

**Manual**

**Queensland Guide to Temporary Traffic Management  
Part 8: Processes and Procedures**

**March 2025**



**Queensland  
Government**

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## Feedback

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**About this document**

This document supplements the Austroads *Guide to Temporary Traffic Management Part 8: Processes and Procedures*, which provides guidance to road authorities, road infrastructure managers, any party conducting works on, or near a road, and all persons involved in planning, designing, implementing, managing and completing temporary traffic management works. It details the processes and procedures relating to jurisdictional management of temporary traffic management at roadworks. The information included covers: categories of temporary traffic management; powers, roles and responsibilities; training; and standard forms and descriptions.

**How to use this document**

This document is designed to be read and applied together with the Austroads *Guide to Temporary Traffic Management Part 8: Processes and Procedures* (AGTTM08-19 Edition 1.0). You must have access to the Guide to understand what applies in Queensland.

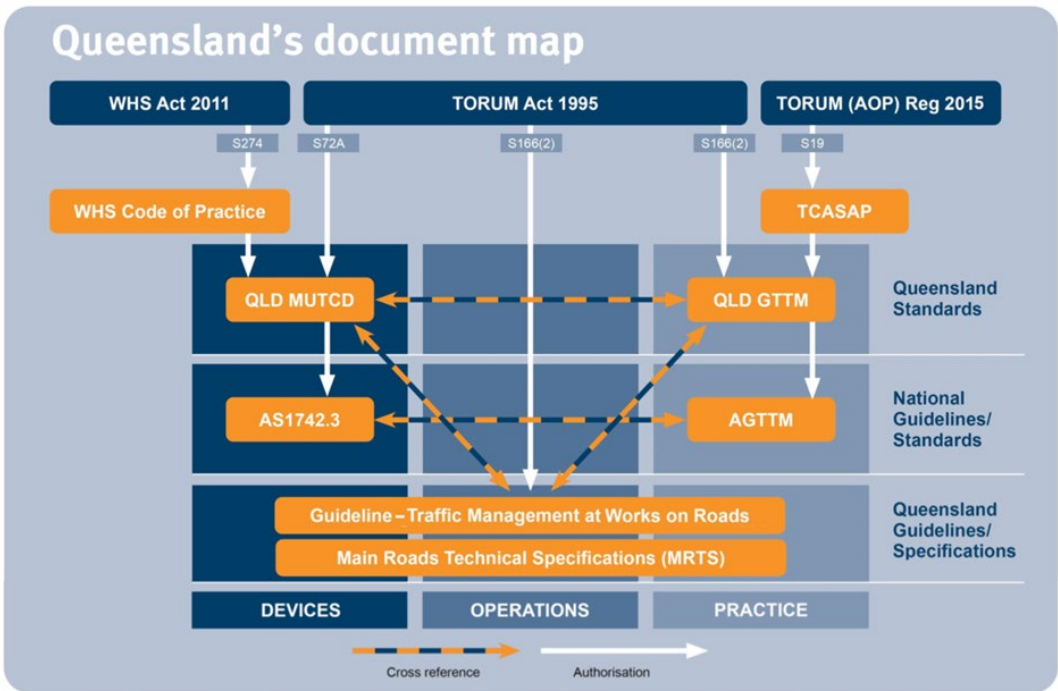
This document:

- sets out how AGTTM08-19 applies in Queensland
- has precedence over AGTTM08-19 when applied in Queensland
- has the same section and clause numbering and headings as AGTTM08-19.

The following table summarises the relationship between AGTTM08-19 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 AGTTM08-19.

Reference to...	Means
AGTTM08-19	<p><i>Austroads Guide to Temporary Traffic Management Part 8: Processes and Procedures</i>, as amended by this document: for example, a reference to AGTTM08-19 means you must refer to the <i>Queensland Guide to Temporary Traffic Management (QGTTM) Part 8</i>.</p> <p>Throughout AGTTM08-19, references are made to other parts of the Guide (for example, when reading Part 8 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 <b>before</b> referring to the referenced Austroads Guide Part.</p>
AGTTM	<i>Austroads 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	<a href="#">MUTCD (Q) series and TC signs.</a>
Queensland MUTCD	<a href="#">Queensland Manual of Uniform Traffic Control Devices</a> which supplements AS 1742.

**Relationship table (harmonised to AGTTM08-19 Edition 1.0)**

Section	Description	Applicability	
<b>1</b>	<b>Introduction</b>		
	1.1	Purpose	Accepted
	1.2	Structure of AGTTM	Accepted
	1.3	Scope of Part 8	Accepted
	1.4	Application of Part 8 to New Zealand	Accepted
	1.5	Acronyms	Accepted
	1.6	Definitions	Accepted
<b>2</b>	<b>Road categories for temporary traffic management</b>		
	2.1	General	Accepted
	2.2	Default TTM road categories	Accepted, with amendments
	2.3	Project specific amendments to TTM road categories	Accepted
	2.4	Road categories map for Queensland	New
<b>3</b>	<b>Process for TGS selection</b>		
	3.1	General	Accepted
	3.2	Generic TGS	Accepted, with amendments
	3.3	Site suitable TGS	Accepted, with amendments
	3.4	Site specific TGS	Accepted
	3.5	TGS type selection	Accepted, with amendments
<b>4</b>	<b>TTM approval activities</b>		
<b>5</b>	<b>Powers, roles and responsibilities</b>		
	5.1	Legislative context	Accepted
	5.2	Statutory health and safety responsibilities – duty of care	Accepted
	5.3	Application of the Parts of AGTTM	Accepted
	5.4	Roles and responsibilities	Accepted, with amendments
	5.5	Roles and responsibilities for special applications	Accepted
	5.5.1	<i>Road safety barrier systems</i>	Accepted with amendments
	5.5.2	<i>Austroads Safety Hardware Training and Accreditation Scheme (ASHTAS)</i>	New
	5.6	Supervising a Traffic Controller (TC) in training	New
<b>6</b>	<b>TTM training framework</b>	Accepted, with amendments	
	6.1	Application of TTM training framework	Accepted, with amendments
	6.2	Training roles	Accepted, with amendments
	6.3	Training by road category	Accepted, with amendments
	6.4	Training – general	Accepted, with amendments

Section		Description	Applicability
	6.4.1	<i>Competencies</i>	Accepted, with amendments
	6.4.2	<i>Assessment</i>	Accepted, with amendments
	6.5	Traffic controller	Accepted, with amendments
	6.5.1	<i>Training by road category</i>	Accepted, with amendments
	6.5.2	<i>Competencies</i>	Accepted, with amendments
	6.5.3	<i>Progression between categories</i>	Accepted, with amendments
	6.6	Traffic management implementer	Accepted, with amendments
	6.6.1	<i>Training by road category</i>	Accepted, with amendments
	6.6.2	<i>Competencies</i>	Accepted, with amendments
	6.6.3	<i>Progression between categories</i>	Accepted, with amendments
	6.7	Traffic management designer	Accepted, with amendments
	6.7.1	<i>Training by road category</i>	Accepted, with amendments
	6.7.2	<i>Competencies</i>	Accepted, with amendments
	6.7.3	<i>Progression between categories</i>	Accepted, with amendments
	6.8	Practitioner and non-practitioner status	Accepted, with amendments
6.9	Maintenance of qualification currency	Accepted, with amendments	
<b>7</b>	<b>Standard forms</b>		
<b>8</b>	<b>Model contract specification</b>		
<b>Appendices</b>			
<b>A</b>	TTM roles – additional tasks and activities		Accepted, with amendments
		Table A1: Engineer	Accepted
		Table A2: Project manager	Accepted
		Table A3: Traffic management designer	Accepted
		Table A4: Traffic controller	Accepted
		Table A5: Traffic management implementer	Accepted with amendments
		Table A6: Principal contractor	Accepted
		Table A7: Traffic management worker	Accepted, with amendments
<b>B</b>	Standard forms – examples		
	B.1	<i>Form B.1 – TMP suitability checklist</i>	Accepted
	B.2	<i>Form B2 – Traffic management for roadworks operational check / onsite pre-opening inspection – checklist</i>	Accepted
	B.3	<i>Form B3 – Worksite traffic management – hierarchy of safety controls – checklists</i>	Accepted
	B.3.1	Using the checklist	Accepted
	B.3.2	Form B3 – CHECKLIST PART A – Traffic controls assessment	Accepted
	B.3.3	Form B3 – CHECKLIST Part B – Justification for control selection	Accepted

Section	Description	Applicability
B.3.4	Form B3 – CHECKLIST Part C – Additional site-specific safety hazard / risk factors	Accepted
B.4	<i>Form B4 – TMP daily traffic management diary</i>	Accepted
B.5	<i>Form B.5 – Traffic Management Plan (TMP) – long form</i>	Accepted
B.6	<i>Form B.6 – Design exception</i>	Accepted
B.7	<i>Form B.7 – Example of site condition rating (SCR) form – compliance inspection</i>	Accepted
B.8	<i>Form B.8 – Example of site condition rating (SCR) form – compliance inspection – short form</i>	Accepted
B.8.1	Examples of ratings (short audit)	Accepted
B.9	<i>Form B.9 – Example of notice of non-conformance</i>	Accepted
B.10	<i>Form B.10 – Example of notification of road closure / lane closure</i>	Accepted
B.11	<i>Form B.11 – Report on incident at roadworks site</i>	Accepted
B.12	<i>Form B.12 – Newspaper advertisement standard</i>	Accepted
<b>C</b>	Sample temporary traffic management specification template local government roads	
C.1	<i>Specification</i>	Accepted
C.1.1	Location and description of work	Accepted
C.1.2	Extent of work	Accepted
C.1.3	Setting out the works	Accepted
C.1.4	Scope of work	Accepted
C.1.5	Traffic guidance scheme (TGS)	Accepted
C.1.6	Record keeping and audit requirements	Accepted
C.1.7	Emergency and public transport vehicles	Accepted
C.1.8	Numbers of traffic controllers	Accepted
C.1.9	Traffic management plans	Accepted
C.1.10	Arrangement of traffic control devices	Accepted
C.1.11	Adequate traffic control devices	Accepted
C.1.12	Opening completed work	Accepted
C.1.13	Use of 40 km/h speed zoning	Accepted
C.1.14	Flashing arrow signs	Accepted
C.1.15	Message boards	Accepted
C.1.16	Water filled delineators and crash barriers	Accepted
C.1.17	Barrier boards	Accepted

Section	Description	Applicability	
	C.1.18	Cones and bollards	Accepted
	C.1.19	Traffic signals	Accepted
	C.1.20	Devices to be safely supported	Accepted
	C.1.21	Permanent traffic signals	Accepted
	C.1.22	Alternative duties	Accepted
	C.1.23	Control of worksites	Accepted
	C.1.24	Compliance with standards, handbooks and guides	Accepted
	C.1.25	Safety	Accepted
<b>D</b>	Sample temporary traffic management specification template State / Territory Government roads		
	<i>D.1</i>	<i>Scope</i>	Accepted
	D.1.1	General	Accepted
	D.1.2	Traffic management plan	Accepted
	<i>D.2</i>	<i>Temporary traffic management (TTM) personnel</i>	Accepted
	D.2.1	Authority to direct traffic	Accepted
	D.2.2	Traffic management implementer	Accepted
	<i>D.3</i>	<i>Planning and design</i>	Accepted
	D.3.1	General	Accepted
	D.3.2	Hazard identification, risk assessment and control	Accepted
	D.3.3	Objective and targets	Accepted
	D.3.4	Temporary speed zoning	Accepted
	D.3.5	Least possible disruption	Accepted
	D.3.6	Maintain access to adjoining properties and side roads	Accepted
	<i>D.4</i>	<i>Road occupancy licence</i>	Accepted
	D.4.1	Road occupancy licence application	Accepted
	D.4.2	Road occupancy fees	Accepted
	D.4.3	Licence conditions	Accepted
	<i>D.5</i>	<i>Traffic management plan (TMP)</i>	Accepted
	D.5.1	Plan submission	Accepted
	D.5.2	Required elements	Accepted
	D.5.3	Plan preparation	Accepted
	D.5.4	Contractor's responsibility	Accepted
	<i>D.6</i>	<i>Traffic staging plans</i>	Accepted
	D.6.1	General	Accepted
	D.6.2	Required details	Accepted



Section	Description	Applicability
D.6.3	Safety barriers	Accepted
<i>D.7</i>	<i>Traffic Guidance Schemes</i>	Accepted
D.7.1	Plan submission	Accepted
D.7.2	Generic traffic guidance schemes	Accepted
D.7.3	Project specific traffic guidance schemes	Accepted
D.7.4	Required details	Accepted
<i>D.8</i>	<i>Vehicle movement plans and pedestrian movement plans</i>	Accepted
D.8.1	Vehicle movement plans	Accepted
D.8.2	Pedestrian movement plans	Accepted
<i>D.9</i>	<i>Road safety audit of TMPs</i>	Accepted
<i>D.10</i>	<i>Traffic management risk assessment workshop</i>	Accepted
D.10.1	General	Accepted
D.10.2	Content of workshop	Accepted
D.10.3	Participants	Accepted
D.10.4	Close out identified risk issues	Accepted
<i>D.11</i>	<i>Temporary roadways and detours</i>	Accepted
D.11.1	Construction of temporary roadways and detours	Accepted
D.11.2	Opening temporary roadways and detours to traffic	Accepted
D.11.3	Road safety audit of temporary roadways or detours	Accepted
D.11.4	Removal of temporary roadways and detours	Accepted
<i>D.12</i>	<i>Traffic control devices</i>	Accepted
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D.12.2	Pavement markings and signs	Accepted
D.12.3	Portable variable message signs	Accepted
D.12.4	Radar activated speed signs	Accepted
D.12.5	Temporary traffic signals	Accepted
<i>D.13</i>	<i>Monitoring of traffic control measures</i>	Accepted
D.13.1	Communication	Accepted
D.13.2	Emergency preparedness and response	Accepted
D.13.3	Incident investigation, corrective and preventative action	Accepted
<i>D.14</i>	<i>Side-tracks and detours</i>	Accepted
<i>D.15</i>	<i>Opening to traffic upon completion</i>	Accepted

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## 2 Road categories for temporary traffic management

### 2.2 Default TTM road categories

#### Difference

Replace:

**Category 1** (most urban streets and lower volume rural roads). The characteristics of category 1 roads are defined by the following parameters:

- Posted speed and AADT of:
  - any speed limit with less than 3,000 vehicles per day AADT
  - a speed limit of less than 60 km/h and traffic volumes between 3,000 and 10,000 vehicles per day AADT

with:

**Category 1** (most urban streets and lower-volume rural roads) includes single carriageway roads with a posted speed limit of:

- less than 60 km/h where the Annual Average Daily Traffic (AADT) is less than 10,000, or
- 110 km/h or less where the AADT is less than 3000.

#### Difference

Replace:

**Category 2** (high volume roads). The characteristics of category 2 roads are defined by the following parameters:

- Posted speed and AADT of:
  - a speed limit greater than, or equal to 60 km/h and traffic volume greater than, or equal to 3,000 vehicles per day AADT
  - any speed limit with traffic volumes greater than, or equal to 10,000 vehicles per day AADT
- Signalised intersections
- The characteristics of these roads are recognised as:
  - multilane or divided roads
  - high speed highways.

with:

**Category 2** (high volume roads) comprises anything not in Category 1 or 3, and includes roads with:

- any signalised intersection
- multiple lanes in a single direction (excluding overtaking and turn lanes)

### Difference

Replace:

**Category 3** (expressways = high-volume & high-speed roads). The characteristics of category 3 roads are defined by the following parameters:

- These are high-volume expressways, or high-volume / high-speed multi-lane expressways with a divided carriageway
- Any expressway and any associated on-ramp or off-ramps
- Grade separated road with speed limit greater than, or equal to 90 km/h. Traffic volumes are generally greater than 20,000 VPD but can be lower

with:

**Category 3** (expressways = high-volume & high-speed roads) includes:

- Expressways (that is, freeway, motorway or tunnel-type roads) and associated on-ramps or off-ramps, or
- grade-separated roads with:
  - posted speed limit greater than or equal to 90 km/h, and
  - AADT greater than 20,000.

## **2.4 TTM road categories map for Queensland**

### New

TTM road categories for roads across Queensland have been determined and are available on [Queensland Globe](#). This map only shows Category 2 or 3 roads, with all other roads being Category 1. The *TTM Road Categories* map layer on Queensland Globe is accessible by following these steps:

- Click on 'Layers'.
- Click on 'Add Layers'.
- Scroll down to the 'Transportation' category and expand the layer list using the dropdown arrow.
- Select the 'Temporary traffic management road categories' layer by checking the tick box.

Please note that:

- A list of Local Government Authorities (LGAs) and their Queensland Globe map status is available on the [QGTTM](#) webpage. If no roads are displayed for the LGA in Queensland Globe, please check the LGA map status document and, if 'not included', contact the LGA directly, noting that only Category 2 and 3 roads are displayed on Queensland Globe. Additional road category information will be added to Queensland Globe by Transport and Main Roads for LGAs as this information becomes available.
- The road category layer is only visible at certain zoom levels, so navigate to your area of interest and zoom in to view the current *TTM Road Categories*.

- To enhance the visibility of the TTM category layer, deselect other road network layers and use the 'Queensland basemap grey' layer in place of the imagery layer. You can toggle them on and off as required.

If you are new to Queensland Globe, there is a range of tutorial videos available under the 'Help' section.

The TTM road categories map on the Queensland Globe will be maintained and updated by Transport and Main Roads periodically. Please email [TrafficEngineering.Support@tmr.qld.gov.au](mailto:TrafficEngineering.Support@tmr.qld.gov.au) with any requested changes.

### **3 Process for TGS selection**

#### **3.2 Generic TGS**

##### Addition

In addition, a generic TGS developed specifically for and in accordance with QGTTM Part 5 *Short-Term Low-Impact Worksites* may be selected by a person with *Working in Proximity to Traffic Awareness – Part 2* competency, excluding works involving grading, protection by a shadow vehicle with (or without) a truck-mounted attenuator, or QGTTM Part 5 Sections 4.1, 4.4 and 4.5.

#### **3.3 Site suitable TGS**

##### Addition

In addition, a generic TGS developed specifically for and in accordance with QGTTM Part 5 *Short-Term Low-Impact Worksites* may be confirmed as site suitable and signed off by a person with *Working in Proximity to Traffic Awareness – Part 2* competency, excluding works involving grading, protection by a shadow vehicle with (or without) a truck-mounted attenuator, or QGTTM Part 5 Sections 4.1, 4.4 and 4.5.

#### **3.5 TGS type selection**

##### Difference

Replace Note 3 to Figure 3.1:

- (3) 'Modifications' are changes or additions to the Generic TGS which require design and approval by a TMD-qualified person.

with:

- (3) 'Modifications' are changes or additions to the generic TGS which require design and approval by a TMD-qualified person or where mandatory conditions cannot be complied with and require design and approval from an RPEQ with TMD competency.

##### Addition

Add the following additional note to Figure 3.1

- (5) For a generic TGS developed specifically for and in accordance with QGTTM Part 5 *Short-Term Low-Impact Worksites*, the items in the flow chart assigned to a TMI may be performed by a person with *Working in Proximity to Traffic Awareness – Part 2* competency, excluding works involving grading, protection by a shadow vehicle with (or without) a truck-mounted attenuator, or QGTTM Part 5 Sections 4.1, 4.4 and 4.5.

## 5 Powers, roles and responsibilities

### 5.4 Roles and responsibilities

#### Difference

Delete the following RIM responsibility from Table 5.3:

- authorising Design Exceptions (DESs).

### 5.5 Roles and responsibilities for special applications

#### 5.5.1 Road safety barrier systems

#### Difference

Replace Table 5.14 with the following:

**Table 5.14 – Temporary road safety barriers**

Task	Description	Competent Person
Determine the need for a temporary road safety barrier	Works require the use of a temporary road safety barrier system due to worker or road user safety	TMD
Selection of temporary road safety barrier system	Compare various temporary road safety barrier systems and select the most suitable for the specific site	TMD who has completed temporary road safety barrier design training and is competent in the design of temporary road safety barrier systems
Design of temporary road safety barrier in complete accordance with approved guidelines	Complete the design of the barrier system including (but not limited to) the location / length of need / fixing / deflection limits and end treatment requirements	or Specialist temporary road safety barrier designer in consultation with the TMD or Engineer with temporary road safety barrier design expertise
Design of temporary road safety barrier which is outside the scope of the manufacturer's supplied manuals / guidelines	Engineer certification is required for all areas of the design and installation which are outside the scope of (or not included in) the manufacturer's supplied manuals / guidelines	Engineer with temporary road safety barrier design expertise
Install a temporary road safety barrier system	Install the temporary road safety barrier as nominated on the TGS, in accordance with the manufacturer's supplied manuals / guidelines and instructions from the competent person	TMI competent with the installation of the selected temporary road safety barrier or Specialist temporary road safety barrier installer
Certification of manufacturer's supplied manuals / guidelines	Temporary road safety barrier suppliers must ensure all manufacturer's supplied manuals / guidelines are appropriately certified by an Engineer	Engineer or equivalent with temporary road safety barrier design expertise

### Addition

Add the following commentary to Table 5.14:

The [Road Safety Barrier Awareness](#) course Transport and Main Roads offers is an awareness course which does not issue attendees with a certificate or competency in road safety barrier design. While the Transport and Main Roads Road Safety Barrier Awareness course will provide some knowledge on temporary road safety barriers, the 'completed temporary road safety barrier design training and is competent in the design of temporary road safety barrier systems' requirement in Table 5.14 would require more than just the completion of the Transport and Main Roads Road Safety Barrier Awareness course.

The following is provided to expand on the requirements in Table 5.14:

- A TMD may determine the need for a temporary road safety barrier.
- A TMD who has completed temporary road safety barrier design training and is competent in the design of temporary road safety barrier systems may, based on site parameters and manufacturer specifications, select or recommend a particular temporary road safety barrier system which will suit the works and the roadworks site.
- A TMD must use the manufacturer's supplied manuals / guidelines to design the temporary road safety barrier system; however, the TMD would need some expertise in designing temporary road safety barriers and have completed temporary road safety barrier design training and is competent in the design of temporary road safety barriers systems including, at a minimum, training in designing the selected temporary road safety barrier system from the manufacturer's supplied manuals / guidelines.
- If the temporary road safety barrier design is outside the manufacturer's supplied manuals / guidelines, then this will require the design to be completed and signed off by an RPEQ with temporary road safety barrier design expertise.

Only road safety barrier systems included on the current list of products in the Transport and Main Roads [Accepted Road Safety Barrier Systems and Devices](#) document shall be used at roadwork sites in Queensland.

### **5.5.2 Austroads Safety Hardware Training and Accreditation Scheme (ASHTAS)**

#### New

In addition to the requirements above, ultimately the Austroads Safety Hardware Training and Accreditation Scheme (ASHTAS) will, over time, offer courses for Safety Barrier Operative (Entry Level), Installers (Permanent and Temporary Safety Barriers), Designers (Permanent and Temporary Safety Barriers), and more.

Austroads has released the Safety Barrier Operative (Entry Level) course and the Installer course for permanent barriers (excluding concrete). Concrete barriers will be included in future updates. Completion of the Safety Barrier Operative (Entry Level) course is a prerequisite for the Installer course. It is expected that Austroads over time will develop Design and Inspection courses.

However, Austroads hasn't established a specific date or timeframe for the Installer - Temporary Barrier course and the Designer - Temporary Barrier course which would be ~~is~~ further away in development.

Once the Installer - Temporary Barrier and Designer - Temporary Barrier courses are available, they will be significantly more effective than the general awareness courses currently available. These ASHTAS courses will have direct input from each product manufacturer and will provide practical training.

Transport and Main Roads requires all individuals involved in the design, installation, and maintenance of temporary roadside safety barriers to obtain an ASHTAS license. The required licence will be based on the training developed and available at that time. For further information on these training requirements, please visit our webpage <https://www.tmr.qld.gov.au/business-industry/technical-standards-publications/ASHTAS>.

### **5.6 Supervising a Traffic Controller (TC) in training**

#### New

When a TC in training is acquiring experience to satisfy the practical assessment component of their training, they shall be directly supervised by a TC deemed competent at the relevant TTM Category.

For further information regarding the supervision of a TC in training see QGTMM Part 7 Section 2.2.4.

## **6 TTM training framework**

### Difference

Replace Sections 6.1 through to 6.9 with the following:

Competent persons (Clause 1.3.2 of [Queensland MUTCD Part 3](#)) in Queensland shall undertake prescribed training developed by Transport and Main Roads and delivered by RTOs licenced by the department to deliver this training. Information on the prescribed training courses is provided in Clause 1.7 of Queensland MUTCD Part 3.

Accredited persons may work on any road category.



## Appendix A TTM Roles – Additional tasks and activities

### Addition

The tables following outline the various TTM duties in relation to the selection, design, implementation, monitoring or modification of a Traffic Management Plan (TMP) or a Traffic Guidance Scheme (TGS) which may be performed based on the competent person definitions in Clause 1.3.2 Queensland MUTCD Part 3.

A competent person shall only undertake activities relevant to their temporary traffic management role.

A person holding multiple competencies (qualifications) may apply all of the relevant sections for those competencies (or qualifications) as identified in the table following. If an activity is not listed for a given competency, then that activity cannot be conducted under that competency.

### Difference

In Table A5 replace:

The person under instruction should have the Working Safely Near Traffic training unit competency.

with:

The person under instruction must be a Working in Proximity to Traffic Awareness Part 1 Competent Person or a Queensland accredited traffic controller.

### Difference

Replace Table A7 with the following:

**Table A7: Traffic management worker**

Competent person – Working in Proximity to Traffic Awareness – Part 1	
Task – Implementation	
Activity	Additional Information
Install or remove signs under direct supervision and instruction by a <i>Working in Proximity to Traffic Awareness – Part 2</i> Competent Person, where those devices are part of a work method practice or TGS developed in accordance with the short-term, low-impact works in QGTTM Part 5, excluding works involving: <ul style="list-style-type: none"> <li>a) grading, or</li> <li>b) protection by a shadow vehicle with (or without) a truck-mounted attenuator, or</li> <li>c) the use of sections 4.1, 4.4 or 4.5.</li> </ul>	Direct supervision requires the supervising <i>Working in Proximity to Traffic Awareness – Part 2</i> Competent Person to be present (in close proximity) and able to intervene if required.
Install or remove signs and other devices included on a TGS under direct supervision and instruction by a TMI Competent Person	Direct supervision requires the supervising TMI to hold the Traffic Management Implement competency at the appropriate road category, and be present (in close proximity) and able to intervene if required
Cover or uncover signs	Generally, at the end or start of a shift. Instruction must be included on the TGS that the signs can be covered or uncovered and at what times or under what conditions.
Record Keeping	Daily record of installed traffic management signs and devices in accordance with <a href="#">QGTTM Part 6 Section 7</a> .

<b>Task – Implementation</b>	
<b>Activity</b>	<b>Additional Information</b>
Modify the TGS on site in response to an emergency event	In accordance with QGTTM Part 10 Section 5.2 <i>Initial Response</i> only.
<b>Competent person – Working in Proximity to Traffic Awareness – Part 2</b>	
All of the Tasks and Activities for a <i>Working in Proximity to Traffic Awareness Part 1</i> Competent Person, in addition to the following.	
<b>Task – Selection and Implementation</b>	
<b>Activity</b>	<b>Additional information</b>
Select, design and implement a work method practice (including the installation or removal of signs) in accordance with the short-term low-impact works in QGTTM Part 5, excluding works involving: a) grading, or b) protection by a shadow vehicle with (or without) a truck-mounted attenuator, or c) the use of sections 4.1, 4.4 or 4.5	Develop a simple sketch as part of the on-site record keeping requirements for short-term low-impact works in accordance with QGTTM Part 5. Signs applicable for installation or removal by a <i>Working in Proximity to Traffic Awareness – Part 2</i> Competent Person are only those required for compliance with the relevant sections of the short-term low-impact works in QGTTM Part 5, including: <ul style="list-style-type: none"> <li>• Workers (symbolic)</li> <li>• SURVEYORS AHEAD</li> <li>• LINE MARKERS AHEAD</li> <li>• MOWING AHEAD or Mowing (symbolic)</li> <li>• ROAD PLANT AHEAD</li> <li>• NEXT x km / NEXT 500 m</li> </ul>
Install or remove signs on a TGS developed by a TMD in accordance with the short-term low-impact works in QGTTM Part 5, excluding works involving: a) grading, or b) protection by a shadow vehicle with (or without) a truck-mounted attenuator, or c) the use of sections 4.1, 4.4 or 4.5.	Signs applicable for installation or removal by a <i>Working in Proximity to Traffic Awareness – Part 2</i> Competent Person are only those required for compliance with the relevant sections of the short-term low-impact works in QGTTM Part 5 and as listed previously.
Select an appropriate generic TGS (from a system designed by a TMD), assess as site suitable and implement. The generic TGS must be developed in accordance with the short-term low-impact works in QGTTM Part 5, and excludes works involving: a) grading, or b) protection by a shadow vehicle with (or without) a truck-mounted attenuator, or c) the use of sections 4.1, 4.4 or 4.5.	Selection and implementation of the generic TGS must be performed in accordance with the established protocol or procedure as documented by the TMD Competent Person when developing the generic TGS. Signs applicable for installation or removal by a <i>Working in Proximity to Traffic Awareness – Part 2</i> Competent Person are only those required for compliance with the relevant sections of the short-term low-impact works in QGTTM Part 5 and as listed previously.
<b>Competent person – Lookout person</b>	
<b>Activity</b>	<b>Additional information</b>
Perform lookout activity as required in the QGTTM Part 5.	Must have good eyesight, hearing and be competent to perform lookout activities.

<b>Competent Person – Roadworks pilot vehicle driver</b>	
<b>Activity</b>	<b>Additional information</b>
Drive a pilot vehicle on a worksite working with the Traffic Controllers in attendance for the purpose of traffic management at that worksite only.	Must have a current driver's licence and be competent to perform roadwork pilot vehicle driver duties.  NOTE: This task is separate to and different from the requirements for pilot vehicles for heavy vehicles in general traffic situations.
<b>Competent Person – Truck-mounted attenuator (TMA) vehicle driver</b>	
<b>Activity</b>	<b>Additional information</b>
Drive a vehicle fitted with a truck-mounted attenuator (TMA) on a worksite	TMA driver must have a current and valid Heavy Vehicle drivers' licence of a suitable class to operate the TMA vehicle.  Completed specific training and is deemed competent in the operation of a TMA.  The TMA operator / driver must also hold the TMI competency at the appropriate road category.
Display text messages or electronic signs on VMS screens mounted on the TMA vehicle.	In accordance with requirements and instructions on the TGS.
Display of direction arrow(s) on arrow boards mounted on the TMA vehicle.	In accordance with requirements and instructions on the TGS.
<b>Competent person – Authorised person</b>	
<b>Task – Install and remove</b>	
<b>Activity</b>	<b>Additional information</b>
Install and remove advance warning signs in accordance with procedures nominated in permits; for example, 'Smoke Hazard', 'Stock'.	An example of a procedure would be Queensland Fire and Emergency Services gazette notice for cane burning.
<b>Competent Person – Event Traffic Marshal (ETM) for Special Events (In accordance with the Traffic Marshal – Special Event Approved Procedure)</b>	
<b>Task – Implement (ETMs are not to be used at roadworks or workplaces)</b>	
<b>Activity</b>	<b>Additional information</b>
Only the signs and devices specifically nominated by the TMD on the TGS (for a permitted Special Event) as able to be installed and removed by an ETM.	Signs and devices to be installed by ETMs will be located in simple low-speed, low-risk traffic environments for the duration of a permitted Special Event.  A TC may also install devices nominated on the TGS for an ETM.
Control traffic only at locations specifically nominated by the TMD on the TGS (for a permitted Special Event) as appropriate for an ETM.	ETMs may control traffic in low-speed, low-risk traffic environments for the duration of a permitted Special Event.  A TC may also control traffic at a location nominated on the TGS for an ETM.

