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 Safety Engineering Exception Decision (EED) - All State Highway Network

Approved By:	James Hughes, Lead Safety Advisor, the NZ Transport Agency
Date of Issue:	1 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 1 April 2019 and applies through to 30 June 2019.
Status	The EED included in this advisory note relates to the state highway network.
Reminder for all holders	It is important to keep holders of our documents up to date.

INTERIM SAFETY EED			
Name of RCA	New Zealand Transport Agency	**EED No**	
Basic description of the activity associated with EED	With reference to the "Notice of Interim Temporary Traffic Management Arrangements, 12 March 2019: Any works being completed outside the marked edgeline or the trafficable area of the road where a marked edgeline is not in place or where an edgeline has been inferred, as a mobile closure; semi static closure or shoulder closure.		
Location detail and scheduled dates			
Location	This EED relates to TTM activities at: All State Highway Network	Dates:	From: 1 April 2019 To: 30 June 2019
It is proposed to vary the requirements of CoPTTM.			
WHAT the problem is: (a) describe the road environment constraint, (b) state CoPTTM requirements for the proposed activity.			
a. The road environment constraint	Exposure of road user impact to road workers on all levels of state highway with a permanent speed limit of greater than 65km/h where out of vehicle works are being carried out within 5m of the Edgeline, where a shoulder closure incorporating a temporary speed limit is not in place		
b. CoPTTM requirements for the proposed activity	Depending on the work activity a mobile closure; semi static closure or shoulder closure may be deployed		
WHY CoPTTM compliant TTM should not be installed.			
This interim measure is 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 NOTE: This EED provides an exception to existing CoPTTM guidelines introducing the requirement for a 50km/h TSL to be applied for attended shoulder closures			
HOW will safety be ensured?			
The NZTA will require a maximum 50km/h Temporary Speed Limit to be implemented on all attended shoulder closure operations. Other appropriate positive traffic management measures, where assessed as required, will encourage the reduction of road user speed passing the work activity. NOTE: We have agreed to have the maximum 50km/h TSL remain as an instruction with an added note for consideration of reducing the speed further: Where a task risk assessment process has been undertaken that has identified a lower TSL be applied to protect workers, and other controls to eliminate the risk or introduce engineering controls are not practicable to implement.			
This EED must be attached to the TMP. Any generic EEDs must be forwarded to the NZ Transport			

EED – Proposal				
Signed for and behalf of:	*Insert contractor's name*			
Signed by:	*Name*	*Designation*	*ID number*	*Expiry date*
	Signature		*Date*	

EED – Approved by				
Signed for and behalf of:	NZTA			
	Insert RCA name			
Signed by:	James R Hughes	Lead Safety Advisor		
	Name	*Designation*	*ID number*	*Expiry date*
	Signature		1st April 2019	
			Date	

Accompanying Note for EED Issued 1 April 2019

Intent

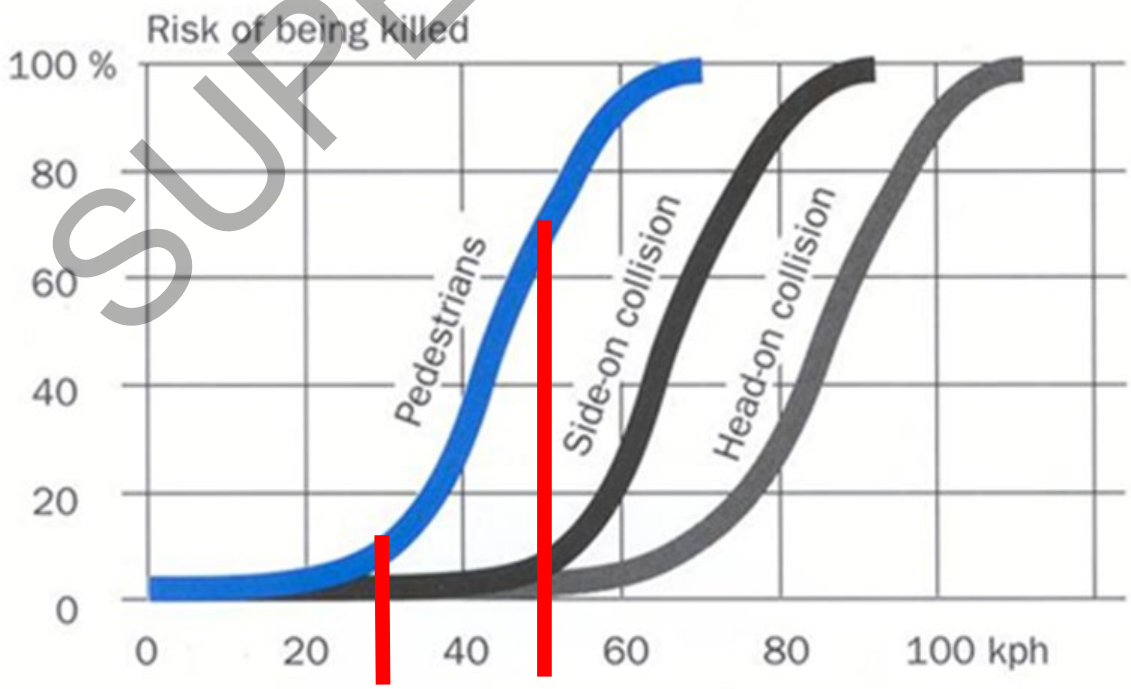
The intent of this EED to provide a safer working environment for our road workers and road traveling public through State Highway construction projects (with the aim of Local authorities adopting the same approach) by reducing the speed through the worksites therefore reducing the crash forces involved if an incident occurs.

The hierarchy of control as detailed in the Health and Safety at Work Act 2015 shall be the approach taken when determining TTM controls for construction projects, this EED is provided to support you in this approach.

The decision to revisit the TSL to be applied at the worksites associated with the "Notice of Interim Temporary Traffic Management Arrangements, 12 March 2019" is based on the following:

- Vehicle against person impact force is significantly reduced at the lower speed thus improving the outcome by reducing the potential of serious injury or fatality
- The stopping distance for vehicles is reduced at the lower speed thus increasing the probability that the driver of an errant vehicle entering a working space can stop the vehicle before impacting a person on foot in the working space
- The reduction of speed enables the road user to focus more on their surroundings when passing through the worksite and past the working space where a vulnerable worker on foot may be positioned
- A 30km/h speed limit concept is consistent with the mandatory applied speed reduction where persons on foot may be at risk of being impacted by a vehicle eg Manual Traffic Controllers and in other similar situation where it is recommended that pedestrians are diverted into or across a traffic lane

  See graph below for further clarity of risk assessment and outcome potential.



Inappropriate management of personal risk and the exposure to a potential of serious injury or fatal outcome resulting from a crash at a worksite does not align with the Safe System approach adopted by the NZTA in 2010.
For further information regarding the Safe System click on the following link

https://www.saferjourneys.govt.nz/about-safer-journeys/the-safe-system-approach

Thank you for your on-going support in providing safe working environments on our road networks.