

# Utility Works and CoPTTM

Stuart Fraser



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# A1 About CoPTTM

- CoPTTM is in section 8 of TCD manual
- 4th edition available electronically and in print
- Electronic version (PDFs) open with menu for browsing and is searchable

# A1 Sections of CoPTTM

Section	Name
Section A	Introduction and general
Section B	Equipment
Section C	Static operations
Section D	Mobile operations
Section E	Standard forms and descriptions
Section F	Level 1 example layouts
Section G	Level 2 example layouts
Section H	Level 3 example layouts
Section I	Specific activities (electronic)
Section J	Level 1 TTM Handbook



Who's responsible for what and the TMP process

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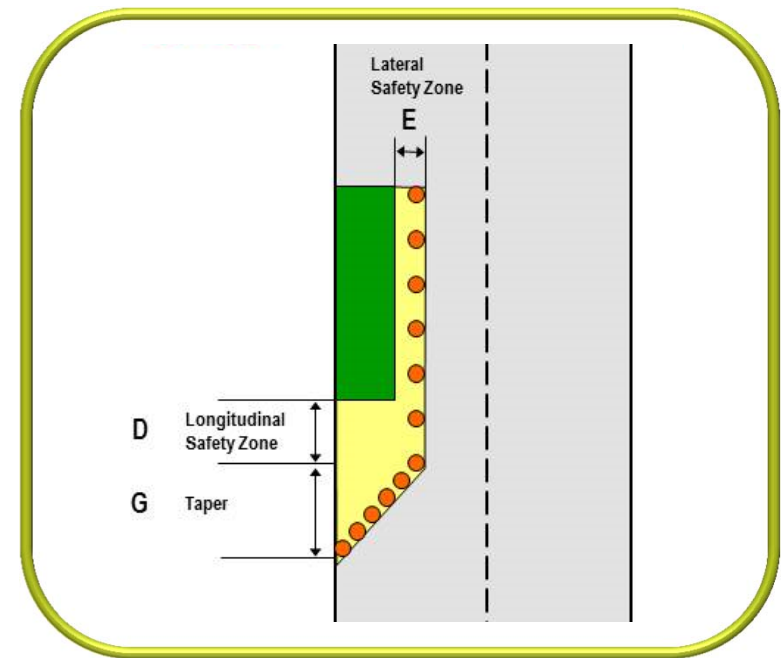


Manufacturer's specifications for TTM equipment



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Operations that are at static sites within a protected closure

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Operations that move along the road e.g. mowing, spraying, kerbside collection

# A1 Sections of CoPTTM

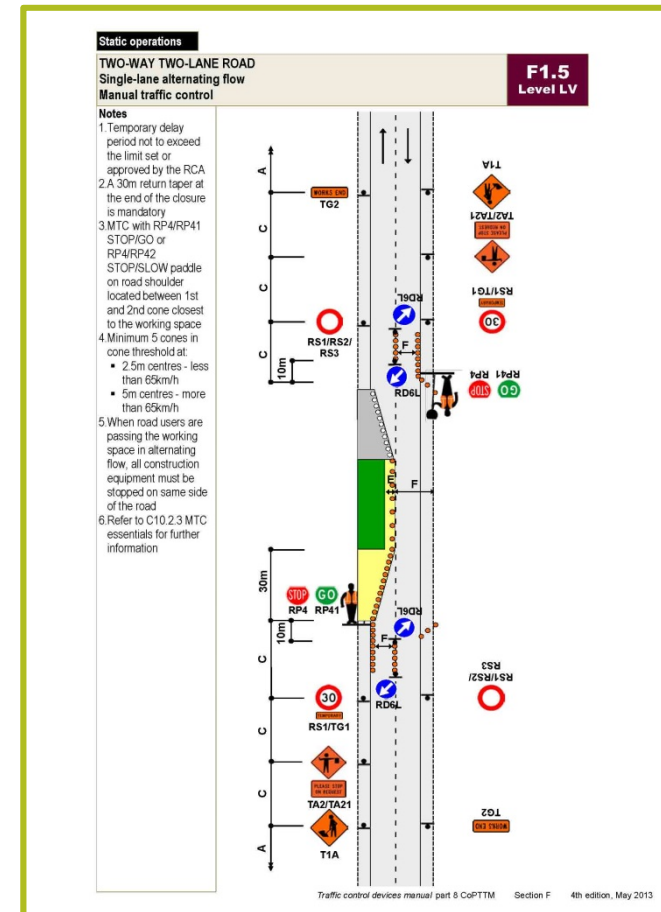
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RCA consent (eg CARWAP) and/or RCA contract reference				
<b>TRAFFIC MANAGEMENT PLAN (TMP) – FULL FORM</b>				
Use this form for complex activities. Refer to the NZ Transport Agency's Traffic control devices manual, part 8 Code of practice for temporary traffic management (CoPTTM), section E, appendix A for a guide on how to complete each field.				
Organisations / TMP reference	TMP reference:	Contractor:	Principal (Client):	
			RCA:	
Location details and road characteristics	Road names and suburb	House no./RPs (from and to)	Road level	Permanent speed
Traffic details (main route)	AADT	Peak flows		
Description of work activity				
<b>Planned work programme</b>				
	Start date	Time	End date	Time
Consider significant stages, for example:				
<ul style="list-style-type: none"> <li>road closures</li> <li>delours</li> <li>no activity periods</li> </ul>				
Alternative dates if activity delayed				
<b>Road aspects affected</b> (delete either Yes or No to show which aspects are affected)				
Pedestrians affected?	Yes No	Property access affected?	Yes No	Traffic lanes affected?
Cyclists affected?	Yes No	Restricted parking affected?	Yes No	Delays or queuing likely?
				Yes No
Traffic control devices manual part 8 CoPTTM Section E, appendix A: Traffic management plans Page 1 Edition 4, May 2013				

All of the forms including  
TMPs and audit forms

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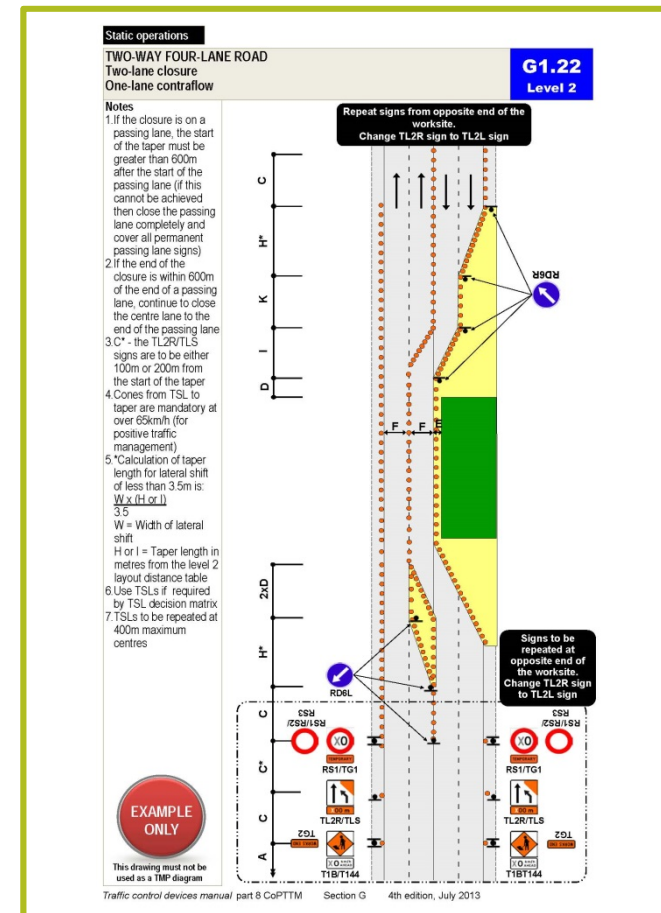


Level 1 traffic management diagrams (TMDs) for common situations



# A1 Sections of CoPTTM

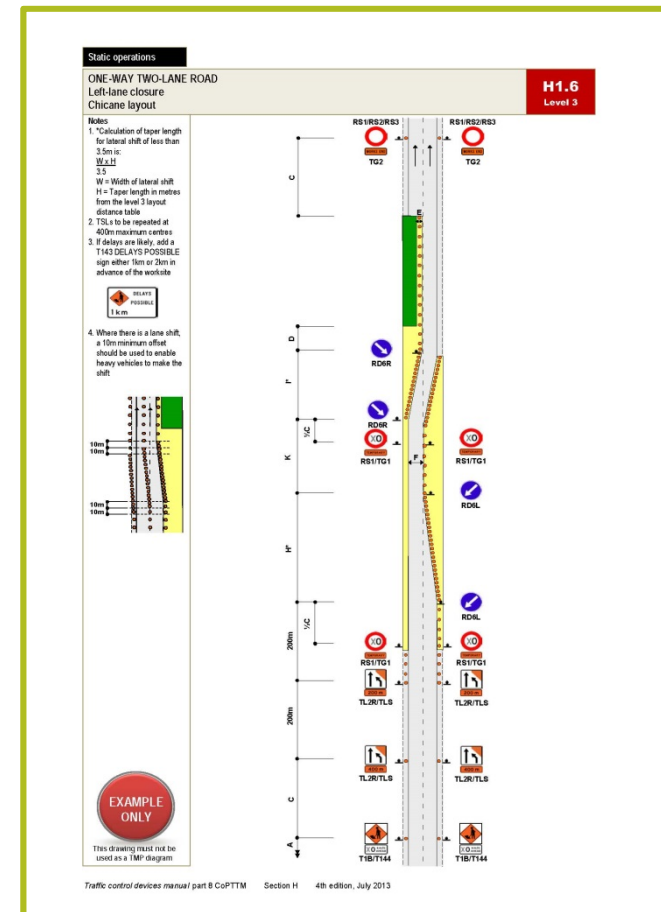
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Level 2 TMDs for higher volume roads

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Level 3 TMDs for motorways and expressways

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**I-1: Winter maintenance**  
**I-2: Road marking**  
**I-3: Vehicle crossing construction**  
**I-5: Stock droving**  
**I-6: Roadside assistance**  
**I-7: Kerbside collection**  
**I-8: Sealing operations**  
**I-9: Heavy haulage**  
**I-10: Railway crossings**  
**I-11: Single inspector Level 1**  
**I-12: Utility Installation/Inspection**

A range of special activities.  
These are available  
electronically only

# How to access CoPTTM

You can do a Google search on **CoPTTM**



The search results will provide a link to CoPTTM on the **NZTA** website



# How to access CoPTTM

Search

About 65,300 results (0.17 seconds)

Everything

Images

Maps

Videos

News

More

Wellington

Change location

The web

Pages from New Zealand

More search tools

[Code of practice for temporary traffic management \(COPTTM\) | N...](http://www.nzta.govt.nz/resources/code-temp-traffic-management/)

[www.nzta.govt.nz/resources/code-temp-traffic-management/](http://www.nzta.govt.nz/resources/code-temp-traffic-management/)

**Code of practice for temporary traffic management (COPTTM)**. Published: Nov 2004.

The standard reference for all temporary traffic management on state ...

[Code of practice for temporary ...](#)

**Code of practice for temporary traffic management (COPTTM ...**

[COPTTM](#)

SECTION A. INTRODUCTION AND GENERAL. GLOSSARY ...

[Section H](#)

SECTION H APPENDICES. APPENDIX A: TRAFFIC ...

[More results from nzta.govt.nz »](#)

[Amendment to CoPTTM dated ...](#)

testing criteria and independent testing are available from the ...

[Mobile Operations](#)

SECTION D. MOBILE OPERATIONS. D1 GENERAL ...

[Code of practice for temporary ...](#)

SECTION F2 LEVEL 2 ROADS. SIGNS AND LAYOUT ...

[Transit New Zealand - CoPTTM](#)

[sh20mountroskill.co.nz/technical/copttm.jsp](http://sh20mountroskill.co.nz/technical/copttm.jsp)

**Code of Practice for Temporary Traffic Management (CoPTTM) ... CoPTTM** (the Code) describes the safe and efficient management and operation of temporary ...

[Transit New Zealand - CoPTTM Signs, Layout Diagrams and Forms](#)

[sh20mountroskill.co.nz/technical/copttm/signs.jsp](http://sh20mountroskill.co.nz/technical/copttm/signs.jsp)

**CoPTTM** signs, layout diagrams and forms. ... Code of Practice for Temporary Traffic Management (**CoPTTM**): Signs, Diagrams & Forms. Contains the levels of ...

To register to receive CoPTTM updates

To access the CoPTTM files



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  - ▶ [Overweight permit route maps](#) (4)
- [Structures \(bridges & culverts\)](#) (5)
- [Travel demand management](#) (1)
- [Vehicle inspection requirements manual \(VIRM\)](#) (8)

## Code of practice for temporary traffic management (COPTTM): Part 8 of the Traffic Control Devices manual (TCD Manual)

Published: 01 11 2012

The standard reference for all temporary traffic management on state highways and local roads. It includes levels of temporary traffic management, signs and forms used, and a series of sample traffic management plans.

### On this page

- [Application](#)
- [Manual sections](#)
- [Forms used for traffic management plans](#)
- [Technical notes](#)
- [Training](#)
- [Levels of temporary traffic management: diagrams](#)
- [Signs used for temporary traffic management](#)
- [Section I: Specific activity procedures and diagrams](#)
- [3rd edition manual sections](#)

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## Manual sections

The manual sections listed below may be downloaded at no cost. Hard copies can be **ordered** from NZ Print.

4th edition manual sections	Date
<b>Feedback form</b> (DOC 3 pages   59KB)	Jul 2012
<b>Section A</b> (PDF 65 pages   599KB)	Jul 2013
<b>Section B</b> (PDF 76 pages   1.67MB)	Jul 2013
<b>Section C</b> (PDF 112 pages   2.46MB)	Jul 2013
<b>Section D</b> (PDF 51 pages   734KB)	Sept 2013
<b>Section E</b> (PDF 49 pages   6.62MB)	Jul 2013
<b>Section F Level LV and level 1 diagrams</b> (PDF 72 pages   3.56MB)	Jul 2013
<b>Section G Level 2 diagrams</b> (PDF 49 pages   2.65MB)	Jul 2013

## Forms used for traffic management plans

[▲ top](#)

Forms	Date
<b>01. Traffic Management Plan (TMP) - full form</b> (DOC 8 pages   167KB)	May 2013
<b>02. Traffic management plan (TMP) – full form with on-site record</b> (DOC 9 pages   204KB)	May 2013
<b>03. Guidelines for completion of traffic management plan (TMP) – full form</b> (DOC 9 pages   186KB)	May 2013
<b>04. Traffic Management Plan (TMP) - short form</b> (DOC 2 pages   102KB)	May 2013
<b>05. Traffic management plan (TMP) – short form with on-site record</b> (DOC 3 pages   138KB)	May 2013
<b>06. Guidelines for completion of traffic management plan (TMP) – short form</b> (DOC 3 pages   110KB)	May 2013
<b>07. On-site record</b> (DOC 1 page   82KB)	May 2013
<b>08. Engineering exception decision (EED)</b> (DOC 1 page   73KB)	May 2013
<b>09. Checking process for generic TMPs</b> (DOC 1 page   86KB)	May 2013



## Technical notes

[▲ top](#)

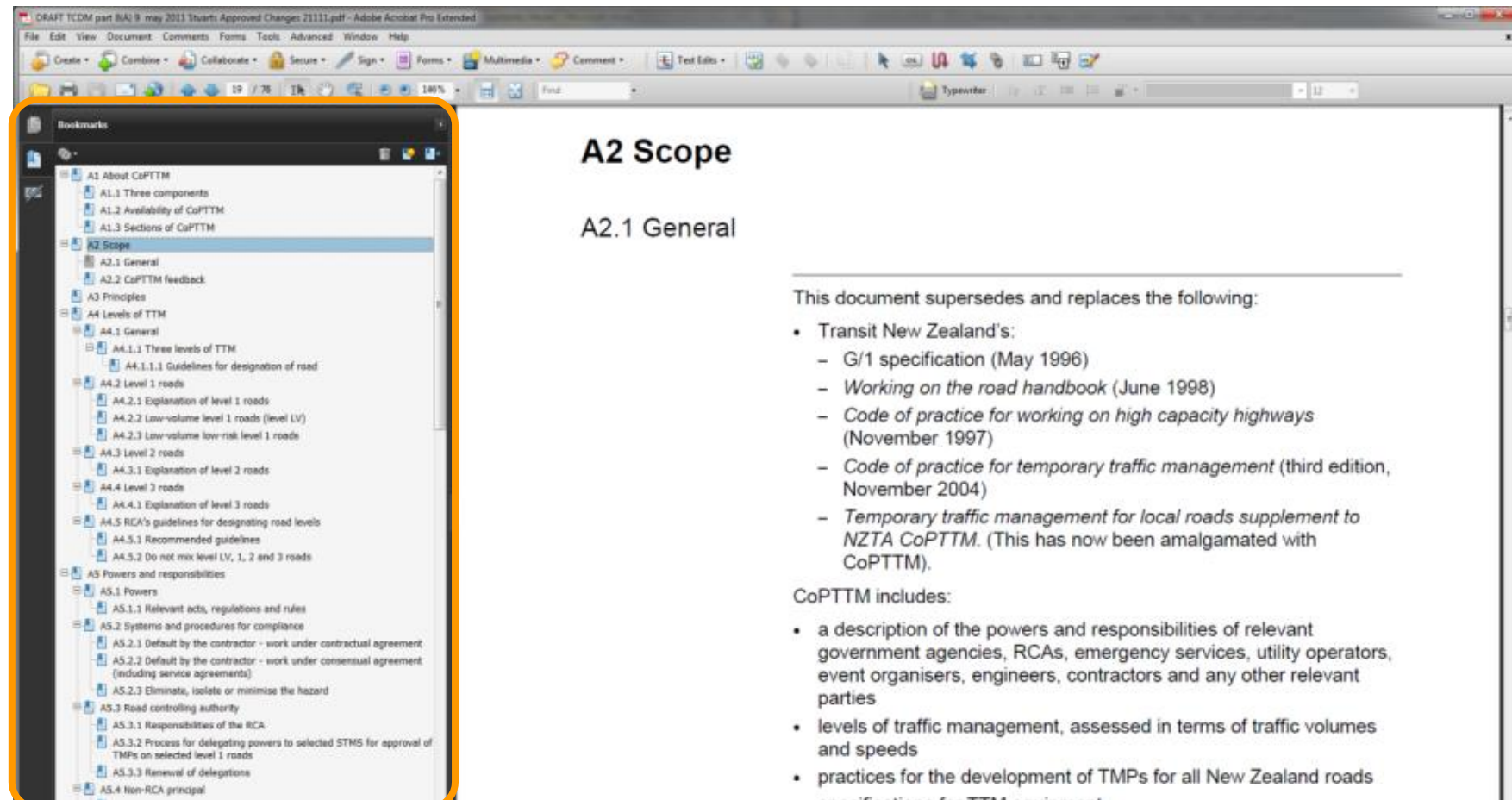
Technical notes	Date
<b>Technical note: portable traffic signals</b> (PDF 2 pages   46KB)	Jan 2012
<b>Technical note: speed humps</b> (PDF 5 pages   30KB)	Sep 2009
<b>Technical note: TMA register project</b> (PDF 2 pages   22KB)	Sep 2010

## Training

[▲ top](#)

Title	Date
<b>List of accredited NZTA temporary traffic management trainers</b> (PDF 1 page   20KB)	20 November 2012

# A1 Electronic version (PDFs)



# THINGS THAT INFLUENCE OUR PLANNING

Speed

Where on  
the road

Size of  
plant

# SPEED - THINGS THAT INFLUENCE OUR PLANNING

## Higher speeds - Minimum Truck Stopping Sight Distances

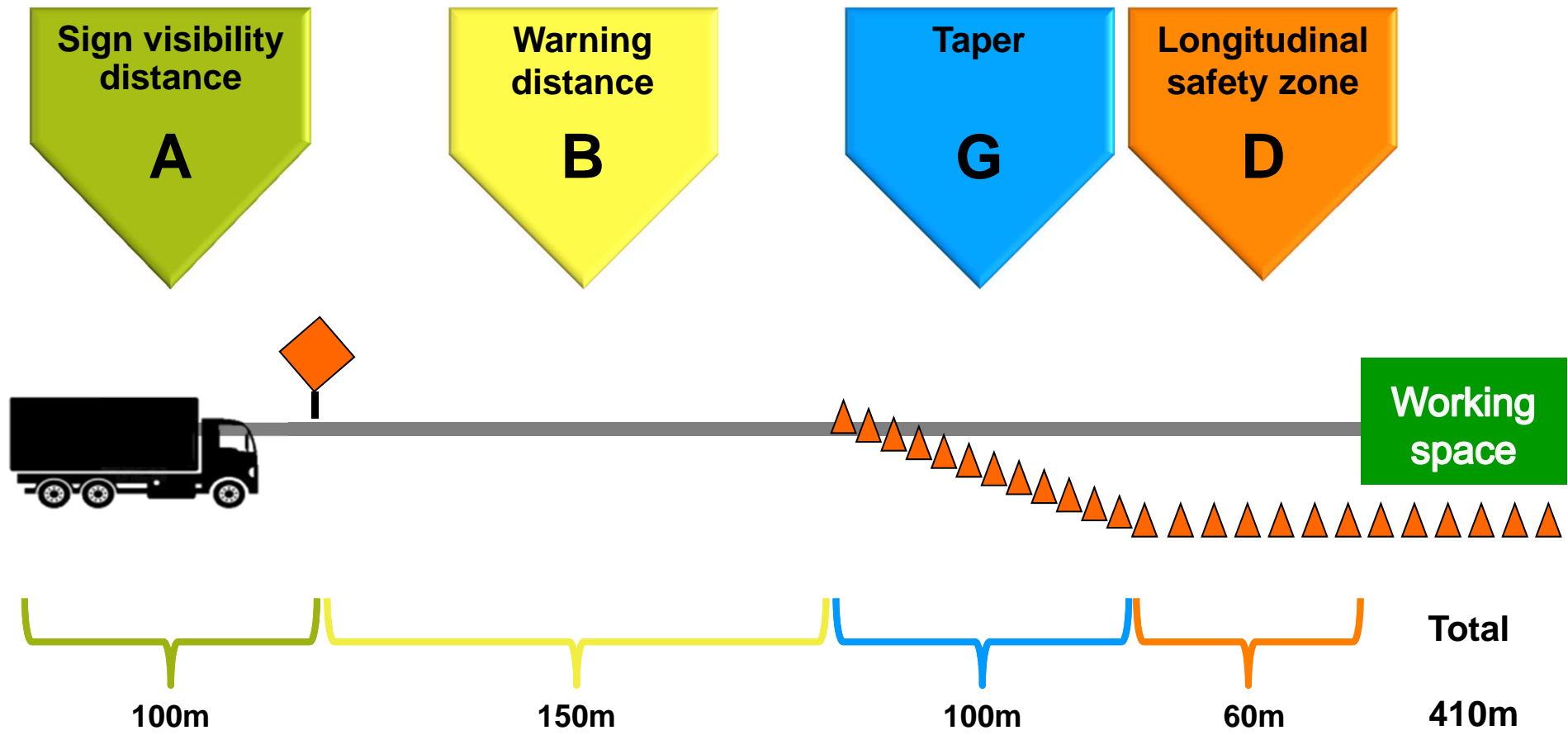
		Operating Speed (km/h)									
		40	50	60	70	80	90	100	110	120	130
SSD (m) - level grade for RT in sec	2.5	50	69	91	116	143	173	210	259	310	367
	2	44	62	82	106	131	160	197	244	294	349
Correction for Grade (uphill or down hill)											
<i>Be cautious of using corrections for grade at higher speeds - consider expected downhill speed of trucks</i>											

## Lower speeds – Minimum Car Stopping Sight distances

Based on accepted urban reaction time of 1.5 seconds

ORGANISATION	50 km/h	60 km/h
Austroads	40 metres	55 metres
UK (TRRL)	36 metres	49 metres
USA	37 metres	61 metres



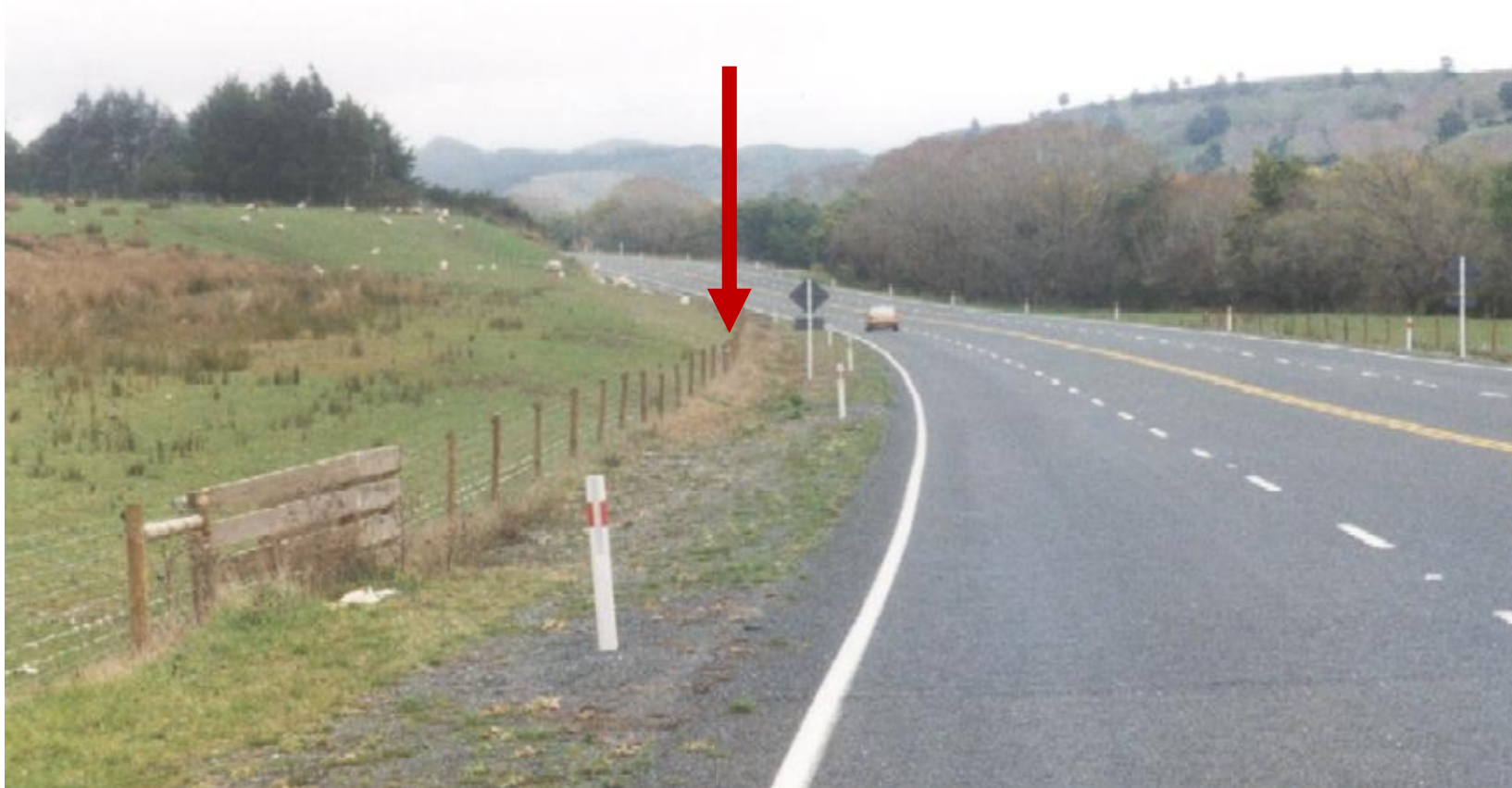


# Road worker injured as truck struggles to stop

Monday, March 23, 2015



## WHERE ON ROAD - Does someone working on this fence need traffic management?





**It depends!**



**It depends on how you work!**



# Do you need traffic management?





# SIZE OF PLANT - THINGS THAT INFLUENCE OUR PLANNING



# Nature of crashes at road works

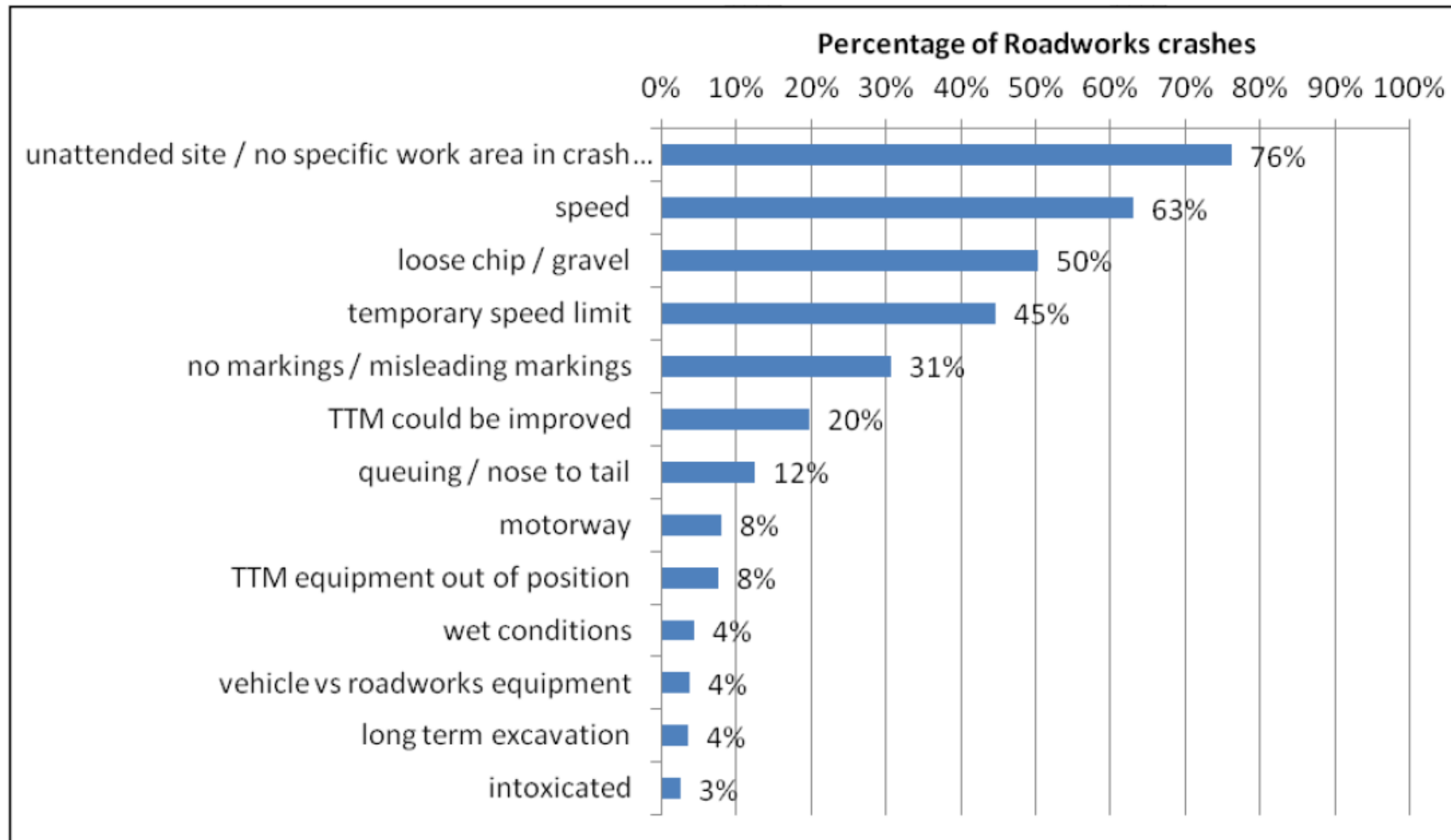


Figure 1 - Graph of contributing factors of crashes at road work sites

# C12 Unattended worksites

## Unattended excavations

Any excavation left unattended must either be:

- plated, or
- fully enclosed by a safety fence, or
- backfilled

**in that order of preference**  
(to prevent pedestrians and cyclists from falling into them)



# Glossary

## Worksite

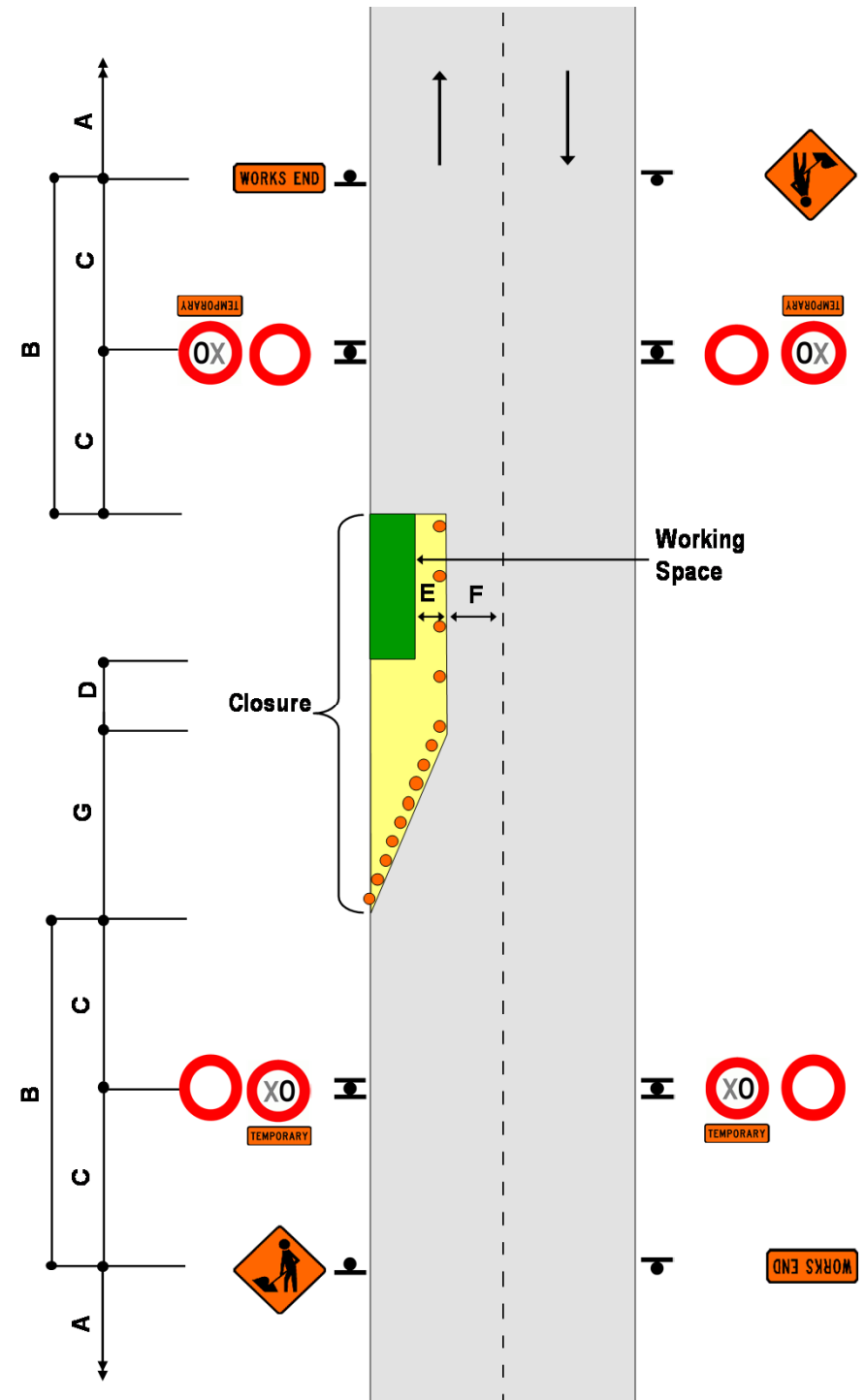
- The section of road defined at each end by advance warning and end of works signs, or between vehicles in a mobile operation

## Working space

- The area set aside for work

## Closure

- The area of carriageway which road users are excluded from (eg the taper, longitudinal and lateral safety zones and any end taper)





## A5.8 What is an STMS?

### The site traffic management supervisor

- Qualified person
- Develops TMP
- In charge of and responsible for the worksite
- Present for establishment, alteration and removal (or delegates to TC)
- Nearby at other times





## A5.8 STMS

### Authority

**The STMS has the authority to:**

- Postpone, cancel or modify operations when safety is threatened
- Permit visitor entry to the worksite
- Order people off the worksite for issues of non-compliance or safety

**The STMS cannot amend speed restrictions without the RCA or engineers prior approval**  
(unless delegated authority to do so by the RCA)

## A5.8 & C11 STMS general responsibilities

Check TMP appropriate for worksite

If not, halt proceedings until necessary actions have been taken:

- Make CoPTTM compliant minor changes (eg lengthen taper)
- Contact the TMC to reach agreement (eg change TSL)
- Postpone work and re-submit a revised TMP

All decisions recorded on TMP or on-site record

## A5.8 STMS responsibilities

### Management of sites

- Manage up to 6 **attended** sites (or all capital works sites)
- Limit number of **unattended** sites (so they can satisfactorily perform all their duties)
- Maximum travel time from worksites as below:

Level of road	Attended site delegated to a TC	Unattended site
Level 1	30 minutes travel time of each site	60 minutes travel time of each site
Low volume	60 minutes travel time of each site	120 minutes travel time of each site



As an STMS –  
Let's see what  
you can make  
of this site



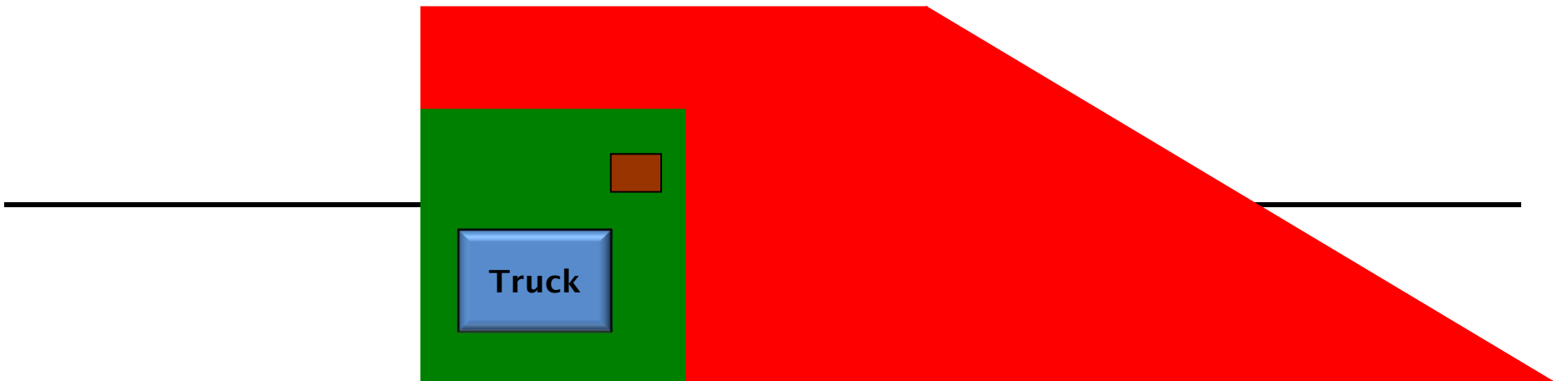
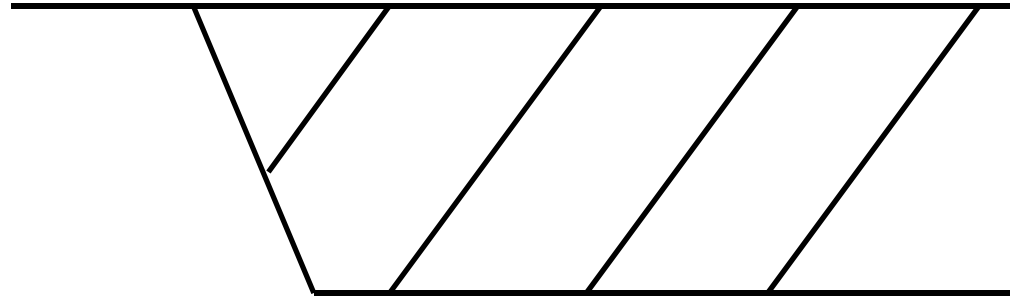
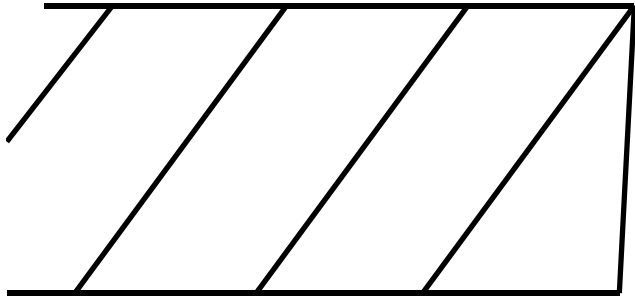














# C14 Vehicles, plant and materials

## Unattended Sites

No vehicles, plant or materials are to be left:

- **In any of the safety zones** including the taper
- **On curves** or any similar place where they may be struck by an out-of-control vehicle

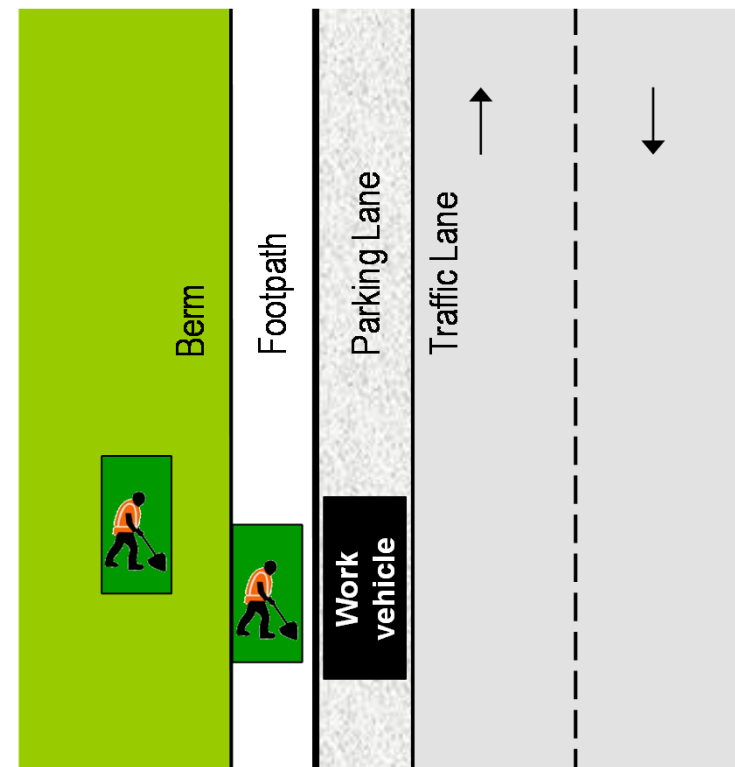


**TWO-WAY TWO-LANE ROAD**  
Short no exit road

## C8.1 Roadside activities

Roadside activity with speed limits of less than 65km/h:

- Work on the berm or footpath does not require advance warning
- TTM must be provided where pedestrians or cyclists are affected
- Advance warning and works end are optional if:
  - the work vehicle (light truck or smaller) is parked in a legal parallel car park, and
  - vehicle is only accessed from the off traffic side
- Large plant and machinery must not be used in this situation, a more substantial closure is required

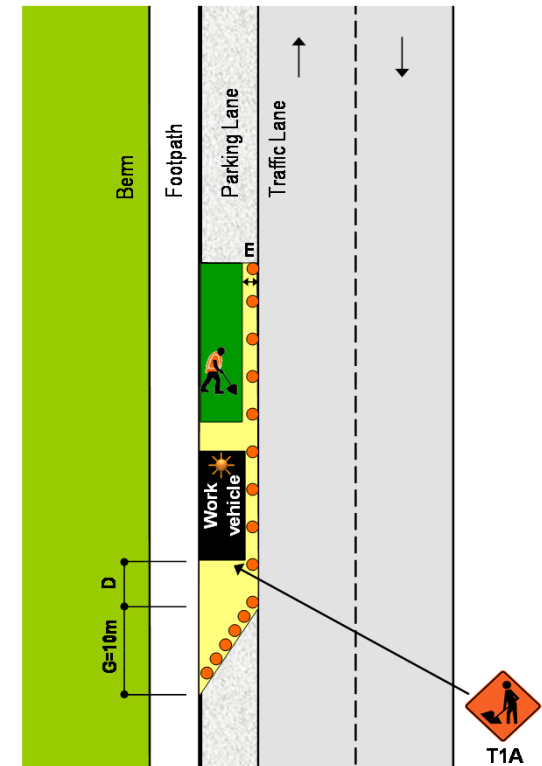




## C8.1 Roadside activities

Where work is carried out in the legal parking lane, the following minimum standard of TTM must be provided:

- a 10m taper in front of the work vehicle with a longitudinal safety zone
- cones alongside the work vehicle and the working space with a 1m lateral safety zone
- at least one amber flashing beacon on work vehicle
- a T1A (or other appropriate advance warning sign) mounted on the back of the work vehicle
- the work vehicle is no larger than a light truck. Large plant and machinery must not be used in this situation, a more substantial closure is required



## Static operations

### SHOULDER, BERM AND PARKING LANE

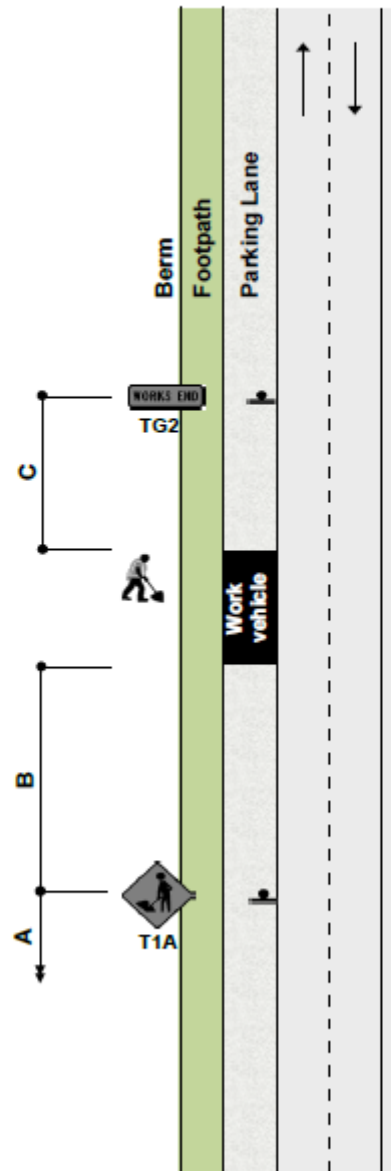
Work on berm and/or footpath

Permanent speed less than 65km/h

**F2.5**  
**Level 1**

#### Notes

1. Where work is carried out on the berm or footpath and a work vehicle is parked in a legal parallel car park, provided the vehicle is only accessed from the off traffic side, advance warning T1A and WORKS END TG2 are optional
2. Traffic management must be provided where footpath users or cyclists are affected
3. This layout may only be used during daylight hours
4. Large plant and machinery must not be used in this situation, a more substantial closure is required



## Static operations

### SHOULDER, BERM AND PARKING LANE

#### Work in parking lane

Permanent speed less than 65km/h

**F2.6**  
**Level 1**

#### Notes

1. Where work is carried out in the legal parking lane (a place where a vehicle would normally park with a footpath and/or kerb and channel alongside), the following minimum standard of TTM must be provided:

- a 10m taper in front of the work vehicle
- cones alongside the work vehicle and the working space
- a longitudinal safety zone
- a 1m lateral safety zone along the working space
- a T1A (or other appropriate advance warning sign) mounted on the back of the work vehicle

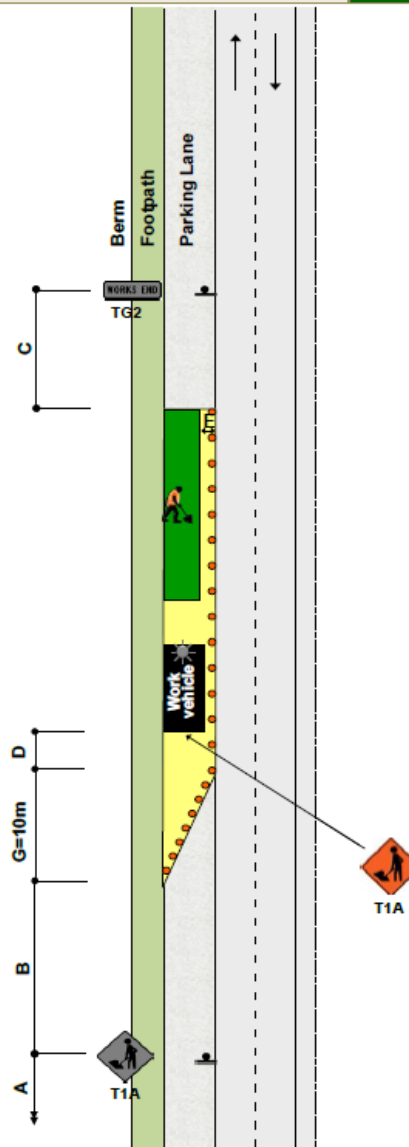
2. T1A ROAD WORKS and TG2 WORKS END signs are optional

3. The work vehicle must be no larger than a light truck and may have an amber flashing beacon

4. Traffic management must be provided where footpath users or cyclists are affected

5. This layout may only be used during daylight hours

6. Large plant and machinery must not be used in this situation, a more substantial closure is required



## Static operations

### SHOULDER, BERM AND PARKING LANE Shoulder closure

**F2.7**  
**Level 1**

#### Notes

1. A 10m taper is allowed where shoulder width is less than 2.5m

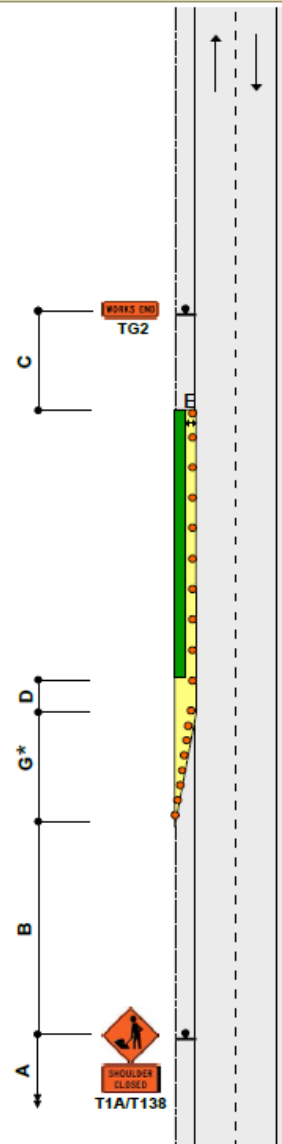
2.\*For shoulders exceeding 2.5m width, apply the following calculation; calculation of taper length for lateral shift of less than 3.5m is:

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

3.5

W = Width of shoulder

G = Taper length in metres from the level 1 layout distance table





## Static operations

### CYCLE LANE

Traffic not crossing road centre

Diverted cycle lane

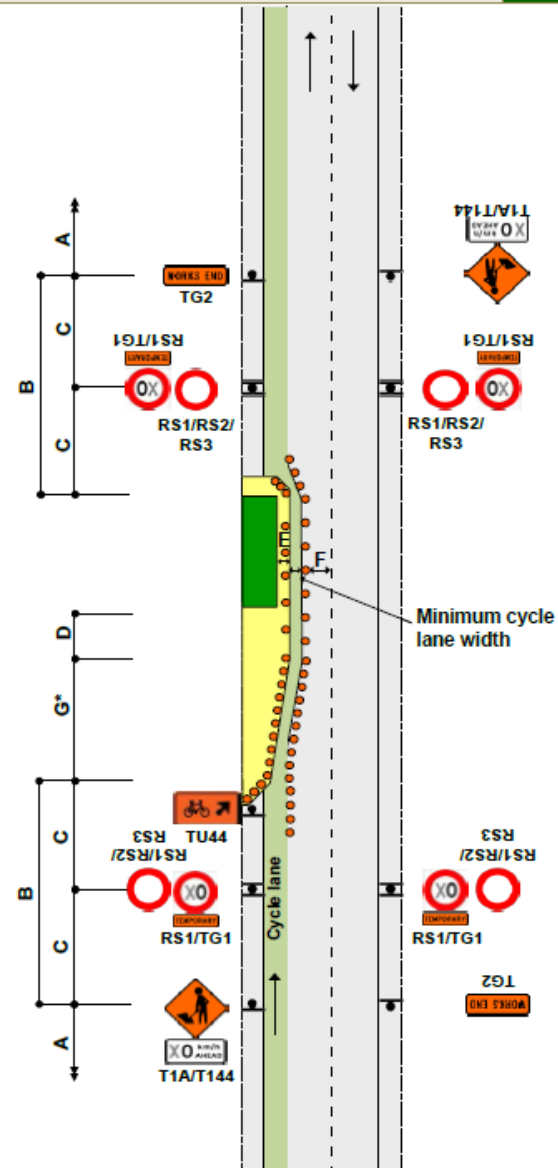
**F2.8**  
**Level 1**

#### Notes

1. Minimum cycle lane width must be:
  - 1m - 50km/h or less
  - 1.5m - 60km/h or more
2. A minimum cycle lane width of 1.5m is required if the temporary cycle lane is uphill
3. \*Calculation of taper length for lateral shift of less than 3.5m is:  

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

W = Width of lateral shift  
 G = Taper length in metres from the level 1 layout distance table
4. Use TSLs if required by TSL decision matrix
5. The T144 X0km/h AHEAD sign is optional



CYCLE LANE

Traffic not crossing road centre

### Cycle lane closed

## Level 1

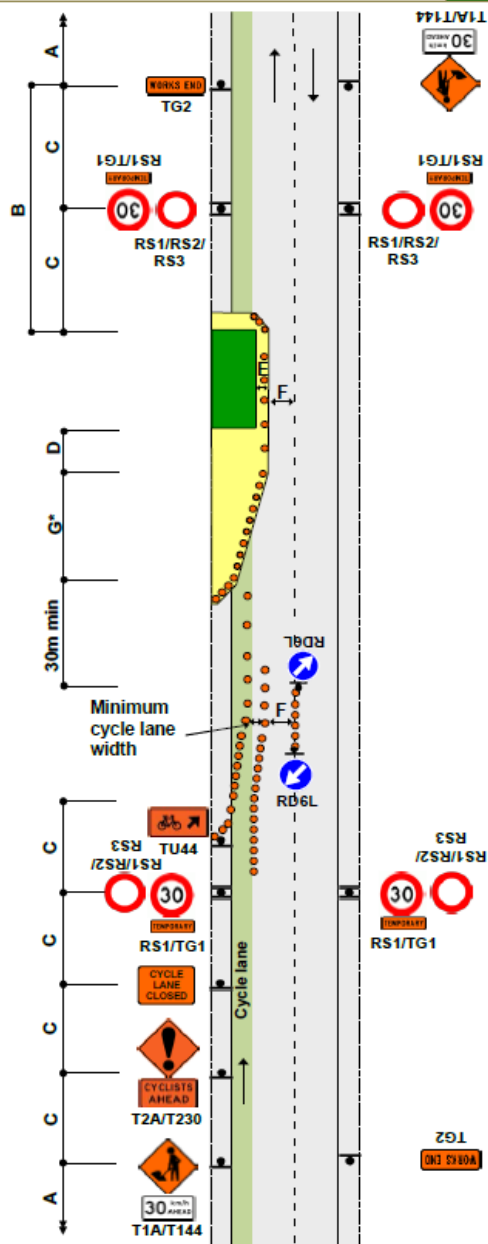
## Level 1

## Notes

1. Only use this TMD if there is insufficient width to fit a replacement cycle lane
2. Minimum cycle lane width must be:
  - 1m - 50km/h or less
  - 1.5m - 60km/h or more
3. A minimum cycle lane width of 1.5m is required if the temporary cycle lane is uphill
4. Merge of cycle lane with live lane must be delineated
5. \*Calculation of taper length for lateral shift of less than 3.5m is:  
$$\frac{W \times G}{3.5}$$

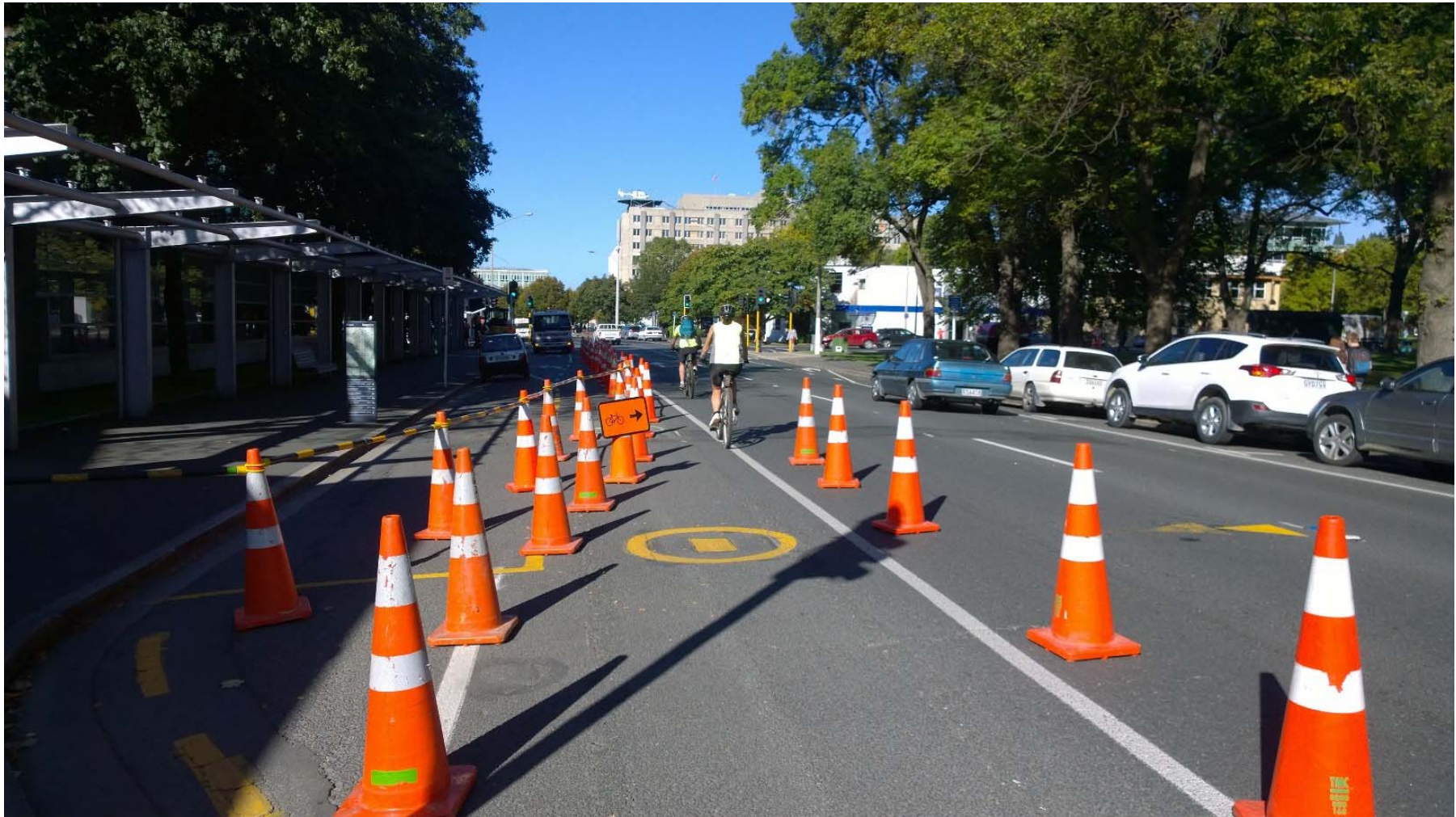
W = Width of lateral shift

G = Taper length in metres from the level 1 layout distance table
6. The T144 30km/h AHEAD sign is optional



## Temporary cycle paths and detours

- 
- The diagram illustrates a road layout for a cycle lane closure. The road is divided into a cycle lane on the left and a main road on the right. A green rectangular area represents the closure, with a yellow triangular area in front of it. Orange dots represent the closure area. A 30m distance is marked from the closure to the start of the cycle lane. Various traffic signs are shown, including 'WORKS END', 'TEMPORARY', 'XO', 'CYCLE LANE CLOSED', 'CYCLISTS AHEAD', and 'WORKS END'. Blue arrows indicate the direction of traffic flow.





# C13 Pedestrians and cyclists

## Temporary cycle facilities

- Do the merge with the right age group
- Girl suffers **serious head, chest and abdomen injuries** after being run over by a 6 tonne truck
- Truck driver said...

*“I did not see her. She just went under my wheels. I feel so sorry for the poor little thing”*



## Static operations

### FOOTPATH

Footpath diverted onto berm behind working space

First preference

**F2.1**  
Level 1

#### Notes

1. Minimum pedestrian footpath widths:

- Residential/Rural - 0.9m
- Suburban Centre - 1.2m
- CBD - 2m

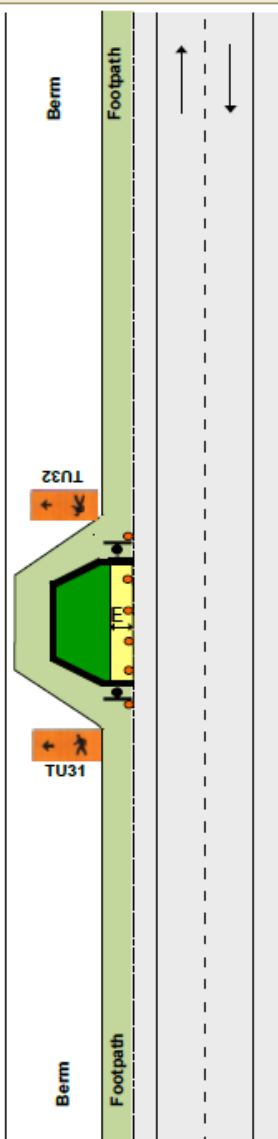
2. Where the length of the temporary footpath exceeds 20m, these widths may have to be increased so footpath users do not have to wait to pass

3. Temporary footpath surfaces must be suitable for footpath users

4. Use safety fence to enclose the working space, or at **attended worksites**, cones connected with cone bars can be used to enclose the working space but only for a short period of time

**Note:** Cone bars are not recommended where heavy equipment (eg a digger) is being used. A safety fence is preferred in these cases

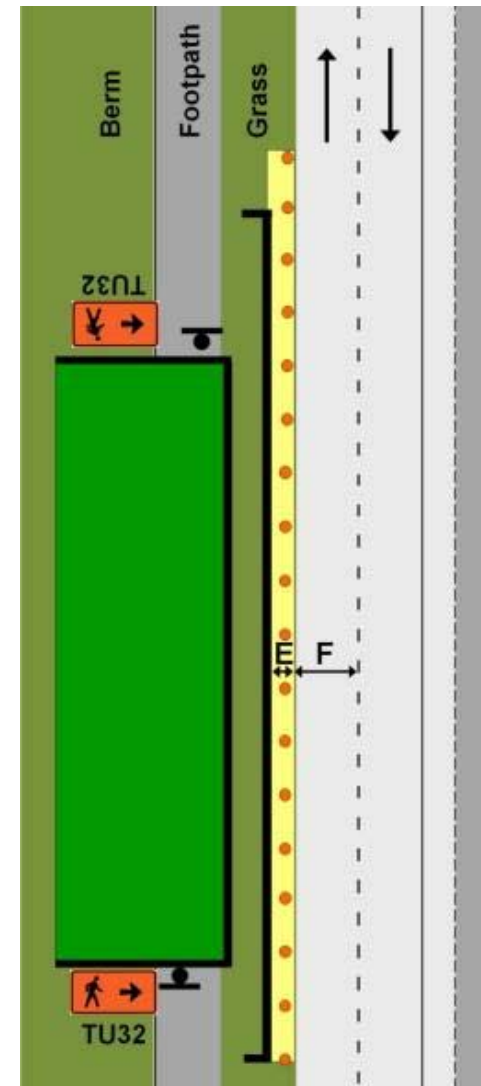
5. This TMD must be used in conjunction with appropriate TTM for any work carried out on the shoulder or in the live lane



# C13 Pedestrians and cyclists

## Priority order for alternative footpath routes

2. Between the working space and carriageway









Set-up on Friday  
afternoon for the  
weekend



Pedestrian  
walkway

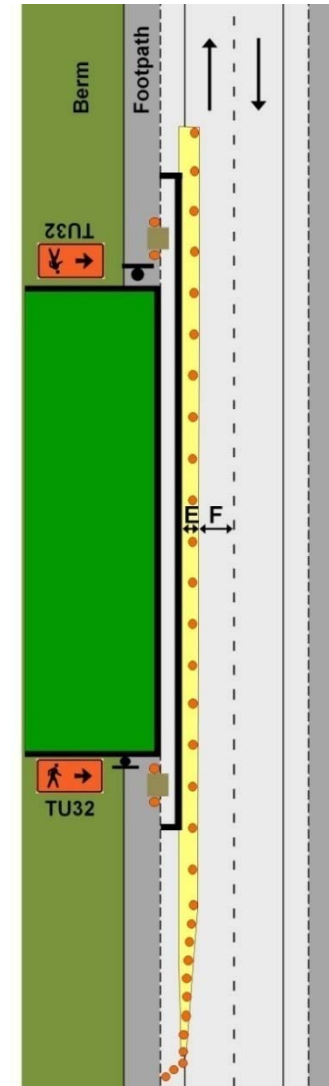


**Pedestrian needs**

# C13 Pedestrians and cyclists

## Priority order for alternative footpath routes

3. Into the carriageway  
(either in a parking lane or a suitably delineated and protected section of the existing traffic lane)



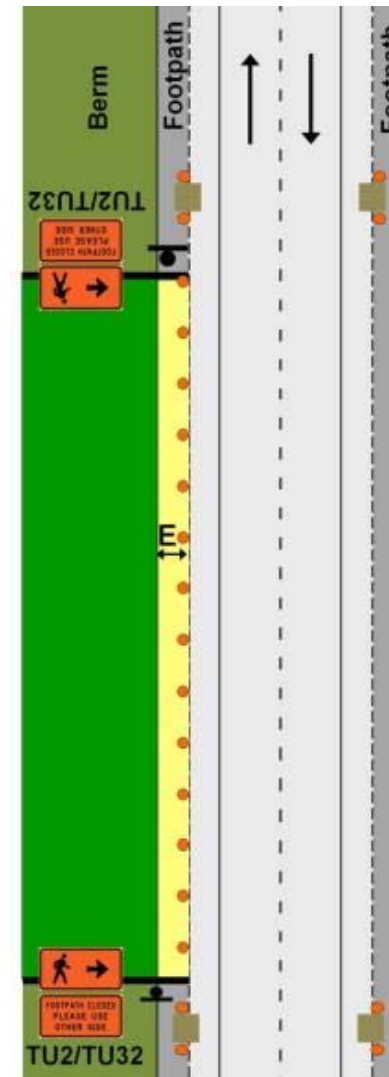




# C13 Pedestrians and cyclists

## Priority order for alternative footpath routes

4. Across the carriageway to a footpath on the opposite side
  - This option is strongly discouraged
  - Only use where there is a pedestrian or a signalised crossing



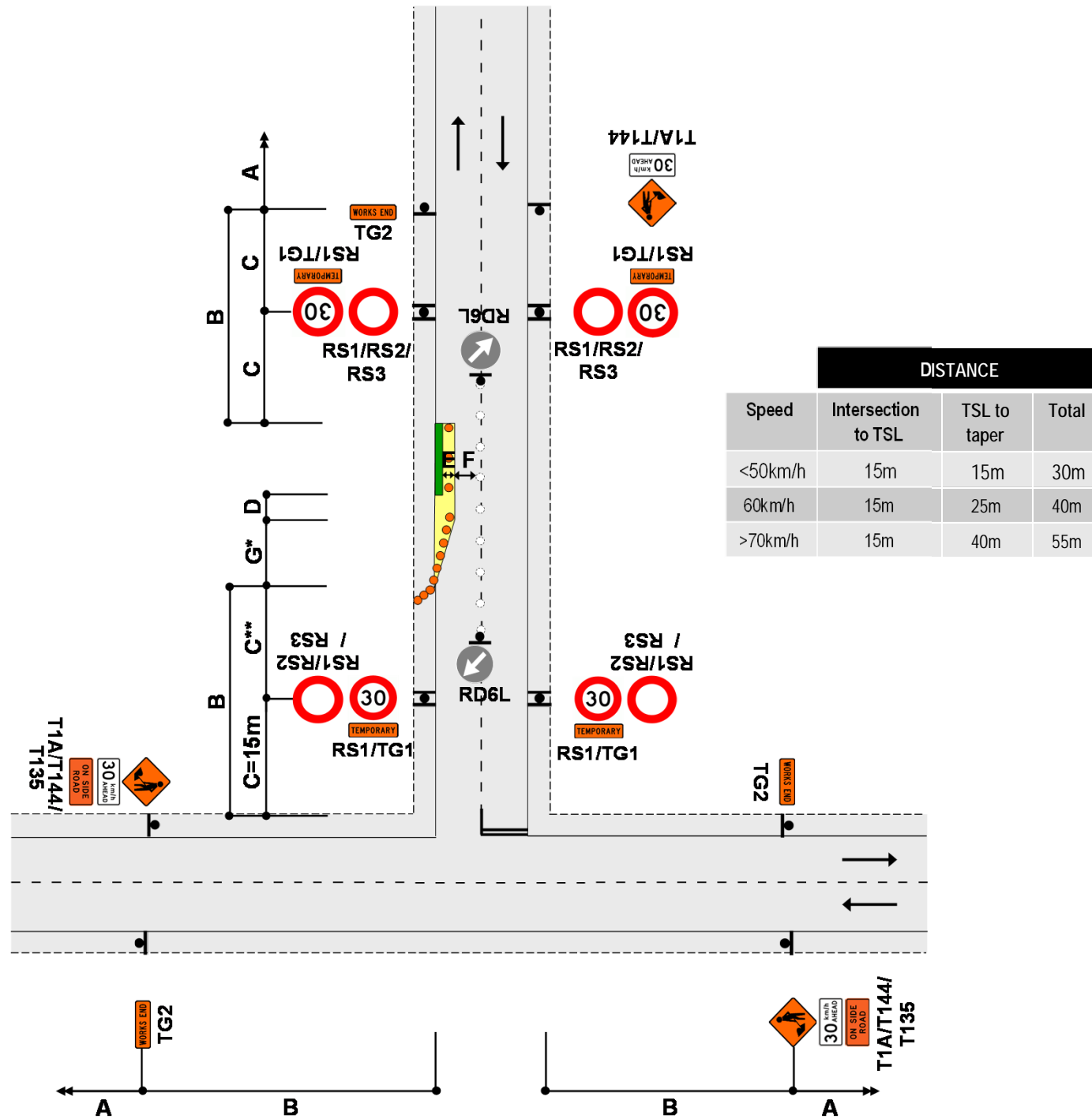








## C4.3.2



# C8 Shoulder and lane closures

## L1 Signs on L2 roads

- L1 signs can be used on a L2 road when indicating that work is on the L1 side road

**The L1 signs can be placed on the L2 road without a mobile operation ...**

**Provided they can be carried out safely from the footpath or berm**

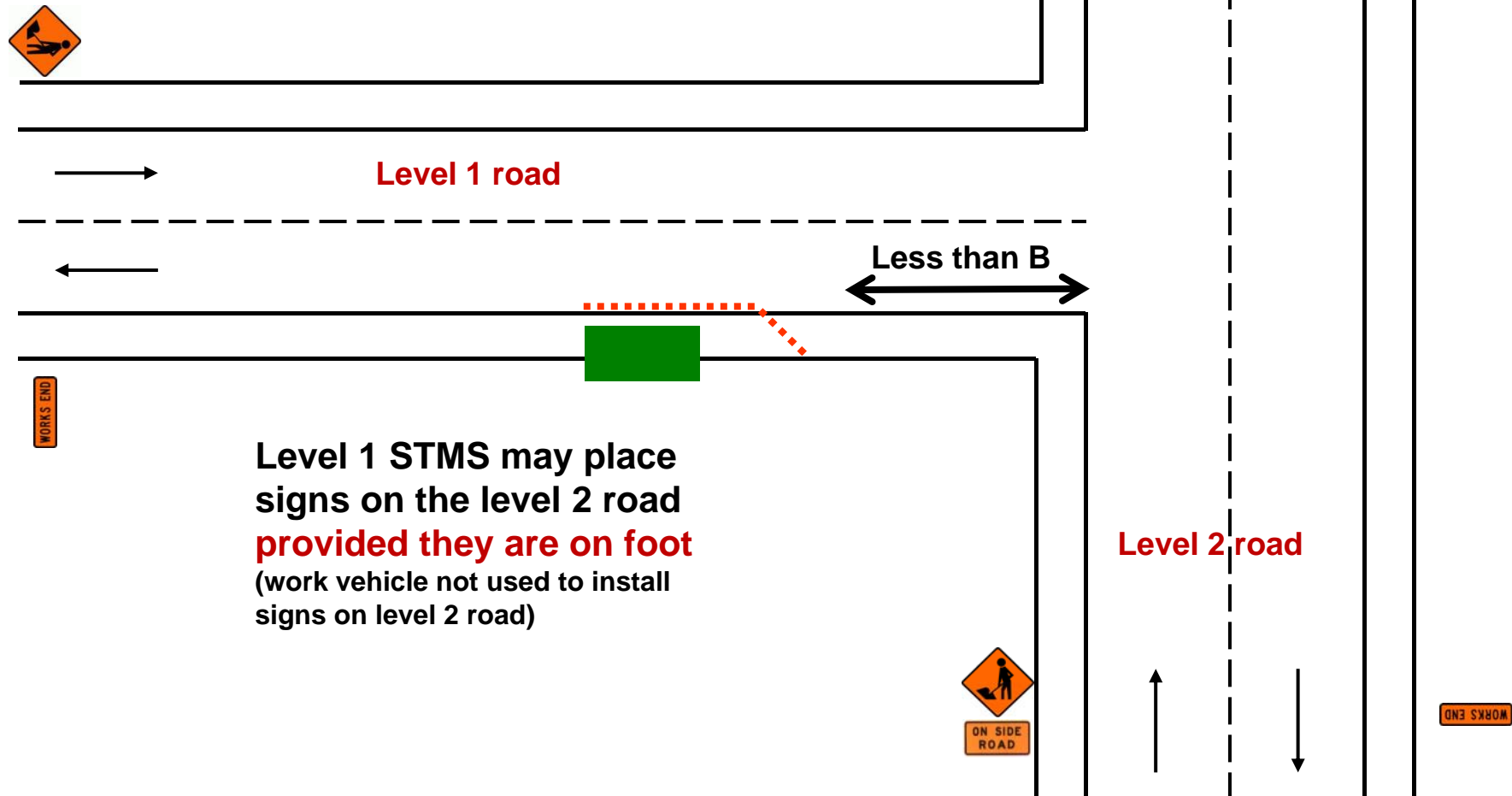
**No signs or cones may be walked across the road unless a pedestrian crossing is used**

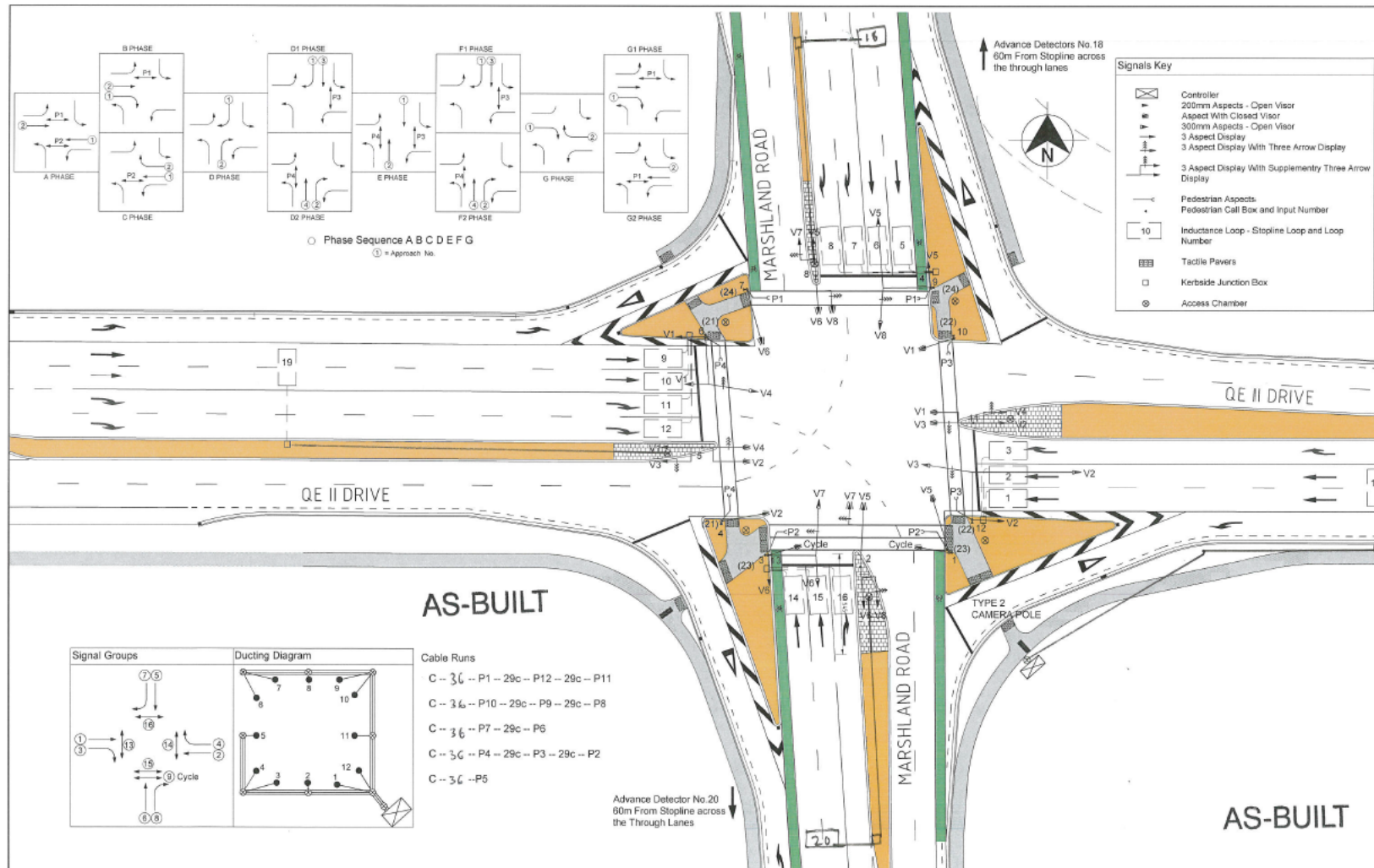
- **A Level 1 STMS must be in charge**
- **Not a TC**



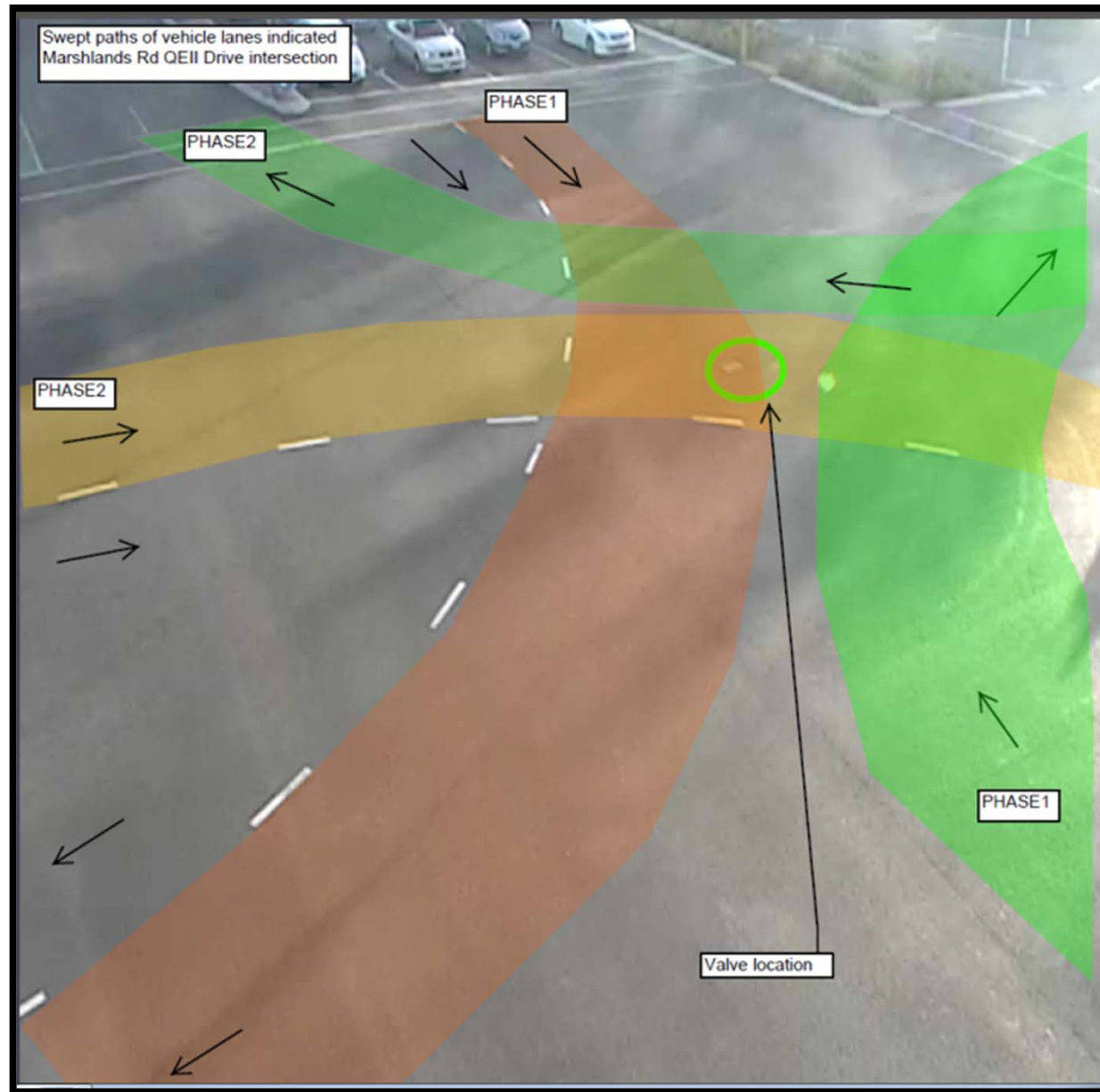
# C8 Shoulder and lane closures

## L1 Signs on L2 roads





<b>aurecon</b> Aurecon New Zealand Limited Level 4, Tairāwhiti House 155 Parnell Road, PO Box 1001 Christchurch, New Zealand Telephone: +64 3 366 0821 Facsimile: +64 3 379 0830 Email: christchurch@aurecon.co.nz				<b>NZ TRANSPORT AGENCY</b> WAKA KOTAHĪ				Project: S.H.74 - Q.E. II DRIVE / MARSHLAND ROAD INTERSECTION UPGRADE Contract No. NZTA 63005				Drawn: JRD Designed: BS Verified: HDF Approved: HDF Signed: JRD Signed: BS Signed: HDF Signed: HDF Date: 01-08 Date: 09-08 Date: 09-09 Date: 09-09				Drawing Title: PLAN TRAFFIC LIGHTS LAYOUT, SIGNALS, CABLING AND SEQUENCE				Project No: 34745 Scale: 1:250 Drawing No: C05-01 Rev: A			
Revision Details Rev Date Revision Details				Client:				Project:				Drawn:				Drawing Title:				Project No:			
A 26-06-11 TENDER ISSUE				JRD BS HDF				S.H.74 - Q.E. II DRIVE / MARSHLAND ROAD INTERSECTION UPGRADE				JRD BS HDF				PLAN TRAFFIC LIGHTS LAYOUT, SIGNALS, CABLING AND SEQUENCE				34745			
JRD BS HDF				NZTA 63005				C05-01				A				A				A			







**What would you like me to consider adding to CoPTTM to make utility work easier without becoming unsafe?**



# Coordination (summary of process)

Applicant	Process	TMC
Seeks permission to work on network	Pre CAR	Gives advice on RCA expectations <b><u>CONDITIONS</u></b>
Prepares TMP	CAR Preparation	Continues to advise
Submits TMP	CAR Submission	Considers TMP for approval (if required)
	CAR Processing	Makes Decision:
Amends TMP and resubmits	CAR Processing	<ul style="list-style-type: none"> <li>• Not approved</li> </ul>
Programmes work and appoints STMS	WAP Issued	<ul style="list-style-type: none"> <li>• Conditionally approved</li> <li>• Approved</li> </ul>
	Applies to work on road	Verifies availability of road and notifies all relevant parties

# From the Utilities Code

## 4.3.3 Information to be Provided with the CAR

1. A Utility Operator must submit the following information with a CAR for Major Works and Project Works:
  - a) a site-specific Traffic Management Plan that:
    - i. is approved by a suitably qualified person as defined in NZTA manuals and approved by the relevant Road Corridor Manager;
    - ii. demonstrates that safety and other impacts on road users and workers are protected; and
    - iii. complies with CoPTTM for State highways and the Local Roads Supplement for Local Roads and any special requirements of the Corridor Manager.

# From the Utilities Code

## 4.5 Setting Reasonable Conditions

This section applies fully to Roads. It applies to Motorways in accordance with Figure 4-2 once the requirements of section 4.8 have been completed, including the additional evaluation criteria.

Railway Corridor Managers are able to apply the principles outlined in Section 4.5.1 as appropriate.

### 4.5.1 Evaluation Criteria for Setting Reasonable Conditions

1. The Road Corridor Manager must comply with the criteria for setting Reasonable Conditions in the Gas Act, the Electricity Act, Auckland Council Act and the Telecommunications Act.
2. When considering whether a Reasonable Condition should be imposed, the specific criteria to be considered by Road and Motorway Corridor Managers are as follows:
  - a) the **safe and efficient flow of traffic** (whether pedestrian or vehicular). The Road and Motorway Corridor Managers have powers to impose traffic management conditions to minimise traffic impacts on road users in the immediate location and wider Road and Motorway network. Traffic management must be appropriate to the situation and recognise that temporary interference with traffic movement is generally considered acceptable when balanced against the community benefits of the utility services;



# From the Utilities Code

## 5.3.3 Traffic Management

1. The Utility Operator must implement the approved TMP, agreed as part of the CAR process (refer Section 4.3.3), throughout the duration of the Works.
2. If a Work Site audit shows that the traffic management does not comply with the above or any other condition, the Utility Operator must remedy the non-compliance immediately, or cease working until authorised to recommence, except for that Work required to ensure the safety of the Work Site.
3. The Utility Operator must follow all instructions given by an officer of the NZ Police in respect of traffic management, except that any Work Site ordered closed must be made safe before it is vacated.



## Before you dig and other proprietary systems

- Some of these systems do not allow for the TMP process to be satisfactorily applied
- We need to separate the items which may cause damage to utilities from the non-invasive activities, and not include them in this process
- From what I have experienced these systems need people to manage them, where that is in place we seem to have a smooth process.

# Sample of emails generated – 1x inspection

IMI 2014 - Stuart.Fraser@nzta.govt.nz - Microsoft Outlook

File Home Send / Receive Folder View Adobe PDF

New E-mail New Items Clean Up Delete Reply Reply All Forward More Respond Quick Steps Move Rules OneNote Unread/Read Categorize Follow Up Find a Contact Address Book Filter E-mail Find

**Favorites**

- Inbox [9484]
- Sent Items
- Deleted Items [10]
- Outbox
- Courses 2015
- Design TESTS and results
- Previous Barrier Courses
- 2008
- 2010 14-15 Apr 10
- 3-4 Mar 09
- Courses 2011
- Courses 2012
- Courses 2013 (3)
- Courses 2014 (5)
- Admin general (9)
- Design 2014
- IMI 2014 (18)
- Temp Barrier
- Nov 09
- IMI ASSIGNMENTS (1)
- NZQA Units
- NZTA 2010

**Mail**

Calendar

Contacts

Tasks

Items: 44 Unread: 18

Search IMI 2014 (Ctrl+E)

From	Subject	Received	Size	Categories
<b>Date: Older</b>				
Robert Nelson	Vodafone Cable Location Enquiry - 3504767 Lambie St	Tue 18/11/2014 4:06 p.m.	546 KB	
Robert Nelson	Vodafone Cable Location Enquiry - 3504749 Redoubt Rd	Tue 18/11/2014 4:03 p.m.	760 KB	
no-reply@ramm.co.nz	Your CAR Application (No. 635322) for Intersection Of Lambie Drive And Wiri Station Road, Wiri...	Tue 11/11/2014 3:32 p.m.	107 KB	
no-reply@ramm.co.nz	<b>Your CAR Application (No. 635313) for Intersection Of Te Irirangi Drive And Ti Rakau Driv...</b>	<b>Tue 11/11/2014 3:29 p.m.</b>	<b>107 KB</b>	
Pamela Earby	Chorus Enquiry 00918143. Intersection Of Lambie Drive And Wiri Station Road	Tue 11/11/2014 7:58 a.m.	534 KB	
Pamela Earby	Chorus Enquiry 00918137. Intersection Of Mill Road And Redoubt Road	Tue 11/11/2014 7:43 a.m.	535 KB	
no-reply@ramm.co.nz	No TMP lodged for CAR Application (No. 635322) for Intersection Of Lambie Drive And Wiri Sta...	Tue 11/11/2014 2:01 a.m.	11 KB	
no-reply@ramm.co.nz	<b>No TMP lodged for CAR Application (No. 635313) for Intersection Of Te Irirangi Drive An...</b>	<b>Tue 11/11/2014 2:01 a.m.</b>	<b>11 KB</b>	
Deon STEYN	FW: Transpower Asset Referral: 3504711 - Note Email 1 of 1	Mon 10/11/2014 4:18 p.m.	10 MB	
Balvant Dullabh (AT)	RE: Request for TMP Approval	Mon 10/11/2014 3:38 p.m.	112 KB	
noreply@beforeudig.co.nz	<b>New User Registration</b>	<b>Mon 10/11/2014 2:28 p.m.</b>	<b>128 KB</b>	
linz@digsafe.co.nz	beforeUdig Referral:3504771	Mon 10/11/2014 2:11 p.m.	816 KB	
no-reply.BUD@vector.co.nz	Vector Communications Fibre Location Enquiry for Sequence 3504765	Mon 10/11/2014 2:07 p.m.	327 KB	
no-reply.BUD@vector.co.nz	Vector Electricity Cable Location Enquiry for Sequence 3504769	Mon 10/11/2014 2:01 p.m.	630 KB	
no-reply.BUD@vector.co.nz	Vector Gas Pipe Location Enquiry for Sequence 3504770	Mon 10/11/2014 2:01 p.m.	400 KB	
watercare@digsafe.co.nz	beforeUdig Referral:3504768	Mon 10/11/2014 2:01 p.m.	2 MB	
linz@digsafe.co.nz	beforeUdig Referral:3504752	Mon 10/11/2014 2:01 p.m.	674 KB	
no-reply.BUD@vector.co.nz	Vector Electricity Cable Location Enquiry for Sequence 3504751	Mon 10/11/2014 1:57 p.m.	510 KB	
noreply@beforeudig.co.nz	beforeUdig - Job No: 635322 Customer Id - 96348 (E)	Mon 10/11/2014 1:57 p.m.	235 KB	
no-reply@ramm.co.nz	Corridor Access Request (CAR Number 635322) Received	Mon 10/11/2014 1:56 p.m.	10 KB	
noreply@beforeudig.co.nz	New User Registration	Mon 10/11/2014 1:56 p.m.	128 KB	
watercare@digsafe.co.nz	beforeUdig Referral:3504750	Mon 10/11/2014 1:56 p.m.	1,010...	
noreply@beforeudig.co.nz	beforeUdig - Job No: 635319 Customer Id - 96348 (E)	Mon 10/11/2014 1:54 p.m.	231 KB	
transpower.plans@digsafe.co.nz	Transpower Asset Referral: 3504711 Email 3 of 4	Mon 10/11/2014 1:54 p.m.	5 MB	
transpower.plans@digsafe.co.nz	Transpower Asset Referral: 3504711 Email 1 of 4	Mon 10/11/2014 1:53 p.m.	4 MB	
transpower.plans@digsafe.co.nz	Transpower Asset Referral: 3504711 Email 4 of 4	Mon 10/11/2014 1:53 p.m.	2 MB	
transpower.plans@digsafe.co.nz	Transpower Asset Referral: 3504711 Email 2 of 4	Mon 10/11/2014 1:53 p.m.	3 MB	
noreply@beforeudig.co.nz	beforeUdig - Job No: 635313 Customer Id - 96348 (E)	Mon 10/11/2014 1:48 p.m.	250 KB	
no-reply@ramm.co.nz	Corridor Access Request (CAR Number 635313) Received	Mon 10/11/2014 1:47 p.m.	10 KB	
noreply@beforeudig.co.nz	New User Registration	Mon 10/11/2014 1:35 p.m.	128 KB	
Balvant Dullabh (AT)	RE: Request for TMP Approval	Mon 10/11/2014 11:32 a.m.	61 KB	

February 2015

Mo Tu We Th Fr Sa Su

26 27 28 29 30 31 1

2 3 4 5 6 7 8

9 10 11 12 13 14 15

16 17 18 19 20 21 22

23 24 25 26 27 28 1

2 3 4 5 6 7 8

**Today**

**Making Roads Motorcycle Fri**

**Monday**

**Team meeting**

9:00 a.m. - 10:00 a.m.

Chews Lane Meeting Room 6.1

1 more appointment

Arrange By: Flag: Due Date

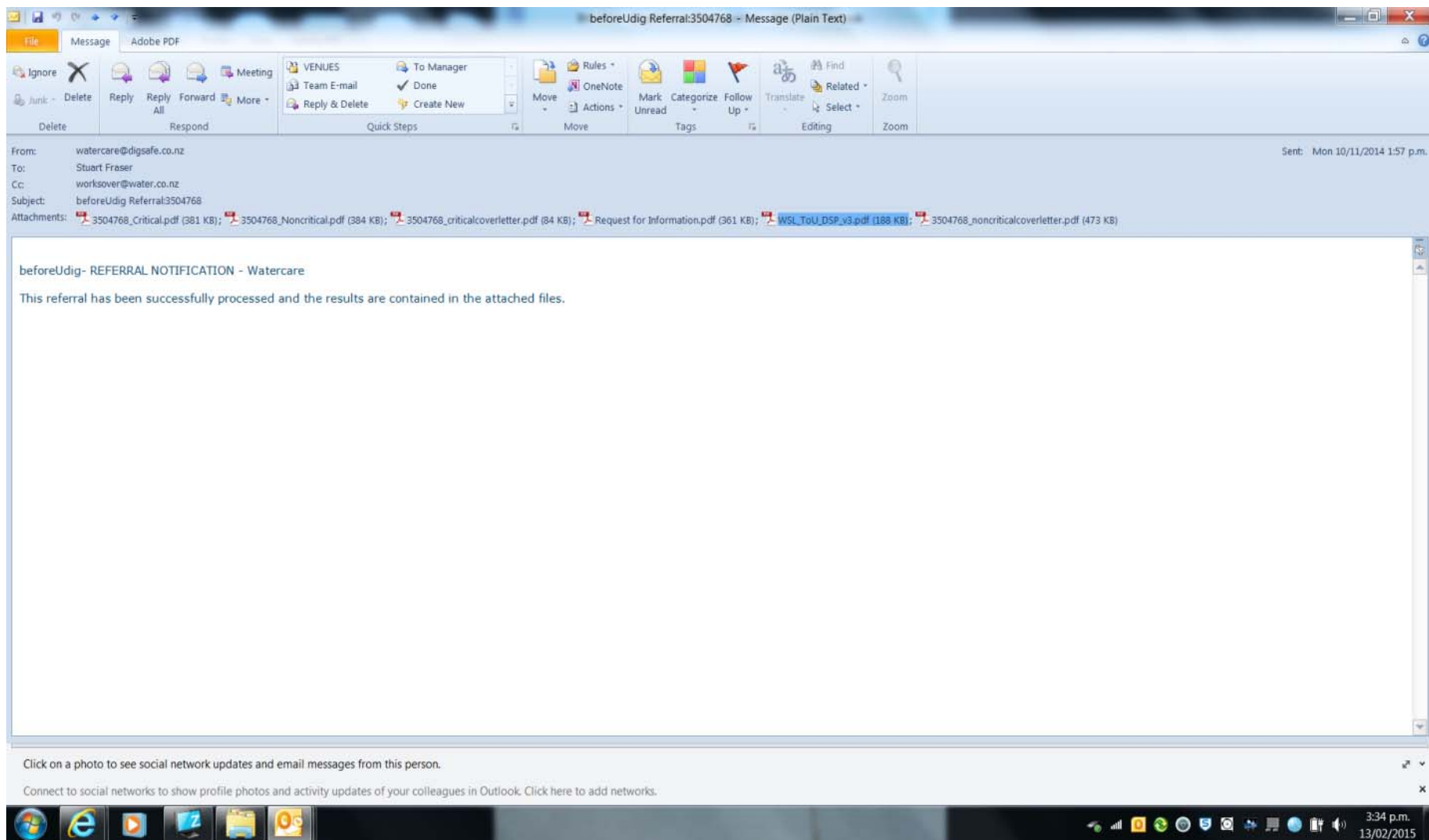
Type a new task

**Today**

- Maintenance signag...
- Managing the Risks ...
- Changes to People ...
- ROAD SAFETY BARRI...
- Safety Engineering ...
- Network Outcomes ...
- PDP
- Happy New year
- Austrorads NT19...
- TC Courses
- Grapieride April 5th
- Long Sleeve High Vi...
- A friendly reminder f...
- RE: Temporary barri...
- Roadside Assistance...

Items: 44 Unread: 18 All folders are up to date. Connected to Microsoft Exchange 100%

3:28 p.m. 13/02/2015







Date:	10/11/2014
Name:	Mr Stuart Fraser
Address:	Level 2 / 50 Victoria Street Wellington Central, Not Supplied 6011
Sequence Number:	3504768

Thank you for your enquiry to provide water and wastewater service plans. The information below is to assist you with your works;

- The attached plans are illustrative only and must be verified before carrying out any work. Whilst due care has been taken in their preparation, Watercare Services Limited ("Watercare") does not accept any liability whatsoever for their accuracy or completeness.
- Only water and wastewater assets are indicated on the plans. Service lines to a property may not be shown on these plans.
- Measurements and depths may vary from those shown on the plan. A physical check including potholing should be undertaken to verify the exact location, depth and other details.
- The attached plan is valid for two months from the date of issue; assets are replaced and renewed so the location of the asset may have changed. It is essential that any plan used is current at the time of excavation. Where plans are more than two months old they should not be used; a new plan must be requested from Watercare.
- If the scope of work changes another enquiry should be made to ensure you have up to date plans.
- Written approval will be required from Watercare if the proposed works are within 10 metres of a critical water or wastewater asset or any pipe 300mm diameter or greater.
- The person undertaking the work is responsible for ensuring the Watercare assets are protected from damage.
- If any Watercare assets are damaged please immediately call Watercare's emergency response number (09) 422 2222 so that further damage is minimised. Note that Watercare will recover the cost to repair any damage together with administrative and supervision charges.
- No one may work on or interfere with a Watercare asset unless they are an approved Watercare contractor engaged by Watercare.
- Watercare reminds you of regulations and guidelines that specify safe working practices and the penalties for carrying out unauthorised work. These include:
  - Health and Safety in Employment Act 1992 and its amendments
  - Local Government Act 2002 and 2009
  - The Utilities Access Act 2010 and its related Code of Practice
  - Department of Labour "Guide for Safety with Underground Services"
- If you require assistance or have any further queries you can either email [worksover@water.co.nz](mailto:worksover@water.co.nz) or phone (09) 442 2222



# Where to now?

- RCA's are treating the code differently
- It would be helpful if New Zealand could standardise on one system, or at least if each RCA could have a standard help desk approach – could be internet based