
TEMPORARY TRAFFIC MANAGEMENT
Assist with temporary traffic
management for low volume and Level 1
roads

level:	2
credit:	1
final date for comment:	October 2008
expiry date:	December 2009
sub-field:	Highway Construction and Maintenance
purpose:	<p>This unit standard is for people working under the supervision of a Site Traffic Management Supervisor (STMS) or an appointed Traffic Controller, for low volume and Level 1 roads.</p> <p>People credited with this unit standard are, under supervision, able to help establish and maintain temporary traffic management (TTM) equipment, and control traffic manually in a site laid out according to <i>Code of Practice for Temporary Traffic Management (CoPTTM)</i>.</p>
entry information:	Prerequisite: Unit 20877, <i>Demonstrate knowledge of working safely at sites under temporary traffic management</i> , or demonstrate equivalent knowledge and skills.
accreditation option:	Evaluation of documentation by NZQA and industry.
moderation option:	A centrally established and directed national moderation system has been set up by InfraTrain New Zealand.
special notes:	<p>1 Compliance is required with the following legislation and Rule: Health and Safety in Employment Act 1992; Health and Safety in Employment Regulations 1995; Transport Act 1962; Land Transport Act 1998; Traffic Regulations 1976; Land Transport Rule (Rule 54001) (Setting of Speed Limits) 2003.</p>

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- 2 Relevant specifications
The current issue of the *Code of Practice for Temporary Traffic Management (CoPTTM)* produced by Transit New Zealand; and such other specifications as are required by the road controlling authority (RCA) on its network must be complied with. CoPTTM replaces outdated codes, including the *G/1 Specification for Temporary Traffic Control (G1)*. Due to existing contractual arrangements, there may be instances where G1 is still an applicable specification; in such instances CoPTTM in this unit standard is to be read as G1.
- 3 Range
This unit standard applies to any activity that requires TTM to be established. Examples of activities are road maintenance or construction; utility or service maintenance or construction; public event; slips, flooding, or other emergency response; demolition; tree felling; and surveying.
The workforce may range from a single worker to a large group.
Night safety is included for the practical components of this unit standard.
Evidence for this unit standard may come from actual and/or simulated situations.
- 4 Definitions
Company procedures means all documented policies, procedures, and methodologies of the candidate's employer at the time of assessment, including but not limited to those relating to health, safety, environment, quality, administration, and operations.
Low volume roads are roads with an annual daily traffic measurement of under 500 vehicles and are designated as such by the RCA.

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Level 1 roads are all roads that are not designated by the RCA as low volume or Level 2 or 3 roads.

Site, for the purpose of this unit standard, includes a worksite within a road reserve.

Road reserve refers to the area between legal boundaries, usually fence line to fence line, and dedicated to allow the passage of road users including any safety run-off areas. It also includes 6m airspace directly above the road surface. Where activity takes place outside the road reserve, but has the potential to impact on the road reserve, this activity would be included as a worksite within the road reserve.

TTM equipment refers to equipment specifically used for TTM, including worksite protection, and includes but is not limited to temporary signs, delineation devices, and barriers.

Elements and Performance Criteria

element 1

Help establish and maintain TTM equipment under supervision.

performance criteria

- 1.1 TTM equipment is placed in accordance with the distances shown on the TMP whilst facing oncoming traffic.
- 1.2 Fallen signs and cones are placed upright whilst facing oncoming traffic and, where possible, from within the safety zone/s.

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element 2

Control traffic manually at a site laid out according to CoPTTM under supervision.

performance criteria

- 2.1 Stop-and-go paddle is operated in accordance with RCA requirements and CoPTTM.
- 2.2 Traffic control includes use of eye contact to gain and maintain motorists' attention.
- 2.3 Co-ordinated traffic control is demonstrated in accordance with CoPTTM.
- 2.4 Procedure for reporting hazards and incidents to the appointed traffic management supervisor is described in accordance with company procedures.

Range: may include but is not limited to – traffic queue build-up, other traffic hazards, motorist breaches.

Comments on this unit standard

Please contact InfraTrain New Zealand askus@infratrains.co.nz if you wish to suggest changes to the content of this unit standard.

Please Note

Providers must be accredited by the Qualifications Authority or a delegated inter-institutional body before they can register credits from assessment against unit standards or deliver courses of study leading to that assessment.

Industry Training Organisations must be accredited by the Qualifications Authority before they can register credits from assessment against unit standards.

Accredited providers and Industry Training Organisations assessing against unit standards must engage with the moderation system that applies to those standards.

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Accreditation requirements and an outline of the moderation system that applies to this standard are outlined in the Accreditation and Moderation Action Plan (AMAP). The AMAP also includes useful information about special requirements for providers wishing to develop education and training programmes, such as minimum qualifications for tutors and assessors, and special resource requirements.

This unit standard is covered by AMAP 0101 which can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.