CoPTTM 4th edition

Getting your people up to speed

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Topics

Getting your staff up to speed
Highlights of the 4th edition
Highlights of revised training material
What’s coming up
Getting the most out of the 4th edition
Getting your staff up to speed

1. Brief staff on the changes:
   - Use the Road Show hand out
   - Electronic copy on CoPTTM website

2. Get your staff onto the revised refresher workshops
The highlights of 4th edition

- CoPTTM now section 8 of TCD manual
- LRS now in CoPTTM
- 4th Edition available electronically and in print
- Electronic version (PDFs) open with bookmarks panel for browsing
A2 Scope of CoPTTM

A2.1 General

This document supersedes and replaces the following:

- Transit New Zealand's:
  - G/1 specification (May 1996)
  - Working on the road handbook (June 1998)
  - Code of practice for working on high capacity highways (November 1997)
  - Temporary traffic management for local roads supplement to NZTA CoPTTM. (This has now been amalgamated with CoPTTM).
How to access CoPTTM

- You can do a Google search on CoPTTM.

  ![Google Search]

- The search results will provide a link to CoPTTM on the NZTA website.
To register to receive CoPTTM updates

To access the CoPTTM files
TMP approval process

Revised to include CAR/WAP and on-site record

1. RCA gives consent (CAR/WAP)
2. STMS submits TMP for approval
3. TMC or engineer approves TMP
4. STMS notifies TMC
5. STMS/TC completes hazard ID and sets up worksite
6. STMS/TC records site activity on the on-site record
The on-site record records:

- Delegation of site to TC
- Site inspections
- Placement and removal of TSL

Retain for 12 months

Attach to TMP

Can use company documentation if it includes the same information
New Short and Full TMPs

**Short TMP form**
Complete short form if simple activity and the RCA allows use of the form

**Full TMP form**
Use full form for activities involving a number of phases and/or delays (e.g., resealing, shoulder widening, road reconstruction)
Changes to layout distances tables

LV and Level 1:
- Shorter layout distances at lower speeds (urban environments)
- 10m taper allowed for intersections and access ways (≤ 50km/h and not on state highways)

Level 2:
- Added warning distance
- Added minimum and desirable sign spacings
<table>
<thead>
<tr>
<th>TEMPORARY SPEED LIMIT (TSL)</th>
<th>INSTRUCTIONS</th>
<th>Appendix B</th>
</tr>
</thead>
<tbody>
<tr>
<td>DECISION MATRIX WORKSHEET</td>
<td>Select the appropriate road condition description for each of the four factors, and in the right hand circle list the chosen TSL for that road condition. Transfer lowest TSL to the bottom circle. If the LOWEST TSL is at least 20km/h below the Permanent Speed Limit that TSL should be applied.</td>
<td>Possible Temporary Speed Limit</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EXCELLENT</th>
<th>AVERAGE</th>
<th>BELOW AVERAGE</th>
<th>POOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>90</td>
<td>80</td>
<td>70</td>
</tr>
<tr>
<td>80</td>
<td>70</td>
<td>60</td>
<td>50</td>
</tr>
<tr>
<td>60</td>
<td>50</td>
<td>40</td>
<td>30</td>
</tr>
<tr>
<td>40</td>
<td>30</td>
<td>20</td>
<td></td>
</tr>
</tbody>
</table>

1. **Minimum Lane Width**

<table>
<thead>
<tr>
<th>EXCELLENT</th>
<th>AVERAGE</th>
<th>BELOW AVERAGE</th>
<th>POOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.5m</td>
<td>3.25m</td>
<td>3.00m</td>
<td>2.75m</td>
</tr>
</tbody>
</table>

2. **Pavement / Surface Condition**

- **EXCELLENT**
  - The shoulder and lane is clear of loose or greasy material and the traveled way is smooth.

- **AVERAGE**
  - The road is close to normal condition except for a few minor defects (e.g., small pot holes or a few pieces of loose aggregate).
  - 70km/h where new seal has been swept but not marked.

- **BELOW AVERAGE**
  - Defects and / or loose material on the lane (e.g., unattended reseals) 50km/h for protection of a new seal.

- **POOR**
  - There are major defects and / or significant loose material on the lane (e.g., recently milled surface, large stones, steel plates).

3. **Visibility and Alignment**

- **EXCELLENT**
  - There is greater than 140m visibility to the first cone in taper, and the worksite has not imposed a change in alignment.

- **AVERAGE**
  - There is less than 140m visibility to the first cone in taper, or vehicles are deflected by 20 degrees or less from the original direction of travel.

- **BELOW AVERAGE**
  - There is less than 60m visibility to the first cone in taper, or vehicles are deflected by 20 - 45 degrees from the original direction of travel.

- **POOR**
  - There is less than 30m visibility to the first cone in taper, or vehicles are deflected by more than 45 degrees from the original direction of travel.

4. **Site Clutter**

- **EXCELLENT**
  - Low site clutter, clear vehicle lanes, cycle lanes and footpaths.

- **AVERAGE**
  - Some site clutter either plant or materials, vehicle lanes, cycle lanes and footpaths are lightly trafficked.

- **BELOW AVERAGE**
  - Considerable site clutter requires additional management to guide vehicles through the site. Some queues of road users.

- **POOR**
  - Has numerous driver distractions including construction traffic. Cycle lanes or footpaths are closed. 30km/h for portable traffic signals, MTC operations or where traffic has to traverse the actual active working space (either in a delineated single lane or where traffic is not separated from the working space).

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**Is the LOWEST TSL at least 20km/h below the Permanent Speed Limit?**

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use this Temporary Speed Limit</td>
<td>No Temporary Speed Limit Required</td>
</tr>
</tbody>
</table>
### DISTANCE

<table>
<thead>
<tr>
<th>Speed</th>
<th>Intersection to TSL</th>
<th>TSL to taper</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;50km/h</td>
<td>15m</td>
<td>15m</td>
<td>30m</td>
</tr>
<tr>
<td>60km/h</td>
<td>15m</td>
<td>25m</td>
<td>40m</td>
</tr>
<tr>
<td>&gt;70km/h</td>
<td>15m</td>
<td>40m</td>
<td>55m</td>
</tr>
</tbody>
</table>
C7.3.3 Shoulder or lane tapers

- Calculate taper using the following formula:

\[
W \times \frac{G}{3.5}
\]

- Or use the following table for tapers

W = Width of lane or shoulder shift required
G = Normal taper length for the permanent speed
C7 Tapers

- Table to calculate tapers less than 3.5m for level 1 roads

<table>
<thead>
<tr>
<th>Closure or lane shift width</th>
<th>50km/h</th>
<th>60km/h</th>
<th>70km/h</th>
<th>80km/h</th>
<th>90km/h</th>
<th>100km/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt; 3.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.0 – 3.0</td>
<td>25 (11)</td>
<td>35 (15)</td>
<td>50 (11)</td>
<td>60 (13)</td>
<td>70 (15)</td>
<td>85 (17)</td>
</tr>
<tr>
<td>1.0 – 2.0</td>
<td>15 (7)</td>
<td>25 (11)</td>
<td>30 (7)</td>
<td>35 (8)</td>
<td>40 (9)</td>
<td>45 (10)</td>
</tr>
<tr>
<td>&lt; 1.0</td>
<td>5 (3)</td>
<td>10 (5)</td>
<td>15 (4)</td>
<td>25 (6)</td>
<td>30 (7)</td>
<td>35 (8)</td>
</tr>
</tbody>
</table>

- Numbers in brackets are the cone numbers required
C8.1.2 Level 1 Shoulder closure
Less than 65km/h (F2.5)

- Advance warning and works end are optional if:
  - the work vehicle (light truck or smaller) is parked in a legal parallel car park, and
  - vehicle is only accessed from the off traffic side

- Large plant and machinery must not be used in this situation, a more substantial closure is required
C8.1.2 Shoulder closures
Less than 65km/h (F2.6)

Where work is carried out in the legal parking lane, the following minimum standard of TTM must be provided:

- a 10m taper with a longitudinal safety zone
- cones alongside the work vehicle and the working space with a 1m lateral safety zone
- a T1A (or other appropriate advance warning sign) mounted on the back of the work vehicle
- the work vehicle is no larger than a light truck. Large plant and machinery must not be used in this situation, a more substantial closure is required
C12 Unattended worksites and night work
Preparing worksite to be left unattended

Consider the following:

- **Can I reduce the size of the worksite?**
- **Is TSL appropriate?**
- **Sweep away any loose material**
- **Check is the surface going to deteriorate after you leave?** If so:
  - what frequency of inspection is required?
  - what can be done to stabilise the situation?
- **Signs ballasted and positioned correctly**
- **Delineation devices clean and positioned correctly**
NO SURPRISES worksites
The approach
The car
How it should have been
C13 Pedestrians and cyclists
Priority order for alternative footpath routes

1. On side of road reserve away from the carriageway
2. Between the working space and carriageway
C13 Pedestrians and cyclists
Priority order for alternative footpath routes

3. Into the carriageway (either in a parking lane or a suitably delineated and protected section of the existing traffic lane)
C13 Pedestrians and cyclists
Priority order for alternative footpath routes

4. Across the carriageway to a footpath on the opposite side:
   - This option is strongly discouraged
   - Only use where there is a pedestrian or a signalised crossing
Summary of Mobile operations

Summary of level 1 distances for level 1 mobile operation

Summary level 1
Highlights of the training material

- Training material revised
- CoPTTM 4th edition used in the STMS & STMS(R) training
- New tests after each section
- New exercises
- Reduced file sizes for ease of use
- Improved notes for trainers (including timetable)
What's coming up

Level 1 TTM handbook
- Replaces the LRS
- Used in training

Training course for TMCs

Review of Level 2 low speed environments
Getting the most out of the 4th edition

- CoPTTM 4th edition used in training

- Electronic version used in the office and the field (smart phones and tablets)

- Visit the NZTA stand to Get Up To Speed with the electronic version of CoPTTM
A1 About CoPTTM

A1.1 Three components

The overall system is made up of three components:

1. the body of knowledge (CoPTTM)
2. the training system
3. the audit system.

When all components are present the system operates effectively.

A1.2 Availability of CoPTTM

CoPTTM is available in two forms:

1. Electronic format:
   CoPTTM is available as a PDF on the NZTA’s website.

2. Printed format:
   A complete copy or specific sections of CoPTTM are available to order from the NZTA’s website (www.nzta.govt.nz/resources/code-
Advanced search
Advanced search

What word or phrase would you like to search for?

STMM
Advanced search
Part 0

Code of practice for temporary traffic management (CoPTTM)

manual number: SP/M/010

Section A