

CoPTTM Advisory Note

Part 8 of the Traffic Control Devices Manual (TCD Manual)

Code of Practice for Temporary Traffic Management (CoPTTM)

(CoPTTM) - (SP/M/010)

Advisory Note – Interim Requirements - State Highways

Approved By:	James Hughes, Lead Safety Advisor, the NZ Transport Agency
Date of Issue:	16 April 2019

Circulation	Regional Operations Managers, holders of the Code of Practice for Temporary Traffic Management and NZTA website. Please forward to your consultants and contractors.
Objective	To enhance the existing CoPTTM compliant closures, because of a recent serious harm incident, where on ground workers were carrying out activities within 5m of the edge line.
Effective Date	This Advisory Note takes effect from 16 April 2019.
Status	The Interim Requirements included in this Advisory Note relate to the State Highway network.
Reminder for all holders	It is important to keep holders of our documents up to date.

Audits/Notices of non-conformance (NNC)

Where audits of worksites have a positive outcome, the contractor is to be notified and positive feedback also given to the STMS on site upon completion of the audit.

- NNCs will be issued where required:
 - to the STMS identified in the TMP/site record as the person in charge of the worksite, and
 - to the TTM contractor identified in the same TMPThe main supplier is also to be notified of the NNC
- The CoPTTM requirements regarding issuing of NNCs and any further rules relating to an NNC (eg the 3 strikes policy) are to be applied to these interim requirements by auditors.

Engineering Exception Decisions (EEDs) –

- Any existing approved EEDs that are being used in association with TMPs that relate to the identified types of work activities in the NZ Transport Agency notice titled: **TTM Requirements for controlling risks when working on State Highways** issued 16 April 2019 must not be used
- Any request for an EED relating to the identified types of work activities in the NZ Transport Agency notice must be forwarded to the **Lead Safety Advisor, the NZ Transport Agency** for review and a decision on the approval or dismissal of the EED request.

TWO-WAY TWO-LANE ROAD

Person on foot within 5m of the edge line - speed limit over 65km/h

**Interim TMD 1
Level 1 and LV**

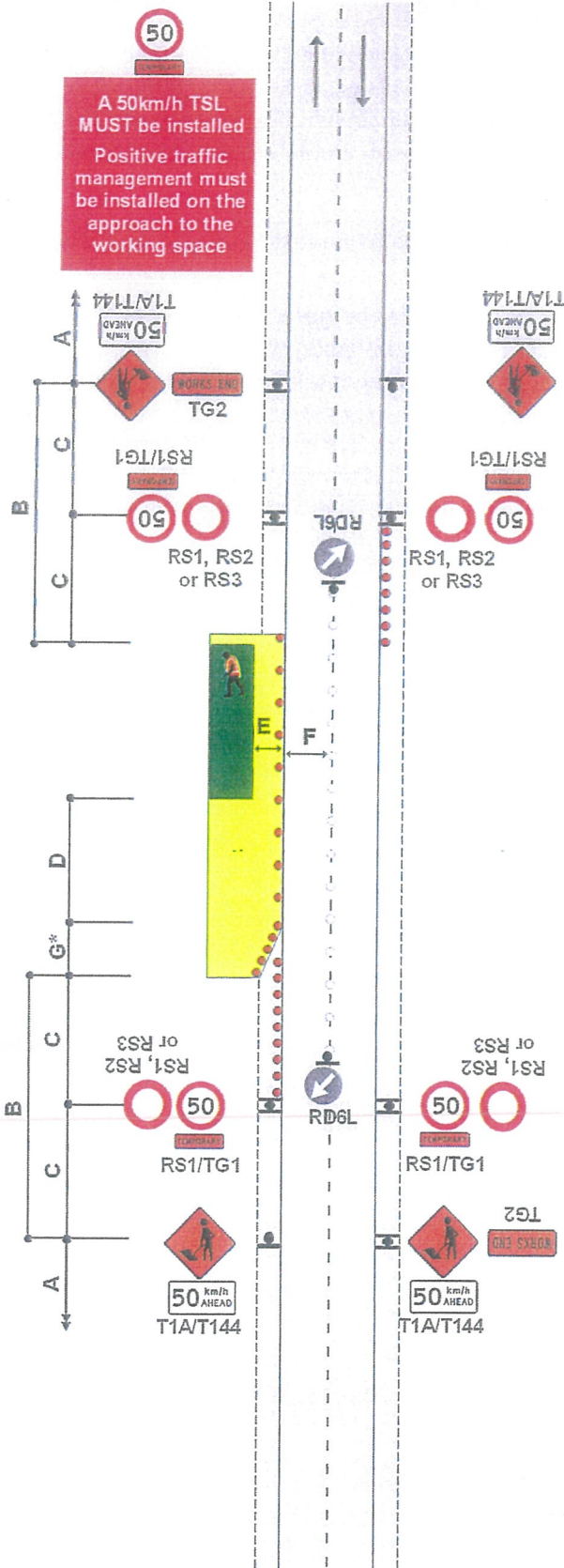
Notes

1. Static worksite under the control of a L1 STMS
2. Advance warning, direction and protection and end of works signs to be gated (does not include RD6L/R)
3. 50km/h TSL must be installed
4. Positive traffic management must be used to encourage the road users to slow down
5. Install T144 supplementary plates on all approaches
6. Install cones from the TSL to the taper (or hazard area) at 5m centres on approach to the working space
7. Other forms of positive traffic management are to be installed if required to lower speeds
8. A 10m taper is allowed where shoulder width is less than 2.5m
- 9.*For shoulders exceeding 2.5m width, apply the following calculation; calculation of taper length for lateral shift of less than 3.5m is:

$$\frac{W \times G}{3.5}$$

W = Width of shoulder
 G = Taper length in metres from the level 1 layout distance table
10. If traffic likely to cross the centreline, place cones on the centreline with RD6L signs at each end

**EXAMPLE
INTERIM TMD**



TWO-WAYTWO-LANEROAD

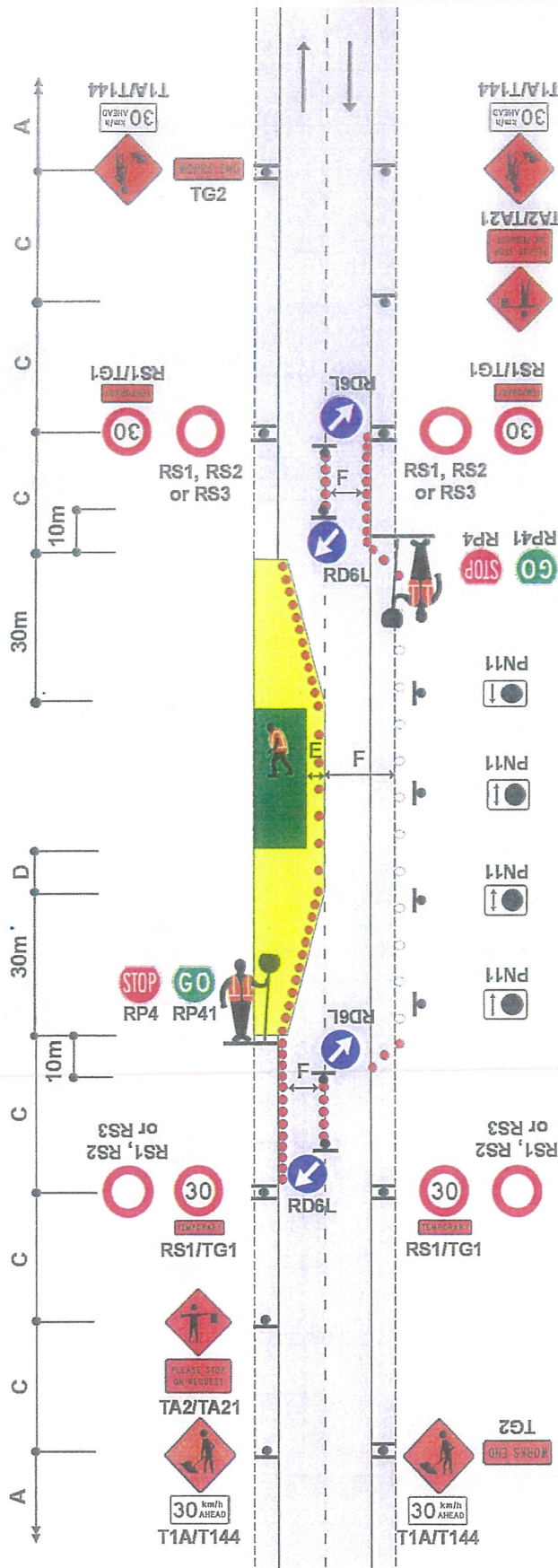
Person on foot on the lane - speed limit over 65km/h
Static worksite - STOP/GO or STOP/SLOW

Interim TMD 2
Level 1 and LV

Notes

1. Extend or place extra advance warning signs towards on-coming traffic beyond any expected traffic queues
2. Positive traffic management must be used to encourage the road users to slow down
3. Install T144 supplementary plates on all approaches
4. Install cones from the TSL to the taper (or hazard area) at 5m centres on approach to the working space
5. Other forms of positive traffic management are to be installed if required to lower speeds
6. A 30m return taper at the end of the closure is mandatory
7. Cones are required on edge of the temporary lane opposite closure if road is not well defined
8. To allow heavy vehicles to manoeuvre, cones in the channel must be offset by at least 10m where the direction changes. Refer C8.2.12
9. Use PN11 no stopping signs, if necessary
10. MTC with RP4/RP41 STOP/GO or RP4/RP42 STOP/SLOW paddle on road shoulder located between 1st and 2nd cone in the cone threshold closest to the working space
11. Minimum 5 cones in cone threshold at 5m centres
12. Refer to C10.2.3 MTC essentials for further information
13. Delays cannot exceed the time approved by the RCA (normally 5 to 10 minutes)

EXAMPLE
INTERIM TMD



TWO-WAY TWO-LANE ROAD

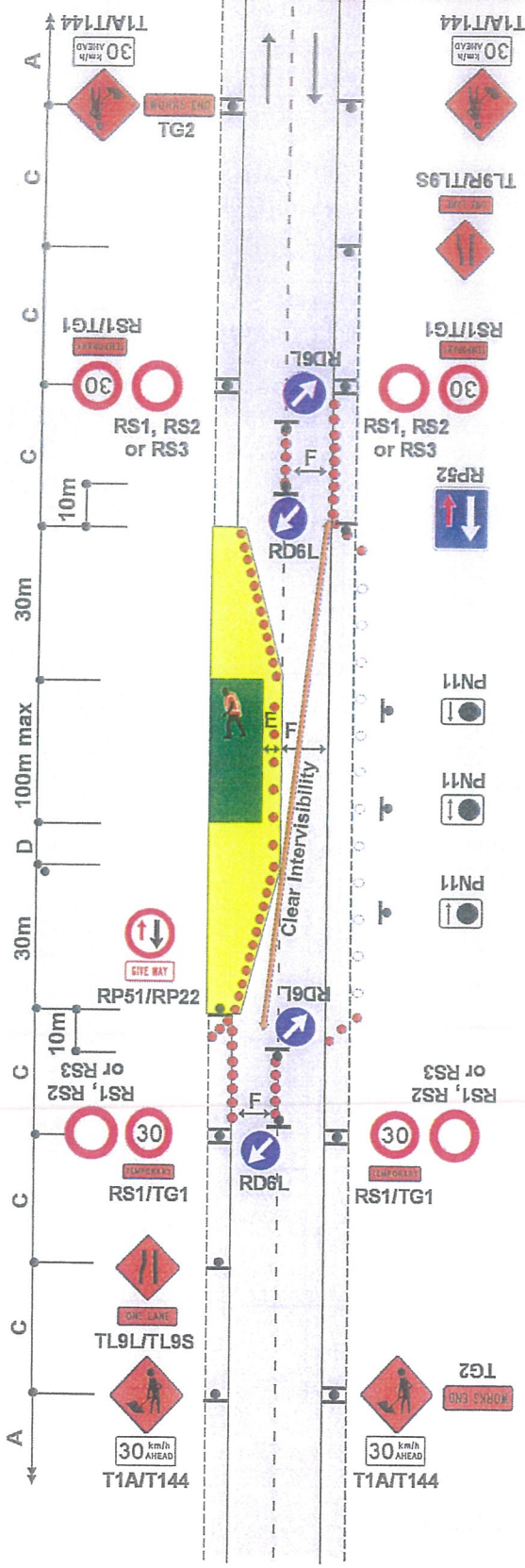
Person on foot on the lane - speed limit over 65km/h

Static worksite - Give way control (traffic volume less than 1000vpd - 80vph)

**Interim TMD 4
Level 1 and LV**

Notes

1. Positive traffic management must be used to encourage the road users to slow down
2. Install T144 supplementary plates on all approaches
3. Install cones from the TSL to the taper (or hazard area) at 5m centres on approach to the working space
4. Other forms of positive traffic management are to be installed if required to lower speeds
5. The RP51/RP22 and RP52 controls must be placed in the following priority order:
 - downhill traffic must give way to uphill traffic
 - traffic that has to cross into the opposing lane gives way, however where visibility for this vehicle is marginal the contractor may require the other vehicle with better visibility to give way
6. Intervisibility is required as indicated on diagram. This means that a vehicle at one sign is able to see whether the way ahead is clear
7. A 30m return taper at the end of the closure is mandatory
8. Use PN11 No Stopping signs, if necessary
9. Cones are required on edge of the temporary lane opposite closure if road is not well defined
10. Minimum 5 cones in cone threshold at 5m centres



**EXAMPLE
INTERIM TMD**

Appendix 1: INTERIM FORM - Checking process for TMPs

INTERIM FORM - Checking process for TMPs					
<i>This form must be completed prior to set up of a worksite.</i>					
Location details					
Road name(s)		House number/RP(s)		Suburb	
Road name(s)		House number/RP(s)			
TMP reference no.		TMD no(s).		<i>Note: The checking process must include all the TMDs to be used</i>	
Category	Points to consider	Y	N	Comment/Mitigation	
Road	Is this at the correct road level?				
	Does your traffic count confirm the traffic volume in the TMP?				
Shape	Are the following catered for in the TMP?				
	• Intersections				
	• Vertical Curves (hills)				
	• Horizontal Curves (corners)				
Direction and protection	• Sufficient advance warning				
	Check that there is:				
	• sufficient length to place the planned direction and protection				
	• sufficient road width to place the planned direction and protection ie minimum lane width is 2.75m				
Required speed restrictions	• adequate sight distance on both approaches				
	• sufficient room to accommodate required positive traffic control				
Plant and equipment	Has the correct TSL been selected for the work activity and worksite?				
Personal safety	Will plant and equipment fit within the designated working space?				
Layout diagrams	Are all workers able to carry out their work within the designated working space?				
	Does the diagram(s) match the road environment at the site?				
	Will the installed TTM manage heavy vehicles passing through the worksite?				
	Are any changes required to the TMD?				
Completed by:					
STMS in charge of the TTM					
	Name	Signature	Date	Qualification	ID number