

SP/M/010
Code of Practice for Temporary Traffic Management (CoPTTM)
Third Edition – Update Note February 2006

Prepared By:	Ray Cook for Traffic and Safety Manager
Date of Issue:	February 2006

Circulation	Regional Operations Managers, holders of the Code of Practice for Temporary Traffic Management and Transit website. Please forward to your consultants and contractors
Objective	To update the November 2004 version of the Third Edition of the Code.
Effective Date	1 February 2006.
Status	This document is a guideline for use by the roading industry, road controlling authorities, network utility operators and event holders.
Implications	<p>All the updates described in the following pages are primarily relaxations or clarifications and there is no intent to amend Edition 3 other than to issue this update note. In due course there changes will be incorporated into Edition 4 which is programmed for issue in late 2007.</p> <p>There is no intent that TMPs currently approved and planned shall follow this update however all TMPs received one month after the issue date should conform.</p>
Reminder for all holders	It is important to keep holders of our documents up to date. You may not be the original purchaser of the manual, or you may have changed address since it was released therefore please forward your details to our distributor New Zealand Print Ltd, 1 st Floor, 23 Adelaide Road, Basin Reserve, PO Box 2491, Wellington, telephone 04 801 7892, fax 04 801 7894, Email: nzprint@xtra.co.nz .
Additional Copies	These may be downloaded from Transit's website, free of charge or purchased direct from our distributor via the website.

Yours sincerely



Dennis Davis
 Traffic and Safety Manager

Changes of note following June 2005 IRG meeting		
Reference in Edition 3	Change	Implementation /implications
Glossary	Flashing Beacons refer to roof mounted devices, hazard warning lights should be used where appropriate but are not considered to be beacons.	Clarification
Glossary	Recommended change as follows to the Glossary of Terms - Engineer - The Professional Engineer <u>and Engineer's Representative</u> , Consultant or another person.	Clarification
A4.3.2	<p>4th paragraph is amended as follows: On level 2 and level 3 roads the STMS's responsibilities must be limited to temporary traffic management and activities of Site Safety Officer. The only permitted exceptions to this rule are:</p> <ul style="list-style-type: none"> • Mobile operations. • Short Term Static Closures which require no more than 5 people to perform the activity <p>In the above situations the STMS may also perform a work function within the closure, providing that this does not interfere with the duties of the STMS which must always take first priority.</p> <p>The STMS must be present at an active site at all times except for:</p> <p>(a) When the STMS is undertaking an audit of the site, the STMS may be away for up to 30 minutes</p> <p>(b) An STMS is permitted to control up to four (4) active shoulder closure work sites on Level 2 and Level 3 roads at any one time subject to remaining within 30 minutes of all sites. There is to be a person with a minimum level 2/3 STMS-NP qualification, having been briefed by the STMS, on each site at all times. The STMS must be present for the establishment, removal and alteration for each of the sites being controlled by that STMS.</p> <p>(c) An STMS is permitted to control all active work sites for a capital project at any one time subject to remaining within 30 minutes of all sites. There is to be a person with a minimum level TC qualification on L1 sites and a 2/3 STMS-NP qualification on level 2/3 sites, having been briefed by the STMS, on each site at all times. The STMS must be present for the establishment, removal and alteration for each of the sites being controlled by that STMS.</p>	Relaxation

Changes of note following June 2005 IRG meeting

Reference in Edition 3	Change	Implementation /implications
A4.4	<p>This section (and the cover letter sent with the training certificates) relates to the authority to practice for a Level LV and Level 1 TC. The first bullet point under the third paragraph describes an authority to practice on Level 2 roads and is to be amended to read: "The total activity including any pilot vehicles required must be clear of the carriageway." An additional bullet point will be added that reads: "On a Level 2 road where the total activity including any pilot vehicles required is at least 2m clear of the edge line."</p> <p>For mobile Operations on Level LV and Level 1 roads a certified TC may take the role of an STMS with respect to establishment, operation and removal of the temporary traffic Management measures and on Level 2 roads a certified STMS – NP may take the role of an STMS with respect to the establishment, operation and removal of temporary traffic management measures under the following conditions:</p> <ul style="list-style-type: none"> • On a Level 2 road where the total activity including any pilot vehicles required is at least 2metres clear of the edge line." • The TMP must be designed by a STMS. • The STMS must brief the TC (STMS-NP Level 2 road) in charge of the site (activity) on the temporary traffic management requirements. • All the above actions must be documented by the STMS. 	Clarification and relaxation

Changes of note following June 2005 IRG meeting		
Reference in Edition 3	Change	Implementation/implications
A6.6	<p>Additional paragraph Explanation of how changes to traffic regulations and manual changes are dealt with in generic TMPs. Changes to the traffic regulations must be implemented at (or before) the date of introduction of the regulation and changes in the manual (non regulatory) must be implemented at the next review of the generic plans.</p> <p>A6.6 Generic Traffic Management Plans</p> <p>Activities that are repetitive may have generic TMPs developed to cover typical situations for different locations. Such activities include, but are not limited to, utility services, maintenance contractors and mobile operation activities. It should be noted that a generic TMP may not be appropriate for every situation and it is the responsibility of the Contractor, RCA and the Engineer to check for this.</p> <p>Generic TMPs must only be issued for a time period, as specified by the RCA, before which they must be renewed. The maximum time period a generic TMP may be granted for is 12 months.</p> <p>It is possible that changes to generic plans may be required as a result of amendments to either:</p> <ul style="list-style-type: none"> • Government Rules or Regulations; or • COPTTM <p>As a general guide, changes must be made to generic plans on the date that the new rules or regulations come into force. For COPTTM changes can be made at the next review date, unless the change is announced as urgent.</p> <p>The RCA must be notified of the location, date and time of the works to be undertaken and any temporary traffic management measures that may be different to the generic plan due to site-specific conditions.</p>	Clarification

Changes of note following June 2005 IRG meeting		
Reference in Edition 3	Change	Implementation /implications
C7.5	On all levels of road 10m long shoulder tapers are permitted where shoulder width is less than 2m and works do not affect live lane.	Relaxation
B1.4	B1.4.2 Direction and Protection (new sign gazetted by Land Transport NZ) Variation of TW 7.1 (centre lane closure) permitted on Non-State Highways where posted speed is 50km/hr.	Relaxation for non-State Highways
B1.4	B1.4.2 Direction and Protection PW-5, diverge , may be used as diverge temporary sign at locations where traffic lanes in the same direction are required to pass either side of a hazard (such as adjacent to an off ramp). This sign shall only be used on Level 2 and 3 roads, must never be used in middle lanes and must be constructed with a fluorescent orange background.	Relaxation, for Level 2 and 3 roads.
B1.4	PW-40, uneven surface , may be used as a temporary sign. (to be constructed with a fluorescent orange background).	Relaxation
B1.4	TW-2 series Other Hazard the addition of a supplementary plate " Film Crew " may be used. (to be constructed with a fluorescent orange background).	Relaxation
B1.4	TW-1 series Road Works the addition of a supplementary plate " Bridge Repairs " may be used.	Relaxation
B1.7	Base height of sign stand. Application date to be 1 December 2006 for all levels of road.	Relaxation
Section B5 and C10.4.	Portable Traffic Lights, reference to compliance with AS 4191:1994 is causing concern as this certification is not widely available in New Zealand at present. Additionally this section will be amended to reflect the Traffic Control Devices (TCD) rule. Note:- Certification for Systems is available in NZ – Opus Central Labs can provide certification.	Separate update note will be prepared and issued on this subject.

Changes of note following June 2005 IRG meeting		
Reference in Edition 3	Change	Implementation /implications
C3.2	Removal of requirement to 'gate' signage when works are for a shoulder closure and do not affect live lane. (Note if a temporary speed limit is installed these signs must generally be on both sides as per the Land Transport Rule, Setting of Speed Limits 2003 – Rule 54001)	Relaxation
C2.8	Reminder that the needs of over dimensioned and overweight vehicles must be considered in terms of lane width on designated routes and especially on bridges as narrow lanes often cause excessive delay when vehicles have to wait while lanes are widened.	Reminder
C4.7	Reminder - Effective 1 July 2005, double siding of all speed limit signs, not including repeaters, is mandatory on all roads except for Level LV (less than 500 vpd) to meet the Land Transport Rule, Setting of Speed Limits 2003 Rule 54001– Note:- this requirement applies to Diagrams E2.2,E2.3, E2.4, E2.5, e2.6, E2.7, E2.8, E2.9, E2.19, E2.20, E2.21 and E2.29	Reminder
C4.7	Cones are required on Level 2/3 roads from the RG-4 speed restriction sign to the start of the taper or work site.	Reminder
C8.9	Para C8.9 states that a L1 sign can be used on a L2 road when indicating that work is on the L1 side road. The questions is whether L1 standards be used to put up the L1 signs on the L2 road i.e. no mobile operation necessary? This may be done provided it can be carried out safely from the footpath or berm, no signs or cones may be walked across the road unless a pedestrian crossing is used. Any vehicles involved would need to be parked off the road, preferably around the corner on the L1 road. It is considered that it would be more disruptive and dangerous to mount a full mobile closure, than to place the signs from a footpath. A level 1 STMS can take charge when the Level 1 signs are placed on the L2 road, but not a TC.	Clarification
Clause C11.1, D2.1	The use of two truck mounted attenuator vehicles with shadow vehicle doubling as the work vehicle for the purpose of installing, maintaining and removing temporary traffic management equipment only is now permitted but the shadow vehicle must not have workers on the back.	Relaxation

Changes of note following June 2005 IRG meeting		
Reference in Edition 3	Change	Implementation /implications
B1.4.1	Advance Warning Signs TW1 with "X"km/hr ("X"km/h ahead), as per Table B1.4.1, must be used on Level 2 and 3 installations and MAY be used on Level 1 sites.	Clarification
C20.4	Minimum Inspection Frequency for Traffic Management Devices such as traffic lights at unattended sites should be site specific and stated in the TMP.	Clarification
Section D D1.3.1	Mobile / semi static operations - when stopped with a side road between the tail pilot and the shadow / work vehicle additional signing must be placed on the side road to warn approaching drivers.	Clarification
Section D1.2	For Semi Static closures the 10min to 60min timeframe applies only to the working period and does not include the time required to install the Temporary Traffic Management devices on the site.	Relaxation
D1.3	Vehicles used in mobile operations should be appropriately registered and be able to travel at the speed of the activity.	Clarification
D5.1, D5.2 and D5.3	Work beyond 2 metres of a live lane does require traffic control, however, where not practical or unreasonable an EED shall be prepared.	Clarification
Clauses D1.5, D 5.2 (4 a&b) & D5.3 (4)	If a vehicle in a Mobile operation is fitted with an operating arrow board the requirement to have a TW-34 "Pass with Care" sign complete with RG -17/34 roundels is waived. However the supplementary plate "Pass with Care" may be used without the RG -17/34 roundels.	Relaxation

D 7.2 Road Inspection Activities – Relaxation.

The temporary traffic management measures required for the activities involved in road inspections, investigations, measurement and / or testing etc depend on:

- The time taken for the activity,
- The Clear Sight Distance (CSD) required for the permanent speed limit on the road, or the operating speed as defined by the RCA for the road, and
- The traffic volume on the road at the time

Planned Inspection Activities:

Inspector(s) are on foot and undertaking simple tasks such as observation, using a measuring wheel, or taking photographs. More complex activities, or those which cannot immediately move off the live lane, require mobile or static TTM.

Principles:

1. Inspectors **must** move from live lanes to avoid traffic. They **must not** expect traffic to drive slowly or drive around them.
2. The requirements of CoPTTM such as wearing a High Visibility Garment **shall** apply.
3. A copy of the approved TMP for the inspection being carried out **must** be available on site.
4. Where Clear Sight Distance (3 x speed limit) is not available extra care **must** be exercised on all Levels of road and the use of a lookout person or static or mobile TTM shall be considered.
5. On busy roads where traffic levels affect access to the lane, peak periods **should** be avoided or higher levels of TTM applied.
6. Vehicles **must** be parked clear of the live lane and **shall** have ‘hazard’ warning lights, a flashing beacon in operation and a rear mounted sign (e.g. TW 27) indicating the type of activity taking place to give advance warning (of more than CSD) to drivers approaching the inspectors. Activities should take place ‘downstream’ of the vehicle.
7. Crossing a Level LV, 1 or 2 road **does not** constitute being on the “live lane” but crossing a Level 3 road **does** unless a pedestrian crossing facility is being used.

	On Shoulder or verge (Outside Edge line)	On live lane for up to 5 minutes	On live lane for more than 5 minutes
Level LV	One person activity, TC Trained inspector, working under a TMP prepared by an STMS. Inspector briefed by STMS, TC must be on site at all times.	Two person activity, TC Trained inspector, working under a TMP prepared by an STMS. Inspector briefed by an STMS, TC plus lookout must be on site at all times	No Inspection option – requires mobile or static TTM
Level 1			
Level 2 & 3	STMS – NP on site at all times		

Table 7.1: Inspection Principles and Training Requirements

Changes of note following June 2005 IRG meeting		
Reference in Edition 3	Change	Implementation /implications
Explanatory Note page B9.4	Transit's 'vision that as from 1 January 2008 all TMAs used on roads with permanent posted speed limits greater than 70 km/h shall comply with the requirements of NCHRP Report 350 Test Level 3 (TL-3)' is amended to 1 July 2010.	Relaxation
Appendix A, Item 1	TMPs for activities which affect Live lanes should include details of TTM installation, end of installation, end of work and removal of TTM etc	Clarification
Section H Appendix F	Excessive or inappropriate use of Temporary Speed Limits (TSLs) contravening Section C4, e.g. leaving in place a 30km/hr TSL once works have been removed or finished etc, will result in an <u>instant non-conformance</u> regardless of overall site condition rating. A reference to this will be added to the Notice of Non conformance as an additional condition.	This approach will result in less signs, for less time on the road.
Feedback and Comments	We have attempted to make the Code as complete as possible. However, if you have submissions for changes or additions please forward them to: Ray Cook, National Safety Engineer, Traffic and Safety, Transit New Zealand Tel: (04) 496 6697; Email: ray.cook@transit.govt.nz	