

SP/M/010

**Code of Practice for Temporary Traffic Management (CoPTTM)
Third Edition – Update Note November 2008**

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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	November 2008.
Status	This document is a guideline for use by the roading industry, road controlling authorities, network utility operators and event holders.
Implications	<p>Although some major changes are included in this update a new edition will be delayed until the Local Roads Supplement is completed. At this point work will commence towards a new edition of CoPTTM.</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 November 2008 IRG meeting		
Reference in Edition 3	Change	Implementation / implications
Glossary	<p>Flashing Beacons</p> <p>Flashing Beacons refer to roof mounted devices, hazard warning lights should be used where appropriate but are not considered to be beacons. Flashing beacons consist of a light encapsulated in an amber or yellow casing that may either flash (strobe) or appear to flash when circled by a rotating reflector. All beacons must be of an equivalent performance to a rotating flashing beacon.</p>	Clarification
A4.3.2	<p>Contractors Responsibilities</p> <p>The Contractor is responsible for ensuring that the STMS is supported in matters of safety. In safety situations where the STMS is overridden by the contractor, any non conformance will apply to the organisation. Under Health and Safety Legislation the STMS may lay information as detailed below</p> <p>Laying of Information (from DOL Regulations)</p> <p>Private prosecutions</p> <p>When an inspector, or another enforcement agency, does not take enforcement action in response to a particular matter, there is provision for a person other than an inspector to begin court proceedings for an alleged offence under the Act. Prior to this, a person - not necessarily the person who will prosecute - must have notified the Secretary of Labour (or chief executive of another designated agency responsible for enforcement) of their interest in any enforcement action, and been advised that the agency will not be proceeding with enforcement against any person.</p> <p>Court action may then be begun by any other person in relation to the matter, by "laying an information".</p> <p>Where another enforcement authority, i.e. the police or LTSA, has taken enforcement action with respect to the particular matter, it is possible to seek leave of the court to prosecute regardless, providing OSH or another designated agency has formally indicate that it will not be prosecuting.</p> <p>Notification of interest regarding enforcement action</p> <p>A person may notify the Secretary of Labour (or chief executive of the CAA or MSA as appropriate) of their interest in knowing whether a particular matter has been, is, or is to be, subject to the taking of an enforcement action by an inspector (section 54).</p> <p>The notification of interest must be in a manner prescribed by regulation</p> <p>Responsibilities of the STMS</p> <p>The STMS is to attach the on site hazard ID sheet at the back of the TMP. The STMS must record all requests relevant to the site temporary traffic management that are made to the supervisor.</p>	<p>Clarification</p> <p>Information</p> <p>Clarification</p>
A5.2	<p>Reference to Old Qualification</p> <p>Table 5.2 refers to an Advanced TC qualification. This should be STMS-NP and will be amended in the new edition</p>	Clarification

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B1.4.2	<p>Innovation</p> <p>Notice was received for several new products to be approved, these included "Swift Gate", "Klemmfix," and Leitboy. It was agreed that contact for new innovation would be:</p> <p>The CoPTTM Advisor National Office NZTA Private Bag 6995 WELLINGTON</p>	Information
B2	<p>Update for the Joint AS/NZ Standards</p> <p>B2.2 Colour</p> <p>Cones, tubular delineators and barrels must be fluorescent orange with:</p> <ul style="list-style-type: none"> • CIE chromaticity co-ordinates in accordance with Table 2.5 of the joint Australian and New Zealand Standard AS/NZS 1906.1:2007 Retroreflective materials and devices for road traffic control purposes, Part 1 Retroreflective Sheeting. • Minimum luminance factor in accordance with Table 2.8 of the joint Australian and New Zealand Standard AS/NZS 1906.1:2007 Retroreflective materials and devices for road traffic control purposes, Part 1 retroreflective Sheeting. <p>B2.4 Retro-reflectivity</p> <p>Cones, tubular delineators and barrels must include white (or silver) retro-reflective bands with:</p> <ul style="list-style-type: none"> • Minimum coefficient of luminous intensity per unit area in accordance with Table 2.2 of the Joint Australian and New Zealand Standard AS/NZS 1906.1:2007 Retroreflective materials and devices for road traffic control purposes, Part 1 Retroreflective materials. • CIE chromaticity co-ordinates in accordance with Table 2.5 of the joint Australian and New Zealand Standard AS/NZS 1906.1 Retroreflective materials and devices for road traffic control purposes, Part 1 Retroreflective materials. <p>B2.5 Logos</p> <p>Cones, tubular delineators and barrels used for delineation purposes may have a company identifying logo not exceeding an area of 5000mm² i.e. 50mm x 100mm, with the proviso that the logo must not extend more than 200mm up the side of the cone.</p>	<p>Standards Change</p> <p>Relaxation</p>

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B & C	Contractors can use amber flashing beacons at the start of their worksites. Caution, whatever is holding the beacon must be frangible	Clarification
B1.7	Base height of sign stand. Application date to be notified following promulgation of stand trial results	Relaxation
Section B5 and C10.4.	Portable Traffic Signals Portable Traffic Signals, 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 provide certification.	A separate update note will be prepared and issued on this subject.
B7.3	Alternating Colours on Barricades Barricade sight boards must have a 100-150mm wide white and fluorescent orange stripes Etc	Relaxation
C2.8	Working Next to a Flexible Barrier For short term static works the same approach will be adopted as for work behind cones. This is to require a one-metre lateral safety space between the wire-rope barrier and the worksite. For mobile operations such as mowing and sweeping work may be carried out right up to the wire-rope barrier For long term works allowance must be made for barrier deflection as detailed in CoPTTM in tables C2.2, C2.3, and C2.4. Repairing a Flexible Median Barrier. During repairs undertaken where the median is narrow, the contractor to take steps to protect his team from traffic from both directions. During a semi-static closure in a multiple lane (in both directions i.e. a 2+2 lane highway) this can be achieved by placing shadow vehicles and advance warnings both approaches. This is not possible, as with a 2+1 lane or 1+1 lane highway, the contractor should set up a static site with TSL commensurate with safety.	Change

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C.10.16	<p>Temporary Speed Humps</p> <p>Speed hump systems must be approved by NZTA before use.</p> <p>Physical Characteristics</p> <ul style="list-style-type: none"> • Dimensions <ul style="list-style-type: none"> ○ Height less than 40mm ○ Length 3 meters or longer ○ Width less than 500mm ○ Rise initial step no greater than 20mm, top profile curved • Colour – a bright, fluorescent type colour, orange is preferred but yellow may be used. • Retro reflectivity/lighting – at night they must be clearly visible by using either retro reflective means or illumination. This is a legal requirement covered by the Land Transport Rule: Traffic Control Devices 2004, Section 7.9. <p>Installation</p> <p>The Temporary Speed Hump must only be used with “POSITIVE TRAFFIC CONTROL” in place. The speed hump should be positioned a minimum of a sign spacing after a 30 km/hr TSL. E.g. within a permanent speed limit of 100km/hr the speed hump should be positioned at least 75 meters after the 30 km/hr sign. Both the edge line and centreline should be coned from the 30 km/hr sign to the speed hump. It is essential to give adequate warning to motorists.</p> <p>If a cycle lane exists it must not be closed by the speed hump.</p> <p>The recommended method of installation is to set up the positive traffic control first and then using flagmen to protect the workers, roll out the speed hump and leave in position.</p>	New product
D1.2	<p>Mobile Operation Definition</p> <p>“A Mobile Operation To normal traffic flow on the road”. Activities like mole ploughing and drain digging may move along the road but they move too slowly to be considered mobile operations. These types of activities must be planned as static operations</p>	Clarification
H Appendix C	<p>Non Conformance</p> <p>In cases where it is evident that the contractor has deliberately instructed the STMS to proceed without the necessary approvals, a non conformance will also be applied against the contractor.</p>	Clarification
H Appendix H	<p>Recreational Sports Groups and the Use of the Amber Beacon</p> <p>“For individuals and small groups carrying out non competitive cycle rides, runs or walks; which do not unduly break the road rules or interfere with the normal operation of the road; the group may use a pilot vehicle with a flashing amber beacon and the appropriate sign. They should notify the Road controlling Authority (RCA) and use the generic TMP referred to in this section.”</p>	New Appendix