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**TEMPORARY TRAFFIC MANAGEMENT**  
**Plan and install portable traffic signal**  
**systems for temporary traffic**  
**management**

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<b>level:</b>	<b>5</b>
<b>credit:</b>	<b>3</b>
<b>final date for comment:</b>	October 2008
<b>expiry date:</b>	December 2009
<b>sub-field:</b>	Highway Construction and Maintenance
<b>purpose:</b>	<p>This unit standard is for specialists who are responsible for planning and installing portable traffic signals for temporary traffic management.</p> <p>People credited with this unit standard are able to: plan layout for portable traffic signals; and install, calibrate, and remove portable traffic signals.</p>
<b>entry information:</b>	<p>Open, but note that people planning and installing portable traffic signals for low volume or Level 1 roads must have the current Transit New Zealand Level 1 roads Site Traffic Management Supervisor (STMS) (or higher) qualification, people planning the installation of portable traffic signals for Level 2 or 3 roads must have the current Transit New Zealand Level 2 and 3 roads Site Traffic Management Supervisor - Non Practising (STMS-NP) (or higher) qualification, and people installing portable traffic signals for Level 2 or 3 roads must have the current Transit New Zealand Level 2 and 3 roads Site Traffic Management Supervisor (STMS) (or higher) qualification.</p>
<b>accreditation option:</b>	Evaluation of documentation and visit by NZQA and industry.
<b>moderation option:</b>	A centrally established and directed national moderation system has been set up by InfraTrain New Zealand.

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## TEMPORARY TRAFFIC MANAGEMENT

### Plan and install portable traffic signal systems for temporary traffic management

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**special notes:**

- 1 Compliance is required with the following legislation:  
Health and Safety in Employment Act 1992;  
Health and Safety in Employment Regulations 1995;  
Transport Act 1962;  
Land Transport Act 1998;  
Traffic Regulations 1976.
- 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 CoPTTM replaces outdated codes, including the *G/1 Specification for Temporary Traffic Control (G1)*.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.  
The current version of the *Manual of Traffic Signs and Markings Part 1: Traffic Signs, 4<sup>th</sup> Ed*, (Wellington: Transit New Zealand, 1998).
- 3 Definitions  
*Low volume roads* are roads with an annual daily traffic measurement of under 500 vehicles and are designated as such by the RCA.  
*Level 1 roads* are all roads that are not designated by the RCA as low volume or Level 2 or 3 roads;  
*Level 2 and 3 roads* are designated as such by an RCA. They are normally multi-lane, high-speed roads with annual average daily traffic in excess of 10,000 vehicles and high daily peaks approaching maximum lane capacity. Level 2 and 3 roads generally require a mobile operation to install, modify, and remove temporary traffic management.

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*Planned layout* is the planned layout approved as specified by Land Transport NZ. It is included with a Traffic Management Plan (TMP) either in the original TMP as part of the TMP approval process or as a variation for an existing TMP.

*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.

## **Elements and Performance Criteria**

### **element 1**

Plan layout for portable traffic signals.

### **performance criteria**

- 1.1 Site is visited prior to commencement of operations and potential effects of work on traffic are established.
- Range: includes but is not limited to – time taken to complete work, volume and speed of traffic, workers, visitors to worksite.
- 1.2 Requirements for safety and operational effectiveness are established in accordance with RCA requirements.

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- 1.3 Traffic signals are sited on the planned layout to allow for flow of traffic without excessive build-up of vehicles.
- 1.4 Clearly designated stop lines are sited on the planned layout as required by the *Manual of Traffic Signs and Markings*, Traffic Regulations 1976, and the Land Transport New Zealand approval process.
- 1.5 Planned layout provides sufficient queue space for vehicles and takes permanent speed limit, traffic flow, visibility, and worksite operations into consideration.
- 1.6 Planned layout provides signs at sufficient distances from worksite to warn oncoming motorists of traffic queue.

**element 2**

Install, calibrate, and remove portable traffic signals.

**performance criteria**

- 2.1 Authorisation for the traffic signals is obtained from Land Transport New Zealand and/or RCA.
- 2.2 Traffic signals are installed in accordance with the planned layout.
- 2.3 Traffic signals are calibrated to allow for traffic to flow without excessive back-up of vehicles.
- 2.4 Clearly designated stop lines are installed in accordance with the planned layout.
- 2.5 Traffic signals are removed in accordance with the TMP.

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**Comments on this unit standard**

Please contact InfraTrain New Zealand [askus@infratrains.co.nz](mailto:askus@infratrains.co.nz) if you wish to suggest changes to the content of this unit standard.

**Please Note**

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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.

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/site/framework/search.html>.