

MEMO

Subject Guidance Notes for Use: Update to Christchurch City Council Construction Standard Specification (CSS) (Version: Nov 11)

Date 15 November 2011

Prepared By Robyn Gardener

6.0 TEMPORARY TRAFFIC CONTROL

Temporary traffic control shall be carried out in accordance with the “Code of Practice for Temporary Traffic Management” (CoPTTM) and “Temporary Traffic Management for Local Roads Supplement” (LRS) if approved for use, amended by the following clauses.

6.1 Traffic Management Plans

Notes for guidance:

All Traffic Management Plans shall be consistent with the “Code of Practice for Temporary Traffic Management”, unless a variation is specifically approved by the Road Controlling Authority (Christchurch City Council Transport and Greenspace Unit). Any applications for variations must be fully documented and demonstrate that the proposed Traffic Management Plan is safe and appropriate for the site. Any application to vary the Levels of STMS noted in CoPTTM must be fully documented.

The New Zealand Transport Agency is the Road Controlling Authority for all State Highways.

The Traffic Management Plan Principles shall be as stated in the CoPTTM under Section A2 and Section A6.3.

The Traffic Management Plan shall incorporate the required measures to cater for buses including bus lanes and bus stops, as detailed in “Clause 23.0: Bus Infrastructure” in this document.

Traffic management for work sites including side roads shall be set out as per CoPTTM. Particular attention shall be given to ensure the visibility of signage on the road intersecting with the work site road is not compromised by vehicles parking. The signage shall be monitored for continued clear visibility as per CoPTTM (2 hourly) and all site checks documented.

The Traffic Management Plan shall incorporate the specific requirements of the Contract Documents. Nothing in the Traffic Management Plans should take precedence over the requirements of the Contract Document and the Contractor’s Health and Safety Policies. The Traffic Management Plan shall conform to all relevant company policies and procedures. Any exceptions shall be individually recorded in the Traffic Management Plan.

6.2 Amendments to the “Code of Practice for Temporary Traffic Management” by the Road Controlling Authority

Christchurch Road Level Classifications are available at www.ccc.govt.nz/thecouncil/roadclassification. Roads not detailed on this list are classed as low volume roads in accordance with CoPTTM.

Note for guidance:

An acceptable “rule of thumb” method for checking traffic volumes is to take one hour of traffic flows during the peak period and multiply by ten to get an indication of the ADT eg count the traffic volume for period 7.45am to 8.00am, multiply by 4 to get an hourly rate, then multiply by 10.

The following amendments to the CoPTTM apply for work within the Christchurch City Council boundary.

6.2.1 Peak Traffic Hours

No work shall be carried out on any L1/L2 road during peak hours without approval. Approval will be dependant on an assessment of traffic delays only and will not be unreasonably withheld. An application to approve a variation to this requirement should be sent to the Traffic Management Co-ordinator (Christchurch City Council Transport and Greenspace Unit).

Peak Traffic Hours are defined as:

- 7.00m to 9.00am Monday to Friday
- 4.00pm to 6.00pm Monday to Thursday
- 3.30pm to 6.00pm Friday
- Additional: Any day prior to a Public Holiday reverts to Friday timing

6.2.2 Plant

Plant includes: Advance Warning Variable Message Sign (AWVMS), Arrow Boards, Truck Mounted Attenuators (TMA), Xenon Warning Lights, Variable Message Signs (VMS)

Notes for guidance:

Where plant as defined above is used, it must comply with CoPTTM and any subsequent update notes.

Where plant as defined above is used, it must meet specifications for use on New Zealand Transport Agency roads to be approved for use on Christchurch City Council roads.

6.2.1.1 Advance Warning Variable Message Sign (AWVMS)

Notes for guidance:

As Variable Message Signs are a valuable tool for important messages related to road works, Christchurch City Council does not see them as replacement to conventional pre-warning notification used for road closures, events etc. VMS shall be used predominantly to catch attention for changed situations where pre-warning signage has not been used or for situations where it is necessary to communicate an immediate message to drivers relating to a current situation.

An AWVMS may replace a tail pilot vehicle on Level 2 roads if used in accordance with CoPTTM Update Note effective 23 December 2008 and any subsequent updates to the Code. An AWVMS can also be used on LV or L1 roads where higher speeds and/or limited sight distances make its use appropriate to improve safety for road users and workers.

AWVMS may be used in situations where their use will improve safety for road users and workers.

6.2.2.2 Truck Mounted Attenuators (TMA)

Notes for guidance:

Where CoPTTM has specific requirements for the use of TMA vehicles which cannot be safely or practically achieved due to site constraints, the Christchurch City Council Traffic Management Co-ordinators (Christchurch City Council Transport and Greenspace) should be contacted to determine an alternative solution which meets the principles of CoPTTM, ensures safety for road users and workers, and meets the requirements of the Contractors Health and Safety Policies.

6.2.3 The Christchurch Tram

Site specific Traffic Management Plans for work within legal roads that are travelled over by the Christchurch Tram shall be submitted to the Road Controlling Authority. Generic diagrams may be included in the Traffic Management Plan.

The Traffic Management Plan shall include a "Request to Work Near Tram tracks". A form template can be downloaded and included along with the Traffic Management Plan documentation. This form should be signed by the Contractor and the Tramway Company before presentation with the Traffic Management Plan. The form is intended for Tramways Company use and record-keeping.

6.2.4 Footpath Widths

The minimum clear footpath width in residential locations shall be 1.2m. The minimum clear footpath width in CBD locations shall be 2.0m.

6.3 Amendments to the "Temporary Traffic Management for Local Roads Supplement" by the Road Controlling Authority

Notes for guidance:

Prior approval from Christchurch City Council Transport and Greenspace is required to work under the Local Roads Supplement. The following amendments to the Code apply for work on Local Roads within the Christchurch City Council area, where the Code has been approved for use.

The Local Roads Supplement is not approved for work on any State Highways.

6.3.1 Local Roads

Local Roads, as defined in the Local Roads Supplement if approved for use, shall have the same definition within Christchurch City Council as low volume (LV) roads, as defined in the CoPTTM.

Traffic Management Plans for rural (>70km/h) Level LV roads, where the proposed work has a duration of up to 48 hours, shall be consistent with the Local Roads Supplement where approval has been received to use this supplement.

6.3.2 Delegated Authority to Approve

The Road Controlling Authority (Christchurch City Council Transport and Greenspace) may delegate authority to the STMS to approve a Traffic Management Plan on local roads only, in accordance with the criteria set out under "Powers and Responsibilities" in the Local Roads Supplement where approved for use.

6.3.3 Temporary Speed Limits

All temporary speed limit applications shall be submitted to the Road Controlling Authority (Christchurch City Council Transport and Greenspace).

6.4 Road Closures

Notes for guidance:

A temporary road closure is required where a road will be closed to the movement of vehicular traffic. Temporary road closures shall be applied for using the Temporary Road Closure Application Form. The form is available at:

www.ccc.govt.nz/thecouncil/newsmedia/publicnotices/roadclosures.aspx

and can be completed and submitted online. A Traffic Management Plan shall be submitted as part of the application.

Signage requirements are detailed in Temporary Road Closure Signage Requirements, details of which are also available at the web address.

An application for a road closure shall be made between 10 and 21 working days in advance, depending on the closure type and its effects. Further information is available in the Temporary Road Closure for Road Works Information Sheet, available at the web address.

6.5 Events

Notes for guidance:

A Traffic Management Plan is required for any event affecting the normal operating conditions of any road and its road reserve and shall be submitted to the Road Controlling Authority.

Temporary road closures shall be applied for using the Temporary Road Closure Application Form as detailed in Clause 6.4.

An application for a road closure for an event shall be made 60 or 84 days in advance, depending on the closure type. Further information is available in the Temporary Road Closure for Events Information Sheet, available at the web address detailed in Clause 6.4.

6.6 Measurement of Works and Basis of Payment

No changes made to existing document.

7.0 NOTICE BOARDS

No changes made to existing document.

Approval: This update to the CCC CSS (excluding notes for guidance) was approved by the CSS committee for publication.
Date November 2011