

CoPTTM Consult minor corrections

Set out on the following pages are the minor correction CoPTTM Consult submissions received since October 2016. These are currently under consideration along with some submissions received prior to October 2016.

| No. | CoPTTM ref | Error | Correction | NZTA Decision | Action |
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| 1. | C8.2.10 Lane shifts | ½ c shown in lane shift diagrams but no note in section C about this | Delineation must be installed along a centre line for at least half a sign spacing prior to the start of a lane shift. | Amend Section C as follows Delineation must be installed along a centre line for at least half a sign spacing prior to the start of a lane shift. | Actioned |
| 2. | C10.2.3 MTC's layout essentials | The 10m offset shown in TMDs but not in C10 | Assist heavy vehicles to manoeuvre by offsetting centreline delineation in the cone threshold by 10m. Also refer to C8.2.12 Allowing heavy vehicles room to manoeuvre amend diagram as well | | Actioned |
| 3. | C15 Worksite access | | Remove 20m requirement for the site Access opening | Consult with Contractors | |
| 4. | TL33 showing right lane | | Change to TL3R to align to other similar signs showing right lane closures and the TL3L | | |

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| | closures | | | | |
| 5. | C6.2.4 Overhead safety zones | <p>Change required in training material and CoPTTM (if required).</p> <p>Maximum vehicle height now 4.3m.</p> <p>Please see attached</p> | <p>Amend to read</p> <p>The maximum legal vehicle height permitted on roads is 4.25m 4.3m but road users often illegally exceed this limit.</p> | | |
| 6. | B12.1.4 refers to chevrons installed at 10 m centres. C18.7 also refers to this. | <p>Not sure if this has come up before although I may have raised it myself earlier. I cannot find a record of this.</p> <p>B12.1.4 refers to chevrons installed at 10 m centres. C18.7 also refers to this.</p> <p>This matches the spacing of delineation required in the rural environment but not the urban environment nor at changes in alignment of the adjacent traffic lanes.</p> | <p>I recommend that consideration for a spacing of 5 m centres in urban environments (< 65 kph). Where the delineation would normally be provided by a taper, the spacing should probably match the spacing in the relevant table in C2.3 – C2.7</p> <p>I note here that we are really talking about mini chevrons. At side road approaches, there really must be a full sized chevron pointing the appropriate direction(s) behind the barrier.</p> | | |
| 7. | Use of Hazard Lights Kerbside collections | <p>Good Afternoon,</p> <p>Issue below being raised to CGG as per request.</p> <p>It may be able to be dealt with offline so to speak if an alternative opinion/perspective can be</p> | <p>Refer to Use of Hazard lights at back of the list of items</p> | | |

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| | | provided. Thanks, Tom | | | |
| 8. | Transporter Trucks | <p>I have a long question and wondered if you can provide any information on the topic as someone else may have done similar work on it within NZTA.</p> <p>One of the activities Rooney Earthmoving does a lot of all over the South Island is transporting earthmoving machinery to worksites. There are times when our transporter drivers cannot get onto private property to unload & load and they have to unload /load on the road shoulder and part of the carriageway. We are aware of the risks and wish to come up with some operating procedures that will mitigate risk to the company and set an industry standard.</p> | <p>I have developed a number of TMPs to cover various scenarios on LV/LR, LV and lower volume level 1 roads, for this work.</p> <p>These operations often involve a transporter driver by himself, (unpiloted loads less than 3.1 metres wide), this is the more complex situation as there is no one else to assist.</p> <p>The wider loads more than 3.1 metres have pilot vehicle drivers who we can use as manual traffic controllers and vehicles as signs, they are easier. My intention is to circulate these TMPS to all the local authorities,. and after getting their feedback, then, hopefully draft up a number of generic plans that meet our requirements.</p> <p>Essentially they are based on a mobile operation of around 20mins to do the work, having good site distance to the parked transporter and using minimal equipment (4-6 collapsable cones with RD directional arrows) and flashing beacons. Minimal equipment as the drivers wont do it if I gets complex and adds time to the job.</p> <p>Anyway I would be interested to get your comments and is there anyone within NZTA I should be speaking to help get this process approved.</p> <p>Note to Edit team - Additional information included in the Truck folder in CoPTTM Consult</p> | | |
| 9. | | I got sent this link to a video which has a great message but there are a | | From Neil | |

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| | | <p>few too many faults in it:</p> <p>Manual Traffic Controllers: making a difference to our customers</p> <p>https://www.youtube.com/watch?v=4bTegRunQyY&feature=youtu.be</p> <p>Faults (apparently unintended) noted in the video:</p> <ul style="list-style-type: none"> • Personnel in live lane or back to traffic • Film editing showing traffic moving in opposite direction on wrong side of road • MTC on wrong side of road • Double stacked cones • Members of the public in odd locations | | <p>Hi Tom</p> <p>I see this video appears on the NZTA website in the CoPTTM area. It is not appropriate and we are going to find why it was approved to be uploaded and ultimately suggest its removal.</p> <p>I have discussed the video with Tony and he has access to the IT people at NZTA so will investigate.</p> | |
| 10. | A5.5.1 TMC's responsibilities | This email "query" relates to the ability for STMS' and others to contact the TMC, especially under clause | AT have permitted a downgrading of closures with an associated process that does not require immediate contact. However, this is not without its risks. | | |

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| | And TMP | <p>C11.1.1 and referred to obliquely under the TMP proforma (Contacts page).</p> <p>I doubt that there are many RCA's actually would truly meet this requirement except through the standard call centre which would log a call / escalate emergencies. Most requests for changes to the TMP would not constitute an emergency. Many would be a result of poor planning or poor following of the approvals (including conditions). And even if it were escalated, requests to have a greater impact on the road corridor often have a greater need to be considered more thoroughly than just over the phone.</p> | <p>Ultimately, the STMS will be operating without a TMP appropriate to the situation.</p> <p>So, question: Does the TMC themselves (not just the call centre) really need to be contactable 24/7?</p> <table border="1"> <tr> <td>TMC</td> <td>Name</td> <td>24/7 contact number</td> <td>Optional</td> <td>Optional</td> <td>Optional</td> </tr> <tr> <td>Engineers' representative</td> <td>Independent person employed by engineer whose responsibilities include TTM</td> <td>24/7 contact number</td> <td>Optional</td> <td>Optional</td> <td>Optional</td> </tr> </table> | TMC | Name | 24/7 contact number | Optional | Optional | Optional | Engineers' representative | Independent person employed by engineer whose responsibilities include TTM | 24/7 contact number | Optional | Optional | Optional | | |
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| Engineers' representative | Independent person employed by engineer whose responsibilities include TTM | 24/7 contact number | Optional | Optional | Optional | | | | | | | | | | | | |
| 11. | TMP contact details | Why is it that the Engineers' rep whose "responsibilities include TTM" does not have a mandatory TTM qualification? | <table border="1"> <tr> <td>TMC</td> <td>Name</td> <td>24/7 contact number</td> <td>Optional</td> <td>Optional</td> <td>Optional</td> </tr> <tr> <td>Engineers' representative</td> <td>Independent person employed by engineer whose responsibilities include TTM</td> <td>24/7 contact number</td> <td>Optional</td> <td>Optional</td> <td>Optional</td> </tr> </table> | TMC | Name | 24/7 contact number | Optional | Optional | Optional | Engineers' representative | Independent person employed by engineer whose responsibilities include TTM | 24/7 contact number | Optional | Optional | Optional | | |
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| Engineers' representative | Independent person employed by engineer whose responsibilities include TTM | 24/7 contact number | Optional | Optional | Optional | | | | | | | | | | | | |
| 12. | | <p>When carrying out a recent TTM audit recently, the audit score was 25.</p> <p>I was confused as to which</p> | <p>A suggestion for any future updates to CoPTTM would be to make the 'Acceptable' range 11-25, and the 'Needs Improvement' range from 26-50.</p> | | | | | | | | | | | | | | |

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| | | category to place it in as the 'Acceptable' range on the forms is 11-25 and the 'Needs Improvement' range is from 25-50 with both ranges including a score of 25. | | | |
| 13. | Section D5 | The mobile selector chart for Level 2 roads does not refer to one way situations (it does for Level 1) | Could we please possibly get it added as it would be great to use during training for the exercises. | | |
| 14. | Section J Tree felling diagram | Hi guys, we notice that handbook J diagrams has 2.5 tree lengths for tree feeling setup that trees are within when you require MTC. | I thought the code was 2 trees, has it increased? Few questions from contractors recently around these rules. | | |
| 15. | Section J tree trimming diagrams | TDC have previously approved a generic layout diagram for shelterbelt trimming for this contractor. This allows the contractor to trim shelterbelts using a shoulder closed set out, off the live lane. He has now applied for a generic as per attachments. TDC have held discussions with the contractor, and | I don't consider that shelter belt trimming is a mobile operation. The hedge trimming machinery may travel at 1 km/hr, and may involve backing manoeuvres as well. In a 100 km/hr zone, the speed differential between traffic and the shadow vehicle are too great, and the overtaking distance to pass the shadow vehicle and work vehicle are too long to be safe as well. Yes, the TW1 should be an exclamation | Note from Stuart I was surprised by the drawing which was from the old Local Authority Supplement. I was on the team that looked at this operation with OSH and the intention was that the tractor cutting and the shadow vehicle would be off the lane and not be any closer than the edgeline. The debris line had to be | |

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| | | <p>advised that we will only approve work within the live lane with a stop/go set out.</p> <p>Our justification for this is that the activity generates a lot of debris, which falls on both lanes of the carriageway, and potentially sharp pieces of stick that could penetrate a motorcyclist's eyes. i.e. justified for H&S reasons.</p> | <p>mark, and this does look like a COPTTM layout, but it is not.</p> <p>I would appreciate the views of our respected colleagues.</p> | <p>no closer than the edgeline. In the discussions it was found that flail type cutter sent debris out a considerable distance and when this type of machine was in use stop go had to be put in place to stop the traffic while the cutting took place. (we have records of successful OSH prosecution where this was not observed). The gang saw type cutter tends to drop the foliage straight down, and provided none went on the lane this could continue to operate from the side of the road with traffic passing..</p> <p>So much for the background, I agree with Mark if the vehicles are on the lane it is a big ask to have motorists making judgements to pass. If they are off the lane and the debris issue is under control they could safely use this method.</p> <p>I will have the</p> | |

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| | | | | <p>drawings corrected and a few extra notes added and make the change next reprint of section J. In the meantime we will put together new drawings and put them into the Technical Advice Notes.</p> <p>So you really need to know how the contractor intends to operate, I would err towards caution and say stop/go.</p> | |
| 16. | <p><u>A5.2.1 Default by the contractor – work under contractual agreement</u></p> | <p>On another matter, thought I would just point this one out:</p> <p><u>A5.2.1 Default by the contractor – work under contractual agreement</u></p> <p>In COPTTM Ed 4, on Section A pg 12; it mentions the two most used versions of contract are: NZS3910 & 3915.</p> <p>It is of note that the NZS3910 contract has undergone a limited technical review and is now NZS3910:<u>2013</u></p> <p>The text still refers to it as</p> | | | |

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| | | <p>“2003”</p> <p>There is now also a NZS3917:2013 for Fixed term (maintenance) contracts</p> <p>It’s probably already on your review list, but just thought I would draw your attention to that, so you can add it to the update list if need be</p> | | | |
| 17. | A5.2.3 Eliminate, isolate or minimise the hazard | The heading still talks about isolating a hazard. This is now included under minimising the hazard | Change heading to read: A5.2.3 Eliminate, isolate or minimise the hazard | | |
| 18. | A5.3.1 | <p>See below highlighted “all planned road closures”.</p> <p>This should be included in the list above (bullet points with a “-“, ie it should be in the same list as the “TMPs” etc and the new bullet point should start with “ensuring ...”</p> <p>Hope this makes sense.</p> | <p>For all levels of road The RCA is responsible for:</p> <ul style="list-style-type: none"> • ensuring appropriate delegation of authorities are set in place which may include delegating to an engineer or TMC the RCA’s power to approve: <ul style="list-style-type: none"> - TMPs - TSLs - parking restrictions - the use of approved portable traffic signals systems - the use of regulatory signs • all planned road closures ensuring there is adequate monitoring and audit of all traffic management within the RCA’s roading network by monitoring documentation and worksite activities to ensure compliance with CoPTTM. These checks are to be selected randomly and it is recommended that the RCA aims for five percent coverage of worksites. Refer to section A8 Temporary traffic management (TTM) safety audit procedures | Action as recommended | Actioned |
| 19. | A7.3.1 | Hi Stuart Have come up with a curly | Generic TMP’s – clearly stated can be for a maximum of 12 months. | | |

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| | | <p>one re TMP durations in discussions with a TMC this afternoon.</p> <p>Site Specific TMP's - there is no reference to a duration / period maximum for a TMP. I understand 99.9% of TMP's are for short duration activities up to a few months. On projects there can obviously be works lasting years. The restriction of TMP duration has been linked to TSL's being 6 months and now up to 1 year however where a site has no TSL involved (I am dealing with an external job like this) there is no specified maximum duration I can see in CoPTTM.</p> | <p>Maybe an addition to A7.3.1?</p> | | |
| 20. | A5.7.3 Definition of a crash | <p>As per discussion with Tony, I see definition for crash has changed in 5.7.3 and removed the need for a road user to be involved. I can see benefit in this where TTM crew are involved but wonder if the intention is also to include incidents within the work space, for example a slip / trip / fall which results in an injury</p> | <p>If this latter is the case, RCAs could be inundated with additional crash reports which are within the work space. Further, I would probably want to filter some of these with a tick box within the crash report form as to whether the crash is within the work space or not.</p> <p>Just a thought.</p> | | |

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| | | unrelated to the TTM. | | | |
| 21. | B1 Signs | <p>There is another gripe I have around signage, which is the use of the “Road Closed Ahead” sign.</p> <p>I was reminded of it today, in Parnell, there were two sets of large gated Road closed Ahead signs for a miniscule side road that went nowhere of any significance. This seems to be the accepted layout for side road closures.</p> <p>Back in January 2012, such signage was used to close a ramp off the motorway, which is misleading to drivers.</p> | <p>It is a shame that we cannot keep “Road Closed Ahead” for a closure of the road in question, but for side roads or off-ramps, a sign that says “Exit closed Ahead” or “Side Road Closed Ahead”, which would be more self-explaining to the road user</p> <p>Refer to Road closed photo at back of list of items</p> | | |
| 22. | B1 signs | <p>Good Morning All,</p> <p>Just giving you a heads up that a lines company has instructed at least one of their contractors to cease using the T213 “Linemen” sign and to only use gender neutral signage.</p> <p>This might result in a request to neutralise the gender of this and other signage.</p> | | | |
| 23. | | <p>The Guidelines for managing cyclists does not include Cycle lane and shared temporary footpath/cycle ways, the only guide is in the CoPTTM C13.3.3 Cycle lane and shared temporary footpath/cycle way widths</p> <p>#Note:</p> | | | |

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| | | <p>Where a shared footpath and cycle way is reduced to less than 2.2m wide, cyclists should be excluded by closing the cycle way. – Once again the majority of utility structures are located in lay positions that encroach on the pedestrian and foot paths and the CoPTTM is vague in determining how this situation be managed The Guidelines for managing cyclists does not include Cycle lane and shared temporary footpath/cycle ways, the only guide is in the CoPTTM C13.3.3 Cycle lane and shared temporary footpath/cycle way widths #Note: Where a shared footpath and cycle way is reduced to less than 2.2m wide, cyclists should be excluded by closing the cycle way. – Once again the majority of utility structures are located in lay positions that encroach on the pedestrian and foot paths and the CoPTTM is vague in determining how this situation be managed - In particular areas of concern are per the attached Nelson street situation .</p> <p>Another area of concern that has arisen is the Mount Albert Street New North Road Intersection again where our utility structures were in the footpath and the requirement to close the cycle lane and implement a Pedestrian detour into the live lane and a contra flow lane closure being implemented requiring the cycle lane to be closed on both sides of the carriageway with a parking bay flanking the cycle lanes</p> | | | |
| 24. | | <p>We have met with some constraints in our design for cycle lane that have proven problematic for site installation and management where the ,Cycle lane is closed due to insufficient available lane width to maintain 2 lanes and a cycle lane</p> <ul style="list-style-type: none"> • The Guidelines for managing cyclists where cycle lanes are impacted by a worksite refers to diagram TMD F2.10 and revised diagram TMD F2.10 per (C13.3 Cyclist requirements)– to implement this in most Auckland CBD circumstances there is a parking bay flanking the cycle lane and to implement tapers as suggested in the diagram TMD F2.10 and revised diagram TMD F2.10 proves problematic and requires either a stop go operation or additional TC’S and mobile closures to remove tapers for parked cars egress . • The Cycle Lane Closed sign is not indicated as an approved device in section B1.4 Signs used at Worksites of the CoPTTM-reference is only made under C13.3.4 Signs to be used for temporary cycle lanes and detours. | | | |

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| | | <ul style="list-style-type: none"> The Guidelines for managing cyclists where cycle lanes are impacted by a worksite refers to diagram TMD F2.10 and revised diagram TMD F2.10 for level 1 situations the CoPTTM is vague on the requirement where the Cycle lane is closed due to insufficient available lane width to maintain 2 lanes and a cycle lane in level 2 & 2L situations (the requirement to Gate signs and sizes)-This could be addressed in the new TMD (G1.6a) Sign suppliers don't stock Cycle Lane Closed sign's as an off the shelf item and procurement deems them as a specialty item Utility operators in most instances have the requirement to close cycle lanes whilst accessing structures in the foot path redirecting pedestrians into the cycle lanes TMD's would be a useful guide in these circumstances The Guidelines for managing cyclists does not include Cycle lane and shared temporary footpath/cycle ways, the only guide is in the CoPTTM C13.3.3 Cycle lane and shared temporary footpath/cycle way widths #Note: Where a shared footpath and cycle way is reduced to less than 2.2m wide, cyclists should be excluded by closing the cycle way. – Once again the majority of utility structures are located in lay positions that encroach on the pedestrian and foot paths and the CoPTTM is vague in determining how this situation be managed | | | |
| 25. | Further comments regarding decisions about items already decided as part of the February update | <p>Since you didn't reply to the last email with regards to how I make further comments I have decided to document my comments on the copttm consult decisions. Hopefully this was the correct way to do it.</p> | <p>Item 3. I still believe this is incorrect - but will have to live with. Does this mean that on NZTA roads we don't have to wear long sleeves and pants and steel caps as per their requirements - as that is how it reads. Also I think that when the contractor is the PCBU that Section 46 (Duties of other persons at workplace) - clause (c) applies which states that reasonable requests should be complied with (written a bit more formally than that - but you can look it up). I therefore think that if a STMS asks a RCA representative, Engineer or auditor or visitor who is in the place of work (and working - therefore the act applies) to wear the appropriate PPE then they should comply - and the words "reasonably able" should get rid of the cases where the STMS has been unreasonably such as requesting fire retardant clothing.</p> <p>Item 24 & 25 - couldn't agree more - but was asked by multiple people on courses about this - so it is sort of to stop that arguement publicly :)</p> <p>Item 26. The more I read this the more I think the words are wrong in COPTTM, and always have been. The diagram is definitely not for static work sites so agree that it</p> | | |

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| | | <p>goes. The roll ahead distance should be in mobile operations, as if the TMA is parked on a static site not in the longitudinal safety zone the roll ahead distance does not apply - its just like any other vehicle parked in the work space. Now if used for additional protection where it is difficult to achieve the longitudinal safety zone this would be different - but that would be covered in an EED specific to the site in question. The concern is if we allow TMA's in longitudinal safety zones we never give the public a chance if they make a mistake - so 1st priority should be maintaining the longitudinal safety zone. I think the words in C17.1.5 need some work.</p> <p>Item 32. I await with interest how this will look. I have been trying to think of a clever way to word this one - as its hard to make practically measurable.</p> <p>Item 33. Neil is correct - I got the wrong reference. Previously we did require all signs on Level 2/3 roads to be gated - why stop that now when it comes to repeaters? Also it is a form of positive traffic management. Please reconsider this - as it is not difficult to achieve as there will be a sign stand present there anyway for the repeater in the other direction on a two-way two-lane road.</p> <p>Item 36. Neil has questioned why to use cones and cone bars when behind the kerb and channel - the answer is to protect the immediate hazard. If someone was trimming a few branches off a tree using a chainsaw you would want to keep people away - if someone was up a ladder you would want to direct pedestrians away from that area, and create a temporary footpath. If a drainlayer has a small boundary connection with a hand dug excavation a couple of fences would be needed. Now the act of placing cones and cone bars (or fences) is forming a worksite, and do we need a practicing STMS to do that? I was suggesting that we allow Level 2/3 STMS-NP to carry out these types of tasks behind the kerb and channel on Level 2 roads. Also the person doing the tasks I just described would not be allowed to do the TC-I course as they would be in this environment too often to qualify for that course.</p> <p>Item 38. It seems weird when doing a test that one answer about LV road volumes is Section A, and the question about L1 roads is in the glossary. The numbers were there in the 3rd Ed.</p> <p>Item 39. Accept.</p> <p>Item 40. This is same as Item 26? Also I don't think we should call TMA's "barriers" as not the same thing. Also if work space cannot be changed to accommodate the TMA park it somewhere else. That comment almost suggests that parking the TMA in the safety zone can happen if no where else to park it. Also as stated above - I am not convinced roll ahead should be covered when talking about static sites. If the TMA is in the</p> | | | |

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| | | <p>longitudinal safety zone there should be an EED.</p> <p>Item 96. Thank you for considering this. I think it would be really positive for the entire industry.</p> <p>Item 102. Could I please still have the raw data as this is useful when presented. It shows the busy times of the day have more crashes, that construction season crashes are generally lower than winter (indicating smaller sites are more dangerous as not as obvious etc) Also day of the week crashes - the trend generally goes up as the week goes on - so plan major work for start of the week - not the end of the week. This is the type of stuff the old course crash data used to show and was really good when presented in the right way.</p> <p>My submission regarding the L1 STMS-R course and TC course being run together has been totally missed - I believe this needs to be discussed as no one on the Facebook page wanted anything to do with running these together (including yourself) - there is also no guidance on how to run these. Also how can an existing TC attend a Level 1 STMS-R course and renew their TC, but if they attend a full L1 STMS course they are not able to renew their TC?</p> | | | |
| 26. | B1.4.1 signs used at worksites | <p>This suggestion relates to the use of the Shoulder closed supplementary. Currently this supplementary plate may only be used with the T1 main sign.</p> <p>We have a site which is going to have an unmanned shoulder closure with temporary barriers installed on the shoulder for upwards of a year (or more). By complying with the above, this is likely to lead to community complaints around the lack of "road works".</p> <p>Our best solution is to pair the advance warning "shoulder closed" supplementary plate with the T2 sign:</p> | <p>This will be used as long as the site is in a long term unattended phase. It will be swapped out prior to works commencing thus signalling a clear change in the environment (otherwise the T1 will lose its presence and impact). Further, the long term temporary barrier will effectively be the new norm albeit with a closed shoulder.</p> <p>This is going to be documented in more detail in an EED.</p> <p>The suggestion is that the signs committee consider that the shoulder closed supplementary plate be permitted to paired up with the T2 sign also (with guidance in CoPTTM as to when it might be able to be used). Further, there may be one or two other supplementary plates that might be in a similar position.</p> | | |

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| 27. | C4 and section E Appendix B TSL decision matrix | <p>This is feedback on the angle of deviation in the TSL decision matrix (Visibility and Alignment) as discussed with Tony.</p> <p>The issue I have is that a 20 degree shift is the equivalent of a 4m lane shift over a 10m taper and this would result in a recommendation for a 50 / 60 temporary speed limit.</p> | <p>I understand the intention is that the matrix applies to detours / diversions but if the detour / diversion is particularly to a high standard / high radii, this might not need a significant TSL.</p> <p>I therefore think that the definitions / guidance needs to be reevaluated for this category for evaluation.</p> | | |
| 28. | A5.7.3 Definition of a crash | <p>As per discussion with Tony, I see definition for crash has changed in 5.7.3 and removed the need for a road user to be involved. I can see benefit in this where TTM crew are involved but wonder if the intention is also to include</p> | <p>If this latter is the case, RCAs could be inundated with additional crash reports which are within the work space. Further, I would probably want to filter some of these with a tick box within the crash report form as to whether the crash is within the work space or not.</p> <p>Just a thought.</p> | | |

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| | | incidents within the work space, for example a slip / trip / fall which results in an injury unrelated to the TTM. | | | |
| 29. | TMP form | <p>When the Proforma is updated is there any chance it can be formatted. I have attached a copy to demonstrate the issues.</p> <p>I have added an abcd to each cell to highlight.</p> <ul style="list-style-type: none"> • There is a number of issues when completing the document, can you include page breaks between the tables so there is no overlapping of the table on two pages. • The rows and cells are not aligned or formatted etc. • A number of cells are in italic, is there a reason for this. • It would be ideal if it was formatted when completing a simple font and text height for example Arial (12) and would be used as an industry standard. <p>I know from past experience it has been time consuming even for other users, if you would like me to send an example I would be more than</p> | <p>Format the TMP to make it easier to use Refer to Formatting issues of TMP at rear of this document for further information</p> | | |

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| | | happy to format. | | | |
| 30. | Online sign specifications and B1.4 | <p>The NZTA website link which allows the images of the signs to be downloaded does not have all of the CoPTTM compliant signs or in many cases their new references. For example the “On Side Road” Supplementary T135 can not be found by searching T135. It is still referred to by its old reference TW-1.5</p> <p>I have also noticed the TR4 sign is not available.</p> | Review all CoPTTM compliant signs are available to download and ensure all the new references are valid search results. | | |
| 31. | Shoulder closed sign | <p>This suggestion relates to the use of the Shoulder closed supplementary. Currently this supplementary plate may only be used with the T1 main sign.</p> <p>We have a site which is going to have an unmanned shoulder closure with temporary barriers installed on the shoulder for upwards of a year (or more). By complying with the above, this is likely to lead to community complaints around the lack of</p> | Our best solution is to pair the advance warning “shoulder closed” supplementary plate with the T2 sign: | | |

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| | | "road works". |  <p data-bbox="875 804 1451 1110">This will be used as long as the site is in a long term unattended phase. It will be swapped out prior to works commencing thus signalling a clear change in the environment (otherwise the T1 will lose its presence and impact). Further, the long term temporary barrier will effectively be the new norm albeit with a closed shoulder.</p> <p data-bbox="875 1158 1391 1225">This is going to be documented in more detail in an EED.</p> <p data-bbox="875 1273 1451 1383">The suggestion is that the signs committee consider that the shoulder closed supplementary plate be permitted to paired</p> | | |

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| | | | up with the T2 sign also (with guidance in CoPTTM as to when it might be able to be used). Further, there may be one or two other supplementary plates that might be in a similar position. | | |
| 32. | Placement of RD6 in taper | <p>There is an apparent ambiguity in the placement of the RD6 within the taper for a lane drop.</p> <p>Level 1: RD6 at tail end of taper</p> <p>Level 2LS: RD6 must be at start of taper and optional at tail end of taper.</p> | Just wondering if this is justifiable – I do recall discussion at the CGG about the placement of this sign but not about this. | | |
| 33. | RoboSign | <p>Is the automated remote controlled Stop/Go system as advertise in the attached flyer approved for use by CoPTTM?</p> <p>Thank you for any comment.</p> | | RoboSign now added to register for new TTM equipment | Advised Alistair NFA |
| 34. | Stop Go Operations | CoPTTM requires the TC to be in control of the stop/go paddle at all times, (I agree that it shouldn't be inserted into a cone) however, if the paddle was inserted into a | <p>MTCs should:</p> <ul style="list-style-type: none"> • maintain eye contact with the driver of the first approaching vehicle • give definite and clear signals as shown below • ensure they have an escape path ready in the event of a vehicle appearing not to stop | | |

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| | | <p>purpose built stand where some sort of releasing pin had to be used to turn the paddle so it could not turn unless the pin was released, would this be appropriate?</p> <p>If the TC is to remain in direct control of the paddle at all times this means they are on their feet in a stationary position constantly (except for allocated breaks), is there a clear definition of “direct control”</p> | <ul style="list-style-type: none"> ▪ be courteous at all times in dealing with the public, and ▪ maintain direct control of the stop/go paddle at all times (ie the MTC must not insert the paddle in a cone and walk away) | | |
| 35. | | <p>Hi,</p> <p>We have purchased a speed trailer to advise road users coming through our work site of their speed. Please see attached picture.</p> <p>Can you please advise if there are any concerns with using this trailer in conjunction with a traffic management plan where there is a change in the posted speed. Ie. to 30km/hr</p> |  | | |

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| 36. | C11.2.3 | <p>Existing wording reads:</p> <p>The removal of TTM measures must be in the reverse order of establishment, ie reverse order for removal as per (c), (b), (a).</p> <p>For level 2 and level 3 roads where an AWWMS is used to replace the advance warning sign, all signs on one side of the road may be removed in a single pass</p> | <p>There are two opinions amongst current Assessors:</p> <ul style="list-style-type: none"> - Some take the view that a L2 urban road should be treated as per the first paragraph above. i.e. the T1B's must be removed last - Others take the view that the Shadow vehicle provides the Advance warning and all signs can be removed from the T1B to the works end <p>The first view is in keeping with current wording of CoPTTM however of course there will still be no AW when the first sign is erected and when it is removed. It also requires one or two extra loops through the worksite.</p> <p>The second view is in accordance with minimum disruption and reduces the time of the removal.</p> <p>Clarification Required</p> | | |
| 37. | Section E Generic TMP checklist | <p>GTMP ref no.</p> <p>Only space for one ref.</p> <p>Recently carried out an audit where the STMS should have used both TMD F2.7 and TMD F2.1</p> <p>The GTMP only referred to one.</p> | <p>Make this space larger.</p> <p>It may also be good to ask the question -</p> <p>Will the setup be based on more one TMD?</p> <p>(note: If more than one TMD the check must review the fit and alterations of both)</p> | | |

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| 38. | Section E Generic TMP checklist | <p>Terminology - Personal Safety</p> <p>Are all workers able to carry out their work within the designated work zone safety areas?</p> <p>What does this mean?</p> <p>What is the work zone? And what is a work zone safety area?</p> <p>Confusing and sounds like it's asking if the crew can work within the safety zones.</p> | <p>Are all workers able to carry out their work within the designated working space.</p> <p>Are the appropriate safety zones provided?</p> | | |
| 39. | TTMC W Compliance question for garment that does not comply | <p>Hi Alan & Stuart</p> <p>I have recently come across a product that took me by surprise, upon further investigation I thought it would be prudent of me to send this to you for evaluation.</p> <p>From my past experience I feel that the color is a little "off" and my checking of the luminance tends to show non compliance.</p> | <p>I have sent the garment in question to Alan Parker in Auckland asking if he can make some ruling and advise what should be done.</p> | | |
| 40. | | <p>Good Afternoon,</p> <p>I came across this sign being used in a low speed (30 kph operating speed / permanent stick on speed humps present) environment where</p> | | | |

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| | | <p>pedestrians had a concentrated crossing point in an area where there are reasonably high numbers of pedestrians.</p> <p>This is in the area behind Britomart.</p> <p>Sent as a possible idea for a new sign – it seems to be effective.</p> |  | | |
| 41. | Section E TMP | <p>I would like the contact details of the STMS that prepares the TMP. Phone number and company name.</p> <p>Numerous times I have reviewed a TMP and <input type="checkbox"/> has had errors I wish to discuss with the person that has prepared the TMP however no contact information is provided. The contact details for the other contacts within the TMP can sometimes not be aware of who has actually prepared the TMP as a third party has engaged them.</p> | <p>Add phone number and company name within the sign off field for the STMS that has prepared the TMP</p> | | |
| 42. | Parking | Good Afternoon, | Refer to Temporary Parking | | |

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| | | <p>The following is the operational methodology implemented about 5 years ago for establishment of temporary parking restrictions at a worksite or event. Please note that it may not be the most up to date but at least gives an idea.</p> <p>This is in response to / idea for submission #28 CoPTTM Consult minor change submissions by Peter Dodge.</p> | <p>Restrictions at rear of this document</p> | | |
| 43. | F2.27 | <p>This is a starter conversation.</p> <p>Summer is here and along with it chip reseals and crashes. Another one last week by driver failing to observe the posted TSLs although the site was missing some aspects such as the mandated threshold treatments of delineation (F2.27). The car ended up well off the road and in amongst trees – it could have been serious but was not.</p> <p>What the site did have was intermittent delineation on the edge of seal although not at any standard spacing. Obviously, this was not included in the TMP which matched F2.27.</p> <p>My thought is that really reseals should probably have an edge treatment along the full length on both sides. 10 m spacing or even greater on the straights makes sense but the corners need a lesser spacing.</p> <p>Without trying to make it complicated for the poor STMS, we are actually dealing with making the corners more visible from a</p> | | <p>Note from Tony to Tom</p> <p>Good points Tom</p> <p>I like the idea of tighter spaced cones for the corners – if we go ahead, we will need some really clear guidelines for spacing and how they are adjusted for the angle of the corner – may be hard to get a consistent approach around</p> | |

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| | | <p>greater distance and especially make it clear that the road turns in a particular direction. That means we need to have a different spacing here. The tighter the curve, the more we need to reduce the spacing as well. I don't have a formula as yet but the need is apparent.</p> <p>I would be interested in your thoughts on this.</p> | | <p>the country</p> <p>I think the threshold treatment should be repeated along with the repeater TSLs for longer sites (or even more regularly on some sites)</p> | |
| 44. | TTM trainer evaluation requirements | | <p>I have copied this to copttm.consult, Tony Stella and Neil Greaves with a request that the workshop slides have a reminder shown to participants to complete the form at the relevant times in the presentation. It is easy to forget whilst presenting and the slides would provide a useful reminder, thanks.</p> | Action as recommended | Actioned NFA |
| 45. | Working around school zones with TSLs - CoPTTM query | | <p>I would like for you to look into working around school zones and the issue we get with TSLs and the changing limits morning and afternoons.</p> <p>Here in Nelson we have a main arterial that has 3 schools all very close together that have a 40Kph school zone, This zone is about a length of 1.2Km and very hard to manage a 30Kph TSL with regard to the contractor having to cover all there 50kph derestriction signs and now the 30Kph is not less than 20Kph from the posted or is it due to the 40kph is also temporary.</p> <p>This would not be to mush of an issue if it wasn't for the multiple side roads some in school zones some not and the size of the operation in the area. (About a 6 month contract)</p> <p>I have had a hunt through CoPTTM and also the speed setting rules unable to find any guidance, I have also spoken to the other 2 RCAs in the area seeking advice but they also come up short with the best thing I have been</p> | | |

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| | | <p>able to pass to the contractor is cover the 50Kph signs and manage this the best you can.</p> <p>Due to the AADT on this section ranging from 14000 - 18800 there are a large number of people seeing conflicting signs at times, It would be nice to hear what other areas are doing to manage this and to get some guidance in CoPTTM as the school zones are getting more and more popular.</p> | | | |
| 46. | | <p>This is Adam from Mitre 10 shanghai office. We are sourcing some Cone traffic, bollard traffic product and please kindly find below photos.</p> <p>But our market is the Jobsite/Trade industry rather than the Road User market. May I know If still need meet NZTA standard compliant?</p> <p>Thanks in advance!</p> |  | | |
| 47. | | <p>I have just been made aware of this release through an AT broadcast. I have not received a notice from the Copttm site which, being registered for updates, I should have done. Can you investigate and confirm that the system is working. Whilst having been involved in its development it is no great consequence to me, how many others who are registered have also not been notified?</p> | | | |
| 48. | | <p>Dear NZTA,</p> | | Referred to | NFA |

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| | | <p>I am working on the development of a Road Cone in conjunction with a New Zealand Based business and I am looking for some guidance with regard to the new regulations.</p> <p>I understand the new requirements and testing procedure, however I would like to know if you have any certified laboratories or testing agents that you could recommend for the tests to be carried out?</p> <p>Any help would be appreciated so we meet the highest standards required.</p> <p>Many thanks</p> | | <p>Lorraine Greer Customer relations and technical support NZWTA Ltd</p> | |
| 49. | Section E – Forms / 2016 Amendments, Updates. | Amended forms which are mandatory to use from 1 July 16, do not yet appear to have been updated in Section E of the currently available internet COPTTM. | <p>Update the primary internet COPTTM asap. And in future ensure any amendments are actually available for their implementation date.</p> <p>If you have already done this, then it is not showing up clearly in internet 'COPTTM 2016' search.</p> | <p>Reply from Stuart Hi Bruce,</p> <p>I am sorry and I believe the correct form is now posted. I know what you are saying about the huge number of old references and advertising efforts that get in the way. We have tried hard to overcome this, the problem is that the search engines are not intelligent enough to find the latest and leave out the old posted detail. If we use the effective date in the metadata the effective date does not tell you if there has been a subsequent update. I</p> | |

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| | | | | <p>use the following link as a favourite and that gets me to the latest forms:</p> <p>https://www.nzta.govt.nz/resources/code-temp-traffic-management#manual</p> | |
| 50. | Amendments in future. | Clutter in search engine results makes finding the latest COPTTM difficult. | Websites HTML Meta Description or Page Header which becomes the info used by search engines could show 'Effective Date XX/XX/XXXX' to clearly identify the listing as the latest information / current copy of COPTTM. Also webmasters use of Meta tags may help. | <p>Reply from Stuart</p> <p>Hi Bruce,</p> <p>I am sorry and I believe the correct form is now posted. I know what you are saying about the huge number of old references and advertising efforts that get in the way. We have tried hard to overcome this, the problem is that the search engines are not intelligent enough to find the latest and leave out the old posted detail. If we use the effective date in the metadata the effective date does not tell you if there has been a subsequent update. I use the following link as a favourite and that gets me to the</p> | |

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| | | | | latest forms: https://www.nzta.govt.nz/resources/code-temp-traffic-management#manual | |
| 51. | | <p>Question of the week: How close to a side road may a sign (TSL, End of Works, Directional or Advance Warning sign) on a main road be placed in the following situations:</p> <ol style="list-style-type: none"> 1. If the main road is a Level 1 or LV road? 2. If the main road is a Level 2 road? 3. Bonus points: Where in CoPTTM is the above referenced? <p>NB: No points if you can't answer all 3.</p> | <p>As per original email and example below: CoPTTM does not appear to have clarity around this question.</p> <p>My suggestion is that the "B" dimension on main road below should be "C" (signs should be ideally a sign spacing from intersections – I recall this is being taught in workshops) and that "B" dimension on side road in TMD below (approach from main road) should be deleted. This should all be backed up in text in section C of CoPTTM.</p> <p>Refer to at rear of this document</p> | <p>Note from Neil</p> <p>It would matter in relation to the type of work activity and positioning of the worksite in relation to the side road in both cases which then promotes further discussion as per our telephone conversation.....</p> <p>In answer to the question(s) my consideration would be given to a distance of "C - sign spacing" for both level 1 and 2 as CoPTTM does not give direction in this area.</p> | |

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| | | | | I look forward to reading your submission on this matter and await with eager anticipation next week's question! | |
| 52. | L2/3 assessment documentation | <p>Sorry Tom</p> <p>It slipped my mind, here is the file. Thanks for the reminder.</p> <p>I have checked the document and as I suspected there is no reference for the candidate (or assessor for that matter) to verify that the TMC has been notified before starting. I agree that this is an area that should be included, hence I have copied this to copttm.consult and Stuart directly since he was the recipient of your original correspondence.</p> | <p>Stuart</p> <p>Further to Tom's email to you regarding the failure to notify AT properly of verification and assessment operations, as noted above there is no requirement in the assessment process for this at present.</p> | | |

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| 53. | Suggested modification to A5.8.5 | <p>Hi Stuart,</p> <p>As discussed can you please consider the following modification to the above section of CoPTTM.</p> <p>When the Level 2 / 3 (practicing) STMS is not on site say:-</p> <ul style="list-style-type: none"> • When undertaking a check / audit of the site (away for 30 minutes) , or • When the site is on the shoulder of a road , or • When the site is part of a Capital Project works <p>Does the Level 2 and 3 STMS – NP need to wear the STMS lime green / yellow safety garment when the Level 2 /3 STMS has delegate control of the site to the Level 2 and 3 STMS - NP.</p> | <p>I believe the answer should be yes – this is based on the general higher complexity of Level 2 and 3 sites, the likely need to identify who is in charge of the site more promptly and the fact that STMS – NP can still be an STMS for level 1 roads and hence should already have access to the required safety garment.</p> <p>I look forward to your feedback on the above matter.</p> | | |

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| 54. | | Hello Stuart, I have recently started with the New Plymouth District Council as their TMC, over the time I have been involved with traffic management, there is one area that has grown and is coursing some problems, I would think for all of us, and that is MOBILITY SCOOTERS, mainly in the area of trying to control them on footpath diversions, we have foot traffic signs, cycle signs, to direct, so why not a mobility signs with arrow. | This is my feedback re A2.2CoPTTM | | |
| 55. | | Hi Stuart I am writing to advise you of a potentially unsafe situation my client and I (as PCBUs under the HSW Act) could have been exposed to as a result of an inappropriate road designation for the road nominated for the above assessments. The affected road is State Highway One north of Hamilton near to Horatiu. The road here is a 100km/hr expressway with two 2 lane | | Hi John, I have read your email, I am not personally aware of the levels designated but will investigate. | |

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| | | <p>carriageways divided by a central median. The assessments are due to take place on the northbound carriageway. The length of 100kph divided carriageway road is approximately 19km. I am advised that the road has currently been designated as level 2 by NZTA. Based upon clause A4.5, this road should be designated level 3. (NB there is an error in this clause which makes an incorrect reference to a limit of 50km of road. The correct interpretation is given in clause A4.6.1 which makes the point that the length is based on carriageway not road and that it applies to both L2 and L3 as a combined network.). As a result of this error I have copied this email to copttm.consult as well.</p> <p>As a result of the above designation, the draft traffic management plan for the operation provided a warning distance of only 300 metres and only one set of lane drop signs for the lane closure proposed. In addition, the lane closure took the form of straight left lane closure thus providing little positive TTM for right lane traffic which tends to be faster and more aggressive in its behaviour. Given the shoulder also has a cycle lane incorporated in it, this would have been blocked with resulting issues for any cyclists using it whilst the operation took place. CoPTTM suggests 20, 30 or 40kph for any situation where cyclists are forced to use motor vehicle lanes which is clearly unreasonable for this type of road.</p> <p>As a result of my concerns, I have refused to undertake the assessments with the proposed TMP which did largely comply with the road designation expectations. The matter has been resolved by my client at my suggestion, using a level 3 layout which provides 600 metres of warning distance and 2 sets of lane closure warning signs. In addition, again at my suggestion, they have chosen to use a right lane closure for the operation which removes the interference with the cycle lane and also provides robust level of positive TTM for the right lane traffic noted above.</p> <p>Thus, whilst my client and I have resolved the immediate issue for their assessments, I remain concerned as to how this has occurred. The length of road noted above is not unique. There are 3 other lengths in this region</p> | | <p>Judging from the distances that you quote I am not sure that the TMP you were given was correct. If you go to the Level 2 and 3 layout charts in CoPTTM you will note that at 100km that the layout distances are identical:</p> <ul style="list-style-type: none"> • Sight visibility distance 120m • Warning distance 200m • Taper 180m <p>It would seem to me that the 300m warning distance exceeds that given in the chart for Level 3 roads. If you apply the distances shown on the example below we are looking at a considerably longer distance of at least 680m:</p> <ul style="list-style-type: none"> • A = 100m • 3xC = 300m | |

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| | | <p>as a member of the public and on this occasion as your representative) by this action apparently sanctioned by NZTA's local Regional Office. As the responsible PCBU, I await NZTA's response to this before considering any further steps to get this obvious failure to provide a consistently CoPTTM compliant safe road system; remedied for me, other road users and workers.</p> <p>Neil, as the responsible CoPTTM trainer's NZTA nominated representative, I am also copying this to you for your information and action as you deem necessary to ensure that assessments are always conducted in a safe environment. Clearly this will not be possible on the road lengths detailed above if the current designations are followed by the applicants.</p> <p>Paul/Antoinette, please feel free to pass this email to any party you wish to assist in getting the points I have made addressed urgently. You are welcome to endorse or disagree with my comments as you see fit as representatives of equally affected PCBUs.</p> <p>SECOND EMAIL FROM JOHN</p> <p>Hi Neil and Stuart</p> <p>Thank you both for your replies and your agreement to look into this important issue.</p> <p>Stuart, I would like to also add my thoughts to your interpretation that effective warning distances for L2 and 3 are the same. It appears you have taken the 100 metre minimum sign spacing as the foundation for your argument for level 3 roads. I note that under the table giving this dimension (clause C2.7) there is a footnote:</p> <p><i>"The desirable sign spacing distance must be used wherever possible. The minimum sign spacing distance may only be used where there are road environment constraints."</i></p> <p>The only areas where road environment constraints generally exist on typical level 3 roads that potentially impact on this point, are:</p> <ul style="list-style-type: none"> • on ramps (where overall length is limited) and • the occasional at grade controlled intersection area (e.g. roundabouts and | | <p>the road level criteria which has been published as a CoPTTM technical note;</p> <ul style="list-style-type: none"> • the area you refer to has recently been improved; • there are other projects underway which will change the nature of the road; and • finally that Safe System Engineering Workshop was held in Hamilton last month and some aspects of the situations you refer to have been studied. <p>I don't think it is anyone's interest to make a sudden change. I do not have a problem with level 2 layouts being applied, they do allow ample deceleration space, but I promise I will</p> | |

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| | | <p>traffic signals)</p> <ul style="list-style-type: none"> the occasional unusual road environment such as the AHB <p>There are no such intersection types or unusual situation present on any of the main carriageways of the roads I have detailed below.</p> <p>Thus the correct sign spacing is 200 metres for all of the main carriageways of these roads all being 100kph.</p> <p>Furthermore, clause C8.2.8 stipulates that for level 3 roads:</p> <p><i>“There must be two lane closure signs. Each sign requires a supplementary sign displaying the distance to the lane closure.</i></p> <p><i>The first lane closure sign must be placed 400m in advance of the start of the taper.</i></p> <p><i>The second lane closure sign is placed at a distance of 200m from the start of the taper.”</i></p> <p>Thus the argument you have presented that the warning distances for lane closures on level 2 and 3 roads being identical is incorrect. As I have noted below, the correct (and necessary) distance is 600 metres.</p> <p>Being involved with the initial discussions setting these up in 1995 with Jon Lewando for Transit New Zealand, it was made clear to me at the time that this was the absolute minimum distance that could be considered. It was also recognised as being a compromise on European standards for the type of road under consideration. I support and agree with the position then taken and not changed since. The Code is clear. The interpretations made that I have questioned, do not comply and are unsafe.</p> <p>I also wish to take up your point that “sudden changes” would be unwise. I agree. That is why I have particularly questioned the reversion of the sections of State Highway 1 north of Huntly from L3 back to L2. Why did this happen and under what guidance/direction? Looking in from the outside, this appears to be, to use your words: “sudden changes” for reasons that appear to be unclear and apparently without foundation.</p> <p>I appreciate that this could develop into a string of to and fro emails if we are not careful which would not be a good use of our limited time. Therefore please do not feel</p> | | <p>look at it with our well qualified Hamilton Staff.</p> | |

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| | | <p>the need to respond directly to this email unless you believe it could usefully add to the dialogue. However can you please include my notes above in the discussions you plan to have. I would be keen to hear the outcome once you have made decisions in regard to the above designations.</p> <p>As a final point, can you also note that the table C2.7 needs to include 50 to 80kph columns for permanent speed limits since there are level 3 carriageways with these permanent speed limits (being most on and off ramps) which the table does not cover. NB the reference to use table C2.6 for lower speeds relates only to temporary speed limits. I have previously made a submission to this effect, however as yet, the issue has not been addressed.</p> | | | |
| 56. | Technical note for cyclists | <p>I have now read the above note and wish to make the following points:</p> <p>The recognition of the difficulty in providing a safe facility for this group of road users is long overdue, so well done for taking some steps.</p> <p>However the suggestions made create further difficulties and in one case is unlawful:</p> | <ul style="list-style-type: none"> • Drawing F2.10 does not make any mention of the need for positive TTM as required under clause C10.1.1 for permanent speed limits of more than 60kph. This is particularly relevant for the lane opposite the closure. The notes are also misleading by suggesting the T144 is simply optional. It is a form of positive TTM and should be noted as such, in other words it is required when positive TTM is required. • There is no drawing to cover a multi lane situation (suggested solution for this is to close left lane to make provision for cycle lane). • There should be a priority design process similar to the pedestrian route process: <ol style="list-style-type: none"> 1. separate delineated route for cyclists 2. detour route along other roads 3. stop/go control segregating cyclists by time (2 lane/2 way roads | | |

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|-----|-------------------------------|-----------|--|---------------|--------|
| | | | <p>only and see note below regarding legality of this)</p> <p>4. closure of cycle lane with W7-8 sign directing cyclists to dismount and use footpath as pedestrians (only when there is a footpath available)</p> <p>5. merge cyclists into motor vehicle lanes (last resort option)</p> <ul style="list-style-type: none"> • Currently in law a stop/go paddle is an absolute and controls all vehicles without distinction. The mooted idea of segregating the go for cyclists is a good one but must be legal. • What about level 3 roads with cycle lanes? Currently these exist in extensive quantities in Auckland, Waikato and Wellington. Thus there is a need for practical solutions for this group. NB the application of 30kph is not practical for these roads. Additionally I cannot see options 3,4 or 5 being at all safe or practicable. Therefore options 1 or 2 are the only way for these unless someone has a better idea (may be a detour route along local roads such as is being done for the SH20A upgrade project would be a safer option. The network managers (NOCs for these routes should pre agree these with the affected local authorities so that they are standardised and made known to the local operators). | | |
| 57. | Technical note for L2LS roads | Hi Stuart | <p>I have noted the following points which I am unclear on and may require further clarification:</p> <p>Clause 3.1 appears to indicate that 30kph is not required for alternating flows or where pedestrians or cyclists are moved into the carriageway/live lanes (refer to TSL selection matrix). Can you clarify/amend the note, thanks.</p> <p>Clause 6.3 does the reference to work actually mean the closure? “work” is ambiguous and could lead to people just thinking of the working space</p> | | |

| No. | CoPTTM ref | Error | Correction | NZTA Decision | Action |
|-----|------------|---|------------|---------------|--------|
| | | <p>and not the placement of TTM equipment, or am I missing something?</p> <p>Clause 6.4 This is badly worded and confusing: live lanes are always outside closures. I would imagine that driving between deployment locations will be mainly, if not always in a live lane. Does this mean a shadow vehicle will always be required? How about sensibly stating that where workers placing and removing equipment, do so on foot and are protected by the work vehicle, a shadow vehicle is not required?</p> <p>Clause 6.5 Having removed the requirement for a TMA, the clause is silent on the need for an arrowboard. If the arrowboard is still required, this will cause significant difficulty because most arrowboard fitted vehicles have TMAs which impede the visibility of the arrow boards when raised. This will be particularly true on state highways since the LAS arrowboard is a requirement for these and all these vehicles are equipped with TMAs which not only block the board but are linked to it so that as the TMA is lowered the arrowboard is elevated.</p> <p>Clause 7. The statements here seem to preclude workers ever being on the back of work vehicle which is much more onerous than currently provided for L2 and 3. Surely it is OK for workers to be on the back of work vehicle even when moving slowly where it is protected by a shadow vehicle?</p> <p>General: The training material for the L2/3 NP refresher course released 2 weeks ago makes no mention of this document. How do you want us to manage this within the workshops?</p> | | | |

Martin Peake - Feedback on Procedures and TC & STMS Training

I attended John Boyson's STMS Level 2/3NP refresher training course on the 16th April 2015, and made some observations from the discussions and general experience which I believe has a direct bearing on the overall quality of traffic management. My observations and comments do not fit the format of the normal feedback form and therefore I provide my comments in letter form. There are two main issues that I identified:

1. Performance of designers of Traffic Management Plans.
2. Suitability of the format of training for practicing STMS.

1. Performance of Designers

A strong message that came through from the refresher course was that designers are not preparing TMPs with sufficient detail or knowledge of the tasks that are required to be undertaken. From my own experience and from the discussions this appears to be due to:

- a) Designers not visiting the site and therefore not identifying specific issues (physical, operational or environmental) which have a bearing on the operation and traffic management.
- b) Insufficient knowledge of how the work operation is to be undertaken.
- c) Awareness of how traffic management is set out and challenges faced by practicing STMS in complying with a TMP (including having to make changes).

I would like to suggest a number of possible improvements to the process that would assist in these areas and I deal with them in turn below.

- a) Too often designers rely on aerial photos and Google Streetview to design TMPs. This results in a lack of full appreciation of any constraints or issues that may affect the practical operation of the traffic management. Further, whilst these tools are adequate to gain a general

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appreciation of a site, they are often out of date and therefore conditions have changed. This creates a challenge for the STMS on site. Whilst there is an expectation that designers should visit the site, this frequently does not happen. To encourage designers to undertake site visits I suggest that an additional box be added to the standard TMP forms that explicitly requires the designer to state whether the site has been visited. This could be expanded so that the designer has to state why a site visit has not been undertaken. The benefit of such a question is that:

It adds weight to the expectation that a site visit should be undertaken with the onus on the designer to justify why such a visit was not required.

The RCA approving the TMP will be aware of whether a site visit has been undertaken and hence where this has not happened, the approver may provide greater scrutiny over the suitability of the TMP.

This could be used for monitoring by RCAs / NZTA to determine how many TMPs with and without site visits cause issues in implementing TTM. It may provide weight for having designers undertake a mandatory site visit.

With changes to Health and Safety legislation, it is important that designers improve in the area of TMP design for the benefit of all the organisations and individuals involved.

b) TMPs should be prepared in discussion with the contractor who will be undertaking the work. This is essential to be aware of all the operations to be undertaken, the plant required when the site is attendance and how the site is likely to be left when unattended.

c) Once the TMP is approved, the designer is generally not involved any further in the process. The designer will normally therefore not be aware of any issues with the TMP on site, changes that need to be made by the practicing STMS or changes that require further RCA approval.

Temporary Traffic Management is required for the health and safety of both public and workers. It is typical in health and safety systems to adopt a 360 degree feedback loop with continuous improvement. However, this does not occur with TTM.

As the designer will not be aware of specific issues experienced on site they are unable to learn from these and change their design practices accordingly. A feedback loop to the designer would be extremely beneficial in this area so that designers are able to continuously improve and avoid making similar mistakes or omissions.

The NZTA Road Safety Audit procedures have adopted a feedback loop to the Road Safety Auditors so that they are aware of the responses and proposed client actions to issues. This assists auditors in future projects when making recommendations.

Designers may not have practical knowledge of how TTM is established, maintained and dis-established. This knowledge for designers would further enhance designs. It is appreciated that there is a cost associated with designers attending sites to observe such operation, therefore, it is suggested that some training material could be prepared in the form of videos which show these operations for typical sites. These could be housed on the NZTA website for reference by practitioners with course delegates directed to watch these either prior to or after the course.

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Recommendations in summary are:

a) A box be added to the TMP standard forms to identify whether the designer has undertaken a site visit and, if applicable, specific reasons for not doing so.

b) A feedback loop mechanism be established so that TMP designers are made aware of any site issues with the implementation of the TMP.

c) Training material be created which includes instructional videos on establishment, maintenance and dis-establishment of TTM for typical sites to demonstrate the practical part of the process which cannot be taught in a classroom.

2. Suitability of the format of training for Traffic Controllers and practicing STMS

It is evident on the course that I have attended that the practicing TCs and Level 2/3 STMS often struggle with the course material and assessments. Although extra time is given at the end of the day to review any assessment which was below the pass mark, this is likely to affect their confidence and self-esteem. This was evident on the particular course I attended with one practicing STMS showing clear signs of frustration and anxiety that he may not reach the required standard in spite of reassurance from the course presenter.

I believe that this is likely to be due to the following reasons:

Classroom training environment is out of their comfort zone or normal working situation.

Difficulty in being able to concentrate for a long period of time on theory as they are not used to sitting at a desk.

Format of presentation and presentation material being of a written format and thus favouring a specific learning style.

Speed of delivery of material and assessments.

For these reasons it is likely that the overall benefit of the course will be limited and hence this may affect their confidence on site and decision making abilities. Further the quality of TTM may also be affected which has potential consequences for the safety of the public and site workers.

An additional issue on the refresher course was the use of tablets as the source for the Code of Practice. These were totally new to many of the practicing STMS. Therefore, they had the added pressure of learning this new technology as well as dealing with an unusual situation. Whilst technology will become more greatly used in time, for those unfamiliar with the basic operation of a tablet and reading documents on these machines this has to make the learning experience more challenging. Hard copy documentation should be an option or made available for those unfamiliar with tablets or more comfortable with paper copies.

The presentation format and style is generally more suited towards designers, Principals, managers and contractor supervision staff; they are used to a formal environment, sitting at a desk for long periods and reading information. It does not easily lend itself to the practicing STMS who is generally active with a practical orientation. Their style of learning will typically be kinaesthetic (active) or visual (pictures and images) which matches their strengths in their day to day work; in contrast the course is aural and requires a significant amount of reading of material on PowerPoint

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slides. Thus with lots of words and numbers on slides this poses a challenge for these people to take in the material, particularly in a short time frame. Often it will only be with the practical use of the material that they would be able to grasp the issues being taught.

Whilst there may be benefits in bringing a range of different people together from designers to practicing STMS in terms of sharing day-to-day knowledge and experience this is likely to be far outweighed by the ability for the practicing STMS to assimilate and learn what is being presented. I would strongly recommend that NZTA explore alternative formats for these courses for practicing STMS such that they are of a more appropriate learning style.

There should be significant benefit in doing so as the depth of knowledge gained is likely to be much greater and the confidence of the participant will be significantly improved as they will be able to achieve to a much higher standard.

Recommendations in summary are:

Provide the option of hard copy documentation rather than insisting on the use of tablets.

Explore alternative formats for the courses for the TC or practicing STMS to favour kinaesthetic and visual learning styles.

I would be happy to discuss the above issues further with the committee.

Use of smaller pedestrian guidance signs



Samantha – cycling issues

| ID | User Status | Posting Date | Priority | Description |
|------------|-------------|--------------|---------------------|---|
| 8000022719 | Created | 22.03.2016 | Medium (Response... | Cycle sign blocking cycle lane |
| 8000022715 | Created | 22.03.2016 | Medium (Response... | Warning sign on footpath in front busstop |
| 8000022713 | Created | 22.03.2016 | Medium (Response... | Temporary Warning sign in cycle lane |
| 8000022712 | Created | 22.03.2016 | Medium (Response... | Kapiti road TMPs |



Dean – Crash stats for training

Rather than put all this on Facebook I thought this may be more appropriate.

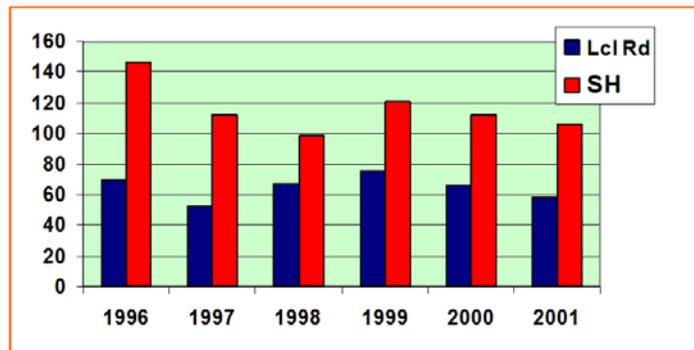
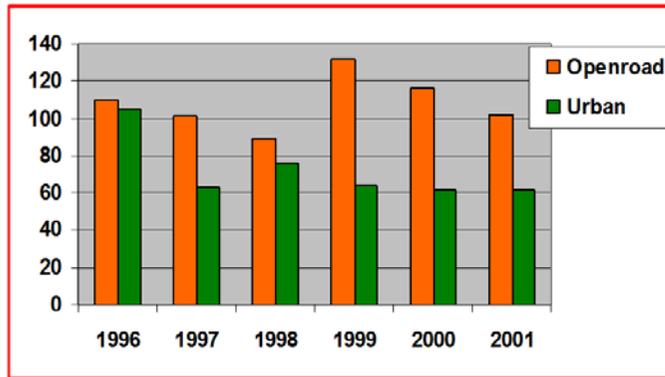
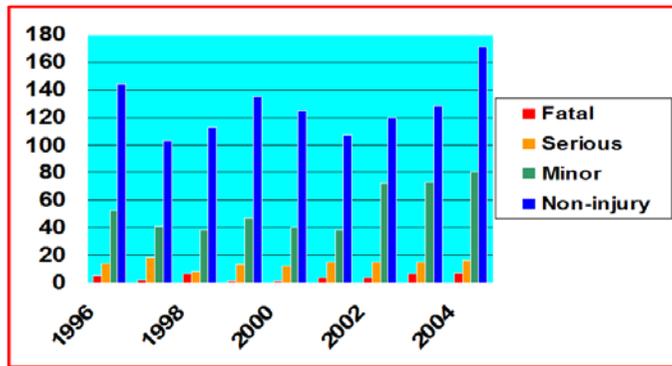
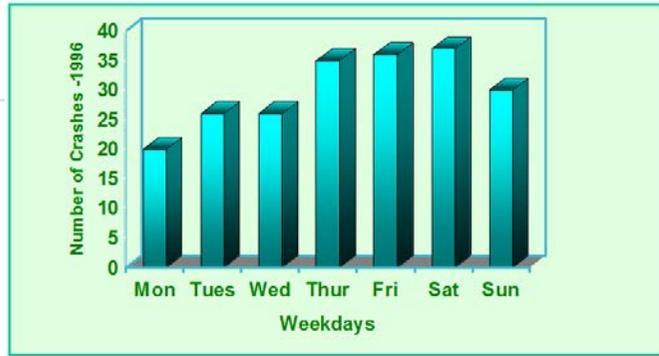
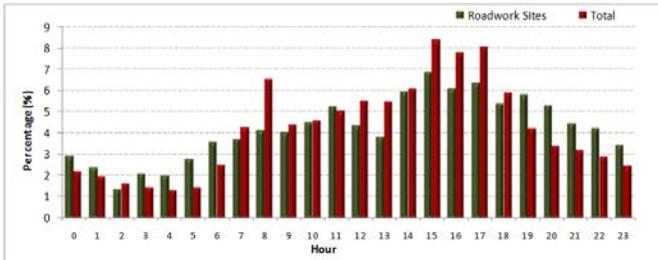
In the past the training courses had much better crash data statistics than what they currently do.

We used to talk about:

- Weather (wet vs. dry for work site crashes and normal road crashes and that there was hardly a difference)
- When talking about night time crashes we refereed all work site crashes vs. normal road crashes to show the difference and the fact that work sites are more dangerous at night
- We used to show all crash types - not just serious and fatal. The minor injury and non-injury crashes are hugely important and should be included.
- There used to be a table / graph of crashes by time of day - again hugely important
- Crashes by month of year - showing that mid-year there was generally a spike, and a lower crash rate during the summer months
- Crash severity - there used to be a graph showing all crash severity (non-injury, minor, serious, fatal) over the previous 10 years to show trends in data.
- open roads vs. urban roads and crash numbers. Basically highlighted that high speed areas had greater crashes - again over a 5-10 year period.
- then there was another statistic we had access to which was pretty self explanatory - number of normal fatal crashes on a SH, vs. number of work site fatal crashes on a SH, same for serious, minor and non-injury crashes. It really showed that busy roads were dangerous.
- and SH vs. local roads.

I used to have access to NZTA and the CAS database when at Opus but obviously now don't. These stats are all available - or should be as how else do we know what to train about.

I have attached a few of the older graphs I could find from historical training packages from back in the day to give an idea of what I am looking for. This may not suit every trainer - but there is some really good stuff to talk about here, like times of day, high speed roads, SH's, etc etc.



Use of Hazard lights

Thanks for the submission. From the email stream it is not clear to me if the intent of CoPTTM and available training (KCTL workshop) and inclusions therein have been communicated.

Perhaps an offline discussion with the principals' representative is appropriate?

Neil.

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From: Tom Kiddle (AT) <tom.kiddle@at.govt.nz>
Sent: Tuesday, February 7, 2017 12:27 PM
Subject: FW: Hazards on side loaders / CopTTm
To: 'CoPTTM Consult' <copttm.consult@nzta.govt.nz>
Cc: Tony Stella <tony@stellaassociates.co.nz>, Neil Greaves <neil@ngtc.co.nz>, <stuart.fraser@nzta.govt.nz>

Good Afternoon,

Issue below being raised to CGG as per request.

It may be able to be dealt with offline so to speak if an alternative opinion/perspective can be provided.

Thanks,

Tom

From: Marion Totua [<mailto:Marion.Totua@aucklandcouncil.govt.nz>]
Sent: Tuesday, 7 February 2017 12:22 p.m.
To: Tom Kiddle (AT) <Tom.Kiddle@at.govt.nz>
Subject: FW: Hazards on side loaders / CopTTm

Hi Tom

As per Dicks suggestion below are you able to raise this at your next CGG meeting ?

Regard

Marion

From: Dick Fong
Sent: Tuesday, 24 January 2017 9:50 a.m.
To: Marion Totua
Subject: RE: Hazards on side loaders / CopTTm

Hi Marion,

This is how I understand that Copttm works.

COPTTM is not legislation. The legislation just says that people need to comply with COPTTM. It is done this way because changing legislation is very slow and time consuming because it has to be decided by Parliament. Parliament would not respond quickly enough to make changes to keep up with changes in the industry that is why the COP model was used.

The COP is managed by NZTA and there is a governance body (made up of industry and governmental representatives) that reviews and amends the document.

Tom is on the The CoPTTM Governance Group (CGG). Rather than seek a legal opinion, I would suggest that you ask Tom to raise this at their next meeting and make a decision whether what JJR is doing is acceptable or not (and amend COPTTM if necessary).

Regards
Dick

From: Marion Totua
Sent: Tuesday, 24 January 2017 9:24 a.m.
To: Dick Fong
Subject: FW: Hazards on side loaders / CopTTm

Hi Dick

Please see below. Are we able to get a legal opinion on this?

Regards
Marion

From: Tom Kiddle (AT) [<mailto:Tom.Kiddle@at.govt.nz>]
Sent: Friday, 20 January 2017 5:16 p.m.
To: Marion Totua
Cc: Willi (Brenda) Williams (AT); Bruce Claypole (AT)
Subject: FW: Hazards on side loaders / CopTTm

Good Afternoon Marion,

Apologies for delay in response.

My initial thoughts are that CoPTTM discourages the use of hazard lights and they cannot be used to replace a “rotating flashing beacon” (see CoPTTM section B). So, the guide as far as this is concerned is that they must have “rotating flashing beacons” visible. D7.3.1 of CoPTTM provides the requirements for kerbside collection which is what this work appears to be (refer to <http://www.nzta.govt.nz/resources/code-temp-traffic-management> for this).

However, I also looked in the Land Transport Road User Rule and found the following:

8.6 Use of direction indicators as hazard warning

The direction-indicator lamps on a motor vehicle may be flashed simultaneously as a hazard warning, but may be used only when the vehicle is—

- (a) stationary or, if the driver complies with [clause 3.10\(3\) to \(6\)](#), slow moving, and only to indicate a temporary hazard to traffic; or
- (b) a goods vehicle that is double-parked for trade purposes, to load or unload goods, and alternative access is not available, or it is unreasonable to require alternative access to be used; or
- (c) a small passenger service vehicle whose driver is in distress; or
- (d) a vehicle normally propelled by mechanical power while it is being towed without the use of its own power.

So 8.6 (b) appears to help support the part of the stance taken by JJ Richards. Please note that I am not a legal representative so legal opinion would be required but it looks like there is an assumption that it is “unreasonable to require alternative access”.

Part of their methodology appears to be less safe than it could be (ie double parking) and the use of hazard lights is an attempt to partly mitigate this without looking at finding a more reasonable access (see 8.6b).

Hope this helps. Happy to discuss further as I tend to agree that the hazard lights are not the best solution. I’m on leave next week but feel free to give me a call after that or give Bruce Claypole a ring in my absence (copied in).

Helping friends and family get home safely

Thanks,

**TomKiddle| TTM Manager
Road Corridor Access**

Level 6 (#90), HSBC Building, 1 Queen Street, Auckland

Private Bag 92250, Auckland 1142

P 09 355 3553 | **XT**(48) 4908 | **DDI** 09 447 4908 | **M** 021 240 5073

www.AT.govt.nz | tom.kiddle@AT.govt.nz



From: Willi (Brenda) Williams (AT)
Sent: Thursday, 19 January 2017 9:07 a.m.
To: Tom Kiddle (AT) <Tom.Kiddle@at.govt.nz>; Bruce Claypole (AT) <Bruce.Claypole@at.govt.nz>
Subject: FW: Hazards on side loaders / CopTTm

Hi,

Could you please reply back to Marion.

Thanks

Willi

From: Marion Totua [<mailto:Marion.Totua@aucklandcouncil.govt.nz>]
Sent: Wednesday, 18 January 2017 9:52 a.m.
To: Willi (Brenda) Williams (AT) <Brenda.Williams@at.govt.nz>
Cc: Bruce Crook <Bruce.Crook@aucklandcouncil.govt.nz>
Subject: FW: Hazards on side loaders / CopTTm

Hi Willi

Have you had a chance to look at this.

If you require any other information please advise

Regards

Marion

From: Marion Totua

Sent: Wednesday, 11 January 2017 12:20 p.m.

To: Willi (Brenda) Williams (AT)

Subject: FW: Hazards on side loaders / CopTTm

Hi Willi

I'm hoping you can help. If it is not you please can you advise who I need to talk to.

We have asked one of our contractors to refrain from using hazard lights while operating as we do not believe they are using them for the correct purpose ie. we believe they are using them for extra visibility and not to indicate a temporary hazard which is the correct use of hazard lights.

As per the contractors comments below, they believe they are operating within the guidelines.

Are you able to confirm whether they can continue to use the hazard lights as per below.

Many thanks you in advance for your help

Regards

Marion Totua

Snr Waste Advisor

Contracts and Compliance

Waste Solutions

Mob: 027 4995 582

From: Lance McKinnon [<mailto:Lance.McKinnon@jrichards.co.nz>]
Sent: Tuesday, 10 January 2017 1:18 p.m.
To: Marion Totua
Cc: Robert De Haan
Subject: Hazards on side loaders / CopTTm

Marion

We have looked at the code of practice and also how we have interpreted it in the real world of collecting recycling.

Our Hazard lights come on when the operator has moved the collection joystick off-centre (i.e. they are in the process of collecting a bin) at this time we deem it safer to have the hazards operating as they are generally double parked (slightly off the kerb) and the hazards indicate this to motorists.

The other time the hazards are operational are when the PTO is engaged and the Park Brake is on - this is used when the driver has to alight the vehicle to get a bin (infirm or WOWB service etc). In this instance we believe it is safer as the vehicle is again (normally) double parked (at least some distance froth kerb) and the driver is outside the vehicle operating the arm or collecting / returning the bin.

Given these are the instances where the hazards operate (and they do not operate outside of this unless used manually) I would ask that you reconsider your request to have the system uninstalled based on the above information.

The beacons all operate as within the codes stated requirements and all signage complies.

JJ Richards believes that our approach is above the code for good, safe reasons and to simply turn all this off and revert to beacons only is in our view a step backwards in the visibility and ultimately the safety of the collection operation.

I am happy to discuss this in person and do understand the extracts you sent from the code, but again, this is a code and we believe we are within the code and if anything strengthen the safety values it promotes (for both our workers and the general public).

I will await your reply.

Kind regards

Lance McKinnon
NZ General Manager



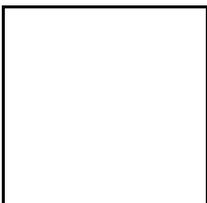
Auckland – Hamilton – Tauranga – Hawkes Bay – Wellington

m: 027 223 5127

p: P.O. Box 76-647, Manukau City, 2241

w: www.jjrichards.co.nz

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Road closed photo



Formatting issues of TMP

| TRAFFIC MANAGEMENT PLAN (TMP) – FULL FORM | | | | | | | |
|---|-----------------------|--|--|---------------------------------------|-------------|-----------------|--|
| <p>Use this form for complex activities. Refer to the NZ Transport Agency’s Traffic control devices manual, part 8 Code of practice for temporary traffic management (CoPTTM), section E, appendix A for a guide on how to complete each field.</p> | | | | | | | |
| Organisations /TMP reference | TMP reference:abcd | Contractor (Working space): abcd | | Principal (<i>Client</i>): abcd | | | |
| | | Contractor (TTM): abcd | | RCA: abcd | | | |
| Location details and road characteristics | Road names and suburb | | | House no./RPs <i>(from and to)</i> | Road level | Permanent speed | |
| | abcd | | | abcd | abcd | abcd | |
| Traffic details (main route) | AADT | | | Peak flows | | | |
| | | | | | | | |
| Description of work activity | | | | | | | |
| yyt | | | | | | | |
| Planned work programme | | | | | | | |
| Start date | jjhf | Tim | | End date | | Time | |
| Consider significant stages, for example: | abcd | | | | | | |
| <ul style="list-style-type: none"> road closures detours no activity periods. | | | | | | | |
| Alternative dates if activity delayed | abcd | | | | | | |
| Road aspects affected (<i>delete either Yes or No to show which aspects are affected</i>) | | | | | | | |

| Pedestrians affected? | Yes | No | Property access affected? | Yes | No | Traffic lanes affected? | Yes | No |
|--|-------------|----|------------------------------|-----|----|---------------------------|-----|----|
| Cyclists affected? | Yes | No | Restricted parking affected? | Yes | No | Delays or queuing likely? | Yes | No |
| Proposed traffic management methods | | | | | | | | |
| Installation <i>(includes parking of plant and materials storage)</i> | abcd | | | | | | | |
| Attended (day) | abcd | | | | | | | |
| Attended (night) | <i>abcd</i> | | | | | | | |
| Unattended (day) | abcd | | | | | | | |
| Unattended (night) | <i>abcd</i> | | | | | | | |
| Detour route | abcd | | | | | | | |

| | | | | |
|---|---|--|---|---|
| | <p>Does detour route go into another RCA's roading network? Yes No <i>(delete either Yes or No)</i> If Yes, has confirmation of acceptance been requested from that RCA? Yes No <i>(delete either Yes or No)</i> <i>Note: Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.</i></p> | | | |
| Removal | <i>abcd</i> | | | |
| Proposed TSLs <i>(see TSL decision matrix for guidance)</i> | | | | |
| | <p>TSL details as required Approval of Temporary Speed Limits (TSL) are in terms of Section 5 of Land Transport Rule: Setting of Speed Limits 2003, Rule 54001 <i>(List speed, length and location)</i></p> | <p>Times <i>(From and to)</i></p> | <p>Dates <i>(Start and finish)</i></p> | <p>Diagram ref. no.s <i>(Layout drawings or traffic management diagrams)</i></p> |
| Attended day/night | <p>A temporary maximum speed limit of km/h is hereby fixed for motor vehicles travelling over the length of m situated between (House no./RP) and (House no./RP) on (street or road name)</p> | abcd | abcd | abcd |
| Unattended day/night | <p>A temporary maximum speed limit of km/h is hereby fixed for motor vehicles travelling over the length of m situated between (House no./RP) and (House no./RP) on (street or road name)</p> | abcd | abcd | abcd |
| TSL duration | <p>Will the TSL be required for longer than six months? <i>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</i></p> | | | <p>Yes No</p> |
| Positive traffic management measures | | | | |
| abcd | | | | |
| Contingency plans | | | | |

| | | |
|---|---|---|
| <p>Generic contingencies for:</p> <ul style="list-style-type: none"> • major incidents • incidents • pre planned detours. <p><i>Do not have any options which do not apply to your job</i></p> | <p>Major Incident</p> <p>A major incident is described as:</p> <ul style="list-style-type: none"> • Fatality or notifiable injury - real or potential • Significant property damage, or • Emergency services (police, fire, etc) require access or control of the site. | <p>Actions</p> <p>The STMS must immediately conduct the following:</p> <ul style="list-style-type: none"> • stop all activity and traffic movement • secure the site to prevent (further) injury or damage • contact the appropriate emergency authorities • render first aid if competent and able to do so • notify the RCA representative and / or the engineer • under the guidance of the officer in charge of the site, reduce effects of TTM on the road or remove the activity if safe to do so • re-establish TTM and traffic movements when advised by emergency authorities that it is safe to do so • Comply with any obligation to notify WorkSafe. |
| | <p>Incident</p> <p>An incident is described as:</p> <ul style="list-style-type: none"> • excessive delays - real or potential • minor or non-inquiry accident that has the potential to affect traffic flow • structural failure of the road. | <p>Actions</p> <p>The STMS must immediately conduct the following:</p> <ul style="list-style-type: none"> • stop all activity and traffic movement if required • secure the site to prevent the prospect of injury or further damage • notify the RCA representative and / or the engineer • STMS to implement a plan to safely remove TTM and to establish normal traffic flow if safe to do so • re-establish TTM and traffic movements when it is safe to do so and when traffic volumes have reduced. |

| | | | | |
|--|--|---|-----------------------------------|-------------------|
| | <p>Detour</p> <p>If because of the on-site activity it will not be possible to remove or reduce the effects of TTM once it is established a detour route must be designed. This is likely for:</p> <ul style="list-style-type: none"> • excessive delays when using an alternating flow design for TTM • redirecting one direction of flow and / or • total road closure and redirection of traffic until such time that traffic volumes reduce and tailbacks have been cleared. <p>The risks in the type of work being undertaken, the risks inherent in the detour, the probable duration of closure and availability and suitability of detour routes need to be considered.</p> <p>The detour and route must be designed including:</p> <ul style="list-style-type: none"> • pre- approval form the RCA's whose roads will be used or affected by the detour route • ensure that TTM equipment for the detour - signs etc are on site and pre-installed. | <p>Actions</p> <p>When it is necessary to implement the pre-planned detour the STMS must immediately undertake the following:</p> <ul style="list-style-type: none"> • Notify the RCA and / or the engineer when the detour is to be established • Drive through the detour in both directions to check that it is stable and safe • Remove the detour as soon as it practicable and safe to do so and the traffic volumes have reduced and tailbacks have cleared • Notify the RCA and / or the engineer when the detour has been disestablished and normal traffic flows have resumed. | | |
| | <p>Note also the requirements for no interference at an accident scene:</p> <p>In the event of an accident involving serious harm the STMS must ensure that nothing, including TTM equipment, is removed or disturbed and any wreckage article or thing must not be disturbed or interfered with, except to:</p> <ul style="list-style-type: none"> • save a life of, prevent harm to or relieve the suffering of any person, or • make the site safe or to minimise the risk of a further accident; or • maintain the access of the general public to an essential service or utility, or • prevent serious damage to or serious loss of property, or • follow the direction of a constable acting in his or her duties or act with the permission of an inspector. | | | |
| <p>Other contingencies to be identified by the applicant (i.e. <i>steel plates to quickly cover excavations</i>)</p> | <p>abcd</p> | | | |
| <p>Authorisations</p> | | | | |
| <p>Parking restriction(s) alteration authority</p> | <p>Will controlled street parking be affected?</p> <p>abcd</p> | <p>Yes No</p> | <p>Has approval been granted?</p> | <p>Yes No</p> |

| | | | | |
|---|--|--|----------------------------------|----------------------------------|
| Authorisation to work at permanent traffic signal sites | Will portable traffic signals be used or permanent traffic signals be changed? | Yes No | Has approval been granted? | Yes No |
| | <i>abcd</i> | | | |
| Road closure authorisation(s) | Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)? | Yes No | Has approval been granted? | Yes No |
| | <i>abcd</i> | | | |
| Bus stop relocation(s) – closure(s) | Will bus stop(s) be obstructed by the activity? | Yes No | Has approval been granted? | Yes No |
| | <i>abcd</i> | | | |
| Authorisation to use portable traffic signals | Make, model and description/number | abcd | | |
| | NZTA compliant? | Yes | No | <i>(delete either Yes or No)</i> |
| EED | | | | |
| Is an EED applicable? | Yes | No <i>(delete either Yes or No)</i> | EED attached? | Yes |
| Delay calculations/trial plan to determine potential extent of delays | | | | |
| abcd | | | | |
| Public notification plan | | | | |
| abcd | | | | |
| Public notification plan attached? | Yes | No | <i>(delete either Yes or No)</i> | |
| On-site monitoring plan | | | | |

| | | | | | |
|---|-------|---------------------|-----------|---------------|-------------|
| Attended (day and/or night) | abcd | | | | |
| Unattended (day and/or night) | abcd | | | | |
| Method for recording daily site TTM activity (eg CoPTTM on-site record) | | | | | |
| abcd | | | | | |
| Site safety measures | | | | | |
| abcd | | | | | |
| Other information | | | | | |
| abcd | | | | | |
| Site specific layout diagrams | | | | | |
| Number | Title | | | | |
| abcd | abcd | | | | |
| abcd | abcd | | | | |
| | | | | | |
| | | | | | |
| Contact details | | | | | |
| | Name | 24/7 contact number | CoPTTM ID | Qualification | Expiry date |
| Principal | abcd | abcd | abcd | abcd | abcd |
| TMC | abcd | | | | |

| | | | | | | | |
|--|------------------------------|--|------------------|--------------------|---------------|----------------------|--------------------|
| Engineers' representative | abcd | | | | | | |
| Contractor | abcd | | | | | | |
| STMS | abcd | | | | | | |
| TC | abcd | | | | | | |
| Others as required | abcd | | | | | | |
| TMP preparation | | | | | | | |
| Preparation | abcd | | abcd | abcd | abcd | abcd | abcd |
| | <i>Name (STMS qualified)</i> | | <i>Date</i> | <i>Signature</i> | <i>ID no.</i> | <i>Qualification</i> | <i>Expiry date</i> |
| This TMP meets CoPTTM requirements attached | | | | Number of diagrams | | | |
| TMP returned for correction (if required) | | | | | | | |
| | <i>Name</i> | | <i>Date</i> | <i>Signature</i> | <i>ID no.</i> | <i>Qualification</i> | <i>Expiry date</i> |
| Engineer/TMC to complete following section when approval or acceptance required | | | | | | | |
| Approved by TMC/engineer (<i>delete one</i>) | abcd | | | | | | |
| | <i>Name</i> | | <i>Date</i> | <i>Signature</i> | <i>ID no.</i> | <i>Qualification</i> | <i>Expiry date</i> |
| Acceptance by TMC (<i>only required if TMP approved</i>) | abcd | | | | | | |
| | <i>Name</i> | | <i>Date</i> | <i>Signature</i> | <i>ID no.</i> | <i>Qualification</i> | <i>Expiry date</i> |
| Qualifier for engineer or TMC approval | | | | | | | |
| <p>Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams.</p> <p>This TMP is approved on the following basis:</p> <ol style="list-style-type: none"> 1. To the best of the approving engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM. 2. This plan is approved on the basis that the activity, the location and the road environment have been correctly represented by the applicant. Any inaccuracy in the portrayal of this information is the responsibility of the applicant. 3. The TMP provides so far as is reasonably practicable, a safe and fit for purpose TTM system. 4. The STMS for the activity is reminded that it is the STMS's duty to postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site. | | | | | | | |
| Notification to TMC prior to occupying worksite/Notification completed | | | | | | | |
| Type of notification to TMC required | | | Notification com | Date | | | |

| | | | | |
|--|--|--------|-------------|--|
| | | pleted | Time | |
|--|--|--------|-------------|--|

Temporary Parking Restrictions

For some activities, such as events or projects, temporary parking restrictions may need to be implemented. This will require prior approval by the CM.

A parking management plan (as part of the TMP) is required. This includes:

- Main parking area(s)
- Special / Disabled parking
- Location and number of traffic marshals
- Site accesses and traffic flow diagram
- Consider and relocate any loss of special parking areas (ie taxis, buses, disabled parking) elsewhere.
- Reserved parking for work-related activities. Private organisations undertaking site-specific works requiring the removal of dedicated parking, especially within busy urban environments, must apply to the CM seeking to reserve parking spaces elsewhere.
- Parking for recurring events. Where there are particular sites that have recurring events (such as sports arenas, parks and concert facilities), there should be some arrangement made with the CM for a permanent strategy to outline the parking issues at the site as well as ways in which parking can be controlled and enforced. This can be part of a total event management strategy and should include consultation with the CM, Police and residents / business community to minimise the impact during the event.
- Any permanent signing must be supplemented by means by which the public are aware of the day and time restrictions that may apply.

The process for implementation of temporary parking restrictions shall be as follows:

1. The CAR application including a request for a temporary parking restriction is made to the RCA. The request is to include times, dates, and extent of the temporary parking restriction, which are to be shown on a Parking Management Plan (PMP)
2. PMP submitted to CM with CAR and TMP at least twenty (20) working days prior to any proposed temporary parking restriction.
3. CAR, TMP & PMP approved (as submitted or as amended).
4. 3 - 5 days prior to work commencing, there shall be a letter drop to adjacent properties and to parked cars, advising what activities are to be carried out and that a temporary parking restriction will be in place during these activities.
5. By 9:00 am the day before the activity starts (or earlier so as to be at least 24 hours prior to works starting), signs (must be regulatory for enforcement purposes) indicating the extent of the temporary parking restriction are to be in place. Time of sign placement and compliance with approved PMP is to be recorded.
6. Immediately after completion of step 5 and before 9:00 am the day before the activity starts, the STMS contacts Auckland Transport Call Centre (09 355 3553) to request a parking officer to undertake a complete sign check.
7. By 11:00 am the day before activity starts, the STMS or TC audits the site, and any signage errors are to be corrected. Final compliance with

approved PMP is to be recorded by someone other than original installer. They must however be STMS qualified.

8. Between 4:00 pm & 6:00 pm the day before the activity commences, a letter drop shall be made to all cars parked within the temporary parking restriction area advising what activities are to be carried out and that a temporary parking restriction will be in place during this activity.
9. By 7:00 am of each day of activity and at the end of each day, the signs shall be re-checked, problems rectified, and compliance with the approved PMP recorded.
10. The Contractor shall call the Auckland Transport Call Centre quoting the approved CAR number, and requesting a Parking Officer attend the site to authorise the removal of any vehicle.
11. Call centre will log the job through to Parking and Enforcement's Central Control Room
12. Parking Operations Control Room dispatches a Parking Officer, who will arrive in a target time of within 30 minutes of the call.
13. Parking Officer arrives on site and will check that the signs are in place as per the approved PMP, and that all required audit sheets are fully completed (The STMS shall ensure these are on site).
14. Where a vehicle is to be removed, the Parking Officer will complete a pre-tow damage report for each vehicle to be removed.
15. The Parking Officer must then authorise removal of vehicles within the restricted area to a tow yard, or relocates the vehicle to an alternative location.
16. Parking Officer advises Parking Services Central Control Room of the vehicle registration, make, model, 'towed from' and 'towed to' locations
17. Parking Services Central Control Room will relay all information immediately through to the police who log it into their system and Customer Call Centre.
18. Parking Services Central Control Room load the information into the Auckland Transport/Auckland Council Customer Call Centres.

The Contractor shall give consideration to the size and urgency of the activity and only remove / relocate vehicles as the last possible option and only for the following activities:

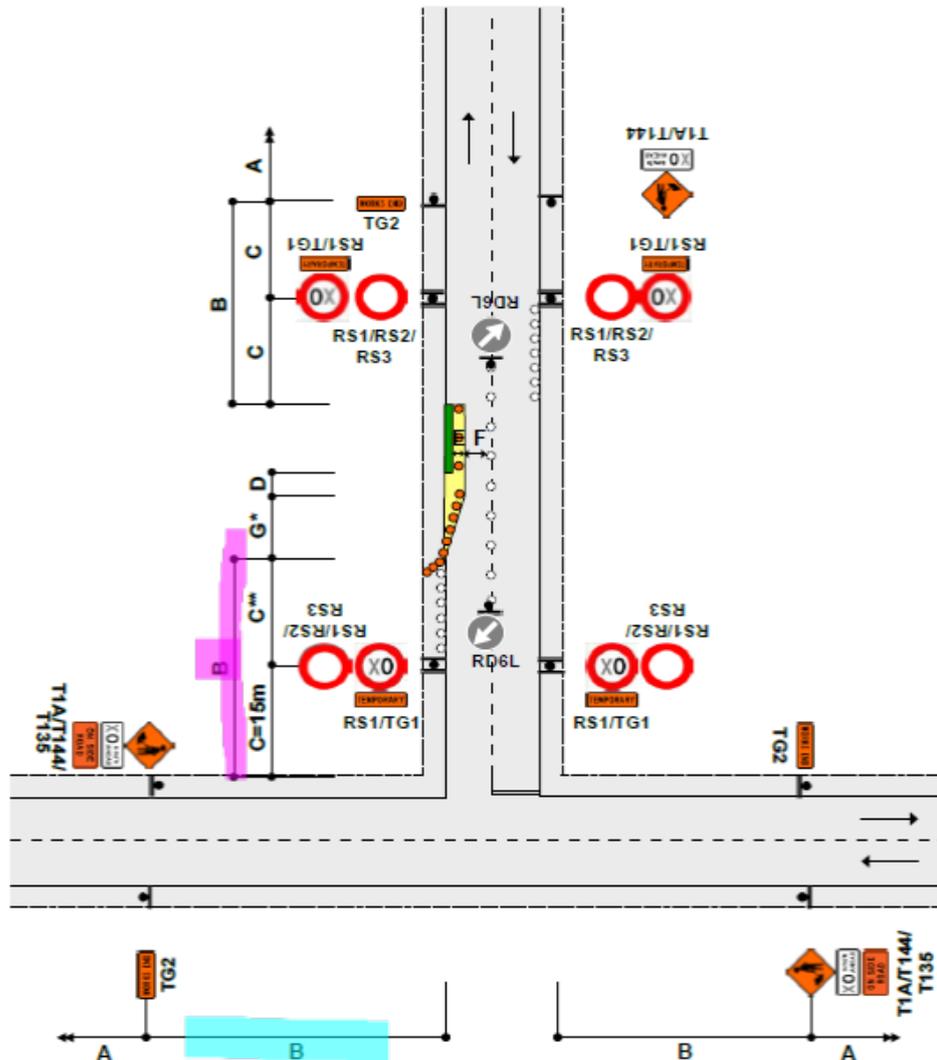
- Road reseals,
- Road reconstructions,
- Road rehabilitations,
- Significant events,
- Emergency works,
- Urgent works unable to be postponed till a later date.

Signs on side street

Static operations

TWO-WAY TWO-LANE ROAD - Intersection or roundabout
 Road works on side road after intersection - TSL on side road
 Traffic not crossing road centre

F2.19
Level 1



Notes

1. Sign spacing of TSL at the intersection can be reduced as per the table shown below
2. Where minimum dimensions cannot be achieved TMD F2.20 is to be used
3. *Calculation of taper length for lateral shift of less than 3.5m is:

$$\frac{W \times G}{3.5}$$
 W = Width of lateral shift
 G = Taper length in metres from the level 1 layout distance table
4. If traffic likely to cross the centreline, place cones on the centreline with RD6L signs at each end
5. Use TSLs as required by TSL decision matrix
6. The T144 30km/h AHEAD sign is optional

| Speed (PSL) | Intersection to TSL | TSL to taper | Total |
|-------------|---------------------|--------------|-------|
| <50km/h | 15m | 15m | 30m |
| 60km/h | 15m | 25m | 40m |
| >70km/h | 15m | 40m | 55m |