

# CoPTTM 4<sup>th</sup> edition

## QUESTIONS FOR THE INDUSTRY FORUM



# Which TMP form?

- Would you please clarify for me what constitutes a “simple activity” allowing the use of the “short form”, as described in CoPTTM (see E1 Appendix A: Traffic Management Plans)?

# Auckland Generic EED 003 – dropping the requirement for cones in a semi-static closure

- Is this going to be signed off and / or updated into CoPTTM?

# Safe System Approach to worksite

There have been a number of crashes at unattended worksites. There are two schools of thought:

- Contractors think that road users only have themselves to blame.
- Road users complain about too many signs and cones.

What should we do under the safe system approach.

# Notices of Non Conformance (NNC)

- What is the process for applying a NNC to a company?
- Can a register be set up of STMS' and NNCs?
- This would allow prospective employers to ascertain the current status of STMS when applying for jobs.

# STMS qualifications

- Can a register of STMS' be made available to the industry to show current status of qualifications and renewals?

# High density, low speed Lv2 roads

- Is further consideration being given to these environments where CoPTTM currently requires a TMA and a work vehicle to install and uplift closures?
- This is not safe or practical and creates unnecessary congestion.
- In this environment CoPTTM compliant closures are not practiced by the industry or policed by the RCAs.

# Health and safety report

- What changes do you foresee in our industry in light of the Health and Safety Report issued by The Independent Taskforce on Workplace Health and Safety on 30th April 2013?



# Capital work projects

- In Auckland there have been a number of cases within Capital Works projects that have struggled with design principles relating to temporary designs that fall somewhere between permanent layouts (Austroads) and short term temporary ones (CoPTTM).
- What moves, if any, are being undertaken to connect or reference our Code of Practice with the permanent level of traffic design –Austroads? Recently

# Keeping people up to date

- Between CoPTTM Edition 3 and Edition 4 was nine years. Numerous update notices were issued in that period and already we have a May 2013 update to Edition 4. As CoPTTM changes increase in frequency and complexity – it seems the current reliance on arguably already outdated refresher courses will not serve to keep our people current. Thus, we establish multiple standards across the industry and undermine principle no.1 of the CoPTTM – Consistency. As our need for adaption accelerates, and the size of our industry – what processes or systems are intended to better distribute both intended and finalised changes to the Code of Practice to our grass roots people?

# CoPTTM's status

- COPTTM has always been promoted as being a guideline to safe practices at worksites.
- Why is COPTTM now being used by auditors as a very inflexible document that does not allow an experienced STMS to manage and undertake minor modifications to his site or downgrade the site to reduce congestion and inconvenience to both workers and road users?

# CoPTTM's status

## Statement

- If you have a shoulder closure and cycle lane is required to be closed on a L 2 road and cyclists need to be moved to the live lane a mandatory 30kmph speed restriction is required to be established. The establishment of any speed restriction now requires signage on the opposite side of the road . This now impacts motorists on the opposite side of the shoulder closure even though no work is impacting this side. COPTTM sanctions STMS's for inappropriate speed restrictions or unnecessary signage. Surely this falls within this definition.

# Cones

- We have heard that many cones on sale do not make the colour specification, this could be dangerous to workers, what does NZTA intend to do about this.

# Level 2-3 sign bases

- Why the need for a collapsible base? Is there some evidence that this is required?