

TEMPORARY TRAFFIC MANAGEMENT REQUIREMENTS FOR CONTROLLING RISKS WHEN WORKING ON STATE HIGHWAYS

EFFECTIVE: 16 APRIL 2019

INTRODUCTION AND PURPOSE

On 12 March 2019 NZTA introduced interim (effective to 15 April 2019) changes to temporary traffic management requirements for tasks where a mobile operation requires out of vehicle activities on level 1 State Highways as follows:

“Where out of vehicle work is being conducted within 5 metres of the edge-line or in the lane, where permanent speed limits are over 65km/h, the following site specific temporary traffic management (TTM) controls are to be implemented:

Summarised as:

- A static closure with Temporary Speed Limits in place (*Reference CoPTTM level 1 Static Closure*) See *CoPTTM Advisory Note dated 16 April 2019*

Throughout the duration of this interim notice, NZTA has consulted and worked with its supply chain partners and other PCBUs to review these site specific TTM controls, assess their effectiveness and agree permanent TTM requirements for work activities it conducts on the State Highway network.

Consultation was undertaken through a number of industry forums, workshops meetings with industry representatives and other PCBUs. Consulted parties included:

- NZTA Health and Safety Industry Group and Leadership Forum
- CCNZ and representatives from contactors, consultants and temporary traffic management providers
- Road Controlling Authorities
- Utility Providers
- NZTA Network and Maintenance Managers.

The purpose of this notice is to communicate work activity risk assessment and TTM controls required for undertaking those work activities for, or on behalf of, NZTA on the State Highway network.

SCOPE

This notice applies to all work undertaken by NZTA and its suppliers on the State Highway network.

This includes NZTA employees, all contracted suppliers and any subcontractors providing services to the contracted suppliers who are working on behalf of NZTA on the state highway network.

This does not include work activities that are carried out by third party asset owners, utility providers or other road controlling authorities. These PCBUs may continue to undertake their work activities using the CoPTTM Edition 4 November 2018 for their TTM requirements on Level 1 State Highways.

TRAFFIC MANAGEMENT PLAN APPROVAL

Approvers of Traffic Management Plans (TMPs) must ensure that the scope and requirements of this notice are followed when approving newly submitted TMPs and resubmitted TMPs reflecting the required changes.

CONSIDERATION OF RISK CONTROLS BY OTHER PCBUS

Through communication and consultation with other PCBUs that may share overlapping duties with NZTA, we have provided information on how it has improved risk controls for work activities they may undertake of a similar nature. We encourage other PCBUs to review these requirements and where appropriate adopt them across their operations.

PROGRESSION OF CHANGES INTO COPTTM

In the short term, through on-going consultation with key stakeholders, the NZTA will seek to understand how these changes are being reviewed, adapted and implemented by other PCBUs effected by these interim change requirements (RCAs, third party asset owners, utility provider etc.).

Through this consultation process, the NZTA shall seek to introduce enhancements to existing CoPTTM guidelines that reflect best practice controls relating to the identified risks associated with out of vehicle work activities.

TRAFFIC MANAGEMENT REQUIREMENTS FOR OUT OF VEHICLE WORK ACTIVITIES ON LEVEL 1, 2 AND 3 STATE HIGHWAYS

Where permanent speed limits are over 65km/h all work, other than specific activities detailed in this notice, must be conducted with the following:

On level 1 state highway out of vehicle activities must be conducted as follows:

- A static closure with 50km/h Temporary Speed Limits in place for work activities with personnel on foot within 5m of the edgeline (Also refer to CoPTTM Advisory Note Dated 16 April 2019)
- A static closure with 30km/h Temporary Speed Limits in place for work activities with personnel on foot on the lane (Also refer to CoPTTM Advisory Note Dated 16 April 2019)

On level 2 state highway

No change to current requirements as per CoPTTM requirements.

On level 3 state highway

No change to current requirements as per CoPTTM requirements

EXCEPTIONS TO REQUIREMENTS OF THIS NOTICE

NZTA have identified work activities and associated work environments that, for reasons of practicality, risk management, or physical constraint do not require the interim TTM controls to be implemented. These activities may be conducted with Level 1 mobile operations traffic management in place providing:

- The work environment / road layout prevents use of Static worksite - TSL & Positive Traffic Controls, as detailed above.
- Issues such as increased risk to workers in setting up Static worksite for short duration, low risk work, mean that the controls are not reasonably practicable to implement.
- They are of a nature, and duration that meets the CoPTTM requirements for the use of Mobile Operations TTM.
- They are of a nature and duration determined by the NZTA as suitable for work under mobile operation TTM practices, and
- A documented, environment-based risk assessment has been completed prior to the commencement of any work activity.

It is required that, where such work is being undertaken, a documented task specific risk assessment and site Health and safety risk control plan must be developed prior to work commencing. The CoPTTM Generic TMP Check list must be used to determine the TTM required and how it should be implemented in accordance with CoPTTM requirements.

A risk assessment prompt tool is included as an Appendix to this document.

APPENDIX

Mobile operations work site risk assessment prompter

Certain activities are exempted, though must be subject to a robust risk assessment process.

Detailed below are some prompters to assist when making your assessment of on-site risks before commencing work.

Note: Prompter developed with material from DoT Safety at Road Works Code of Practice and WorkSafe

Look at the road

- Are there awkward or complex intersections where you will establish your work site?
- How much visibility do approaching road users have? – eg consider bends, crests of hills, trees and bushes, parked vehicles.
- Are there any railway level crossings or rail that may impact your work site?
- Are there any overhead or underground services within your work site or working space?
- Are there any other works going on, or other traffic management measures in place, nearby?

Look at the traffic

- Is the intended mobile closure appropriate for the prevailing traffic flow?
- What is the permanent speed limit of the road, and does a significant amount of traffic appear to be travelling faster than the permanent speed limit?
- What is the type or makeup of the traffic? – eg cars, heavy or large vehicles?
- Is there a cycle lane? Are there many cyclists using the route?
- Will bus routes or bus stops be affected?

Look at the local area

- Are there likely to be frequent deliveries to shops or premises within your work site? – eg delivery vehicles may park in a way that blocks signs etc. or reduces road width.
- Will the works restrict access to premises that have a lot of traffic entering or leaving? – eg schools, large stores, car parks, fast-food stores – particularly consider right turning traffic.
- What are the needs of the emergency services? – eg are there nearby police, ambulance or fire stations?
- Are there facilities for people with mobility issues? – eg parking bays, and can these be avoided?

Look at pedestrians

- Is there a high level of pedestrian traffic? – consider users of pushchairs, wheelchairs and mobility scooters.
- Consider both safe routes and the standards of fencing/barriers needed to protect pedestrians from risks from inside the work site.
- Are there significant numbers of people with reduced mobility or walking difficulties (who may have problems with steps, cable protectors, or uneven surfaces), or blind and partially sighted people? – consider any nearby hospitals, surgeries, residential homes etc.
- Are there children around? – consider nearby schools, parks, playgrounds etc.
- Will pedestrian crossings or school crossing points be affected?
- Are there other pedestrian risks, such as people leaving pubs/clubs, sports matches or events?

Look at what might change

Estimate how long the works may be in place, then think about how traffic volumes and any of the above issues might change within that time, for example:

- rush-hour traffic flows
- closures to other roads on the network or local diversions
- school run parking
- match days at sports grounds
- one-off events, concerts, etc
- street lighting levels
- weather and surface conditions
- visitor and deliveries to the work zone.