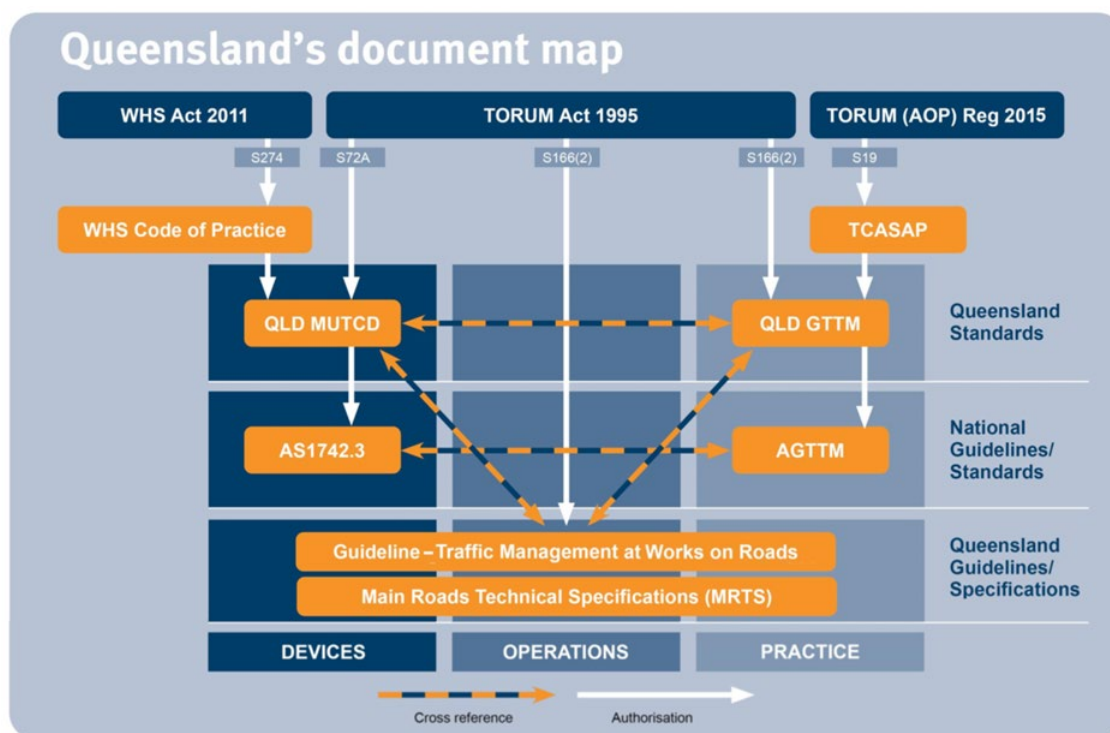
This document:

- sets out how AGTTM10-21 applies in Queensland
- has precedence over AGTTM10-21 when applied in Queensland
- has the same section and clause numbering and headings as AGTTM10-21.

The following table summarises the relationship between AGTTM10-21 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 AGTTM10-21.

Reference to...	Means
AGTTM10-21	<i>Austrroads Guide to Temporary Traffic Management Part 10: Supporting Guidance</i> , as amended by this document: for example, a reference to AGTTM10-21 means you must refer to the <i>Queensland Guide to Temporary Traffic Management (QGTTM) Part 10</i> . Throughout AGTTM10-21, references are made to other parts of the Guide (for example, when reading Part 10 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.
AGTTM	<i>Austrroads Guide to Temporary Traffic Management</i>
AS 1742	Australian Standard AS 1742 <i>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 AGTTM10-21 Edition 1.1)

Section	Description	Applicability	
1	Introduction		
	1.1	Purpose	Accepted
	1.2	Structure of AGTTM	Accepted
	1.3	Scope of Part 10	Accepted
	1.4	Application of Part 10 to New Zealand	Accepted
	1.5	Definitions	Accepted
2	Risk Management for TTM		
	2.1	General	Accepted
	2.2	Overview	Accepted
	2.3	Application to TTM at Work Sites on Roads	Accepted
	2.4	Elements of Best Practice	Accepted
	2.4.1	<i>A model risk management process</i>	Accepted
	2.4.2	<i>Step 1 – Determine the site risk rating for planning of TTM</i>	Accepted
	2.4.3	<i>Step 2 – Determine the required level of planning</i>	Accepted
	2.4.4	<i>Step 3 – Consider risk at the work site</i>	Accepted
	2.4.5	<i>Step 4 – Consider risk control measures</i>	Accepted
	2.4.6	<i>Step 5 – Select risk controls</i>	Accepted
	2.4.7	<i>Documentation of risks</i>	Accepted
3	Review, Inspection and Road Safety Audit		
	3.1	General	Accepted
	3.2	Application to TTM at Road Work Sites	Accepted
	3.3	Elements of Best Practice	Accepted
	3.3.1	<i>Suitability reviews</i>	Accepted
	3.3.2	<i>Compliance safety inspections</i>	Accepted
	3.3.3	<i>Road safety audits</i>	Accepted
4	Events on Roads		
	4.1	General	Accepted, with amendments
	4.2	Principles	Accepted
	4.3	The Event TMP	Accepted

Section		Description	Applicability
	4.4	Event Traffic Marshals	Accepted, with amendments
	4.5	Event Traffic Management Signage	Accepted, with amendments
	4.6	Risk Factors for Events	Accepted
5	Emergency Works		
	5.1	General	Accepted
	5.2	Initial Response	Accepted
	5.3	Interim Response	Accepted
	5.4	Follow Up Protection	Accepted, with amendments
Appendices			
A	Compliance Inspection Checklist		Accepted

Contents

About this document	i
How to use this document	i
References	ii
Relationship table (harmonised to AGTTM10-21 Edition 1.1)	iii
4 Events on Roads	1
4.1 General	1
4.4 Event Traffic Marshals.....	1
4.5 Event Traffic Management Signage	1
5 Emergency Works	1
5.4 Follow Up Protection.....	1

4 Events on Roads

4.1 General

Addition

Section 4 of this document is information only. For guidance on events in Queensland, refer to the [Event traffic management design guidelines](#).

Also refer to the information and requirements in the [Queensland Guide to Traffic Management Part 9: Transport Control Systems – Strategies and Operations, Section 5.2 Planned and special event management](#).

The Department of the Premier and Cabinet's [Guidelines for Events in Queensland: Best practice guidelines for event delivery in Queensland](#) also includes guidance regarding event operations, logistics and planning in general.

4.4 Event Traffic Marshals

Addition

Additional information on event traffic marshals in Queensland is available on the [Event Traffic Marshals](#) webpage.

4.5 Event Traffic Management Signage

Addition

Traffic control measures and devices used to warn, instruct and guide road users in the negotiation of events must be in accordance with both the [Queensland MUTCD Part 3](#) and the [Event traffic management design guidelines](#) available on the departmental website.

5 Emergency Works

5.4 Follow Up Protection

Difference

Replace Table 5.1 with the following:

Table 5.1 – Timeframes for follow up protection

Road Category	Transport and Main Roads timeframes
Category 1	<p>As soon as it is identified the closure or part-closure will be required for a period longer than four hours an immediate decision should be made to initiate follow up protection which must be commenced and implemented as quickly as practicable and not delayed longer than two hours with the following exception:</p> <ul style="list-style-type: none"> • On roads in remote areas with traffic volumes less than 1500 vpd, follow-up measures may be delayed until support resources can reach the site but not for periods in excess of 12 hours.
Category 2	<p>As soon as it is identified the closure or part-closure will be required for a period longer than two hours an immediate decision should be made to initiate follow up protection which must be commenced and implemented as quickly as practicable and not delayed longer than one hour with the following exception:</p> <ul style="list-style-type: none"> • On roads in rural areas follow-up measures may be delayed an additional hour per 100 km from the nearest town with suitable TTM crews available.
Category 3	<p>In accordance with the operational requirements of the Road Infrastructure Manager. On these roads follow-up protection typically includes the use of TMA vehicles and other infrastructure.</p>

