

Temporary Traffic Management Team

Local Operating Procedures Update 2021

As has been discussed with industry previously, Christchurch City Council's Temporary Traffic Management Team is in the process of finalising the Temporary Traffic Management (TTM) Local Operating Procedures (LOPs). The LOPs were required to be updated to align with the upcoming changes to Waka Kotahi's Code of Practice for Temporary Traffic Management (CoPTTM) as well as the removal of LOP chapters that were implemented by the Christchurch Transport Operations Centre whilst it was operating. Due to Covid 19 Alert Level restrictions, as well as work priorities during the lockdown, we have been unable to release the document at the time we intended and therefore are providing guidance on what changes can be expected and the timeline for changes to be implemented.

Local Operating Procedure Purpose

The LOP document provides guidance to traffic management practitioners on LOPs that are acceptable within the Christchurch City Council transport network, as well as any variations and expectations that may apply.

Applies to

All parties proposing to or currently undertaking activities that vary the normal operating conditions of roads within the Council transport network.

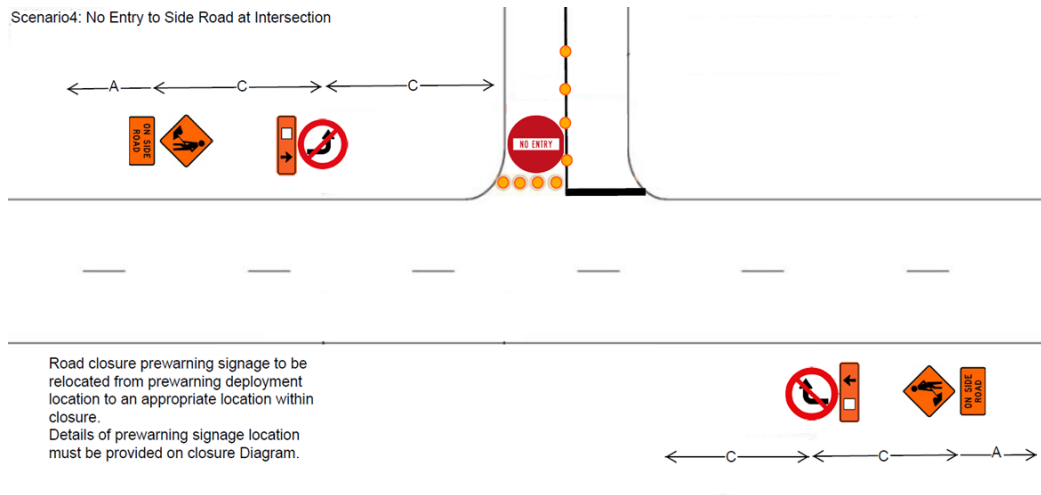
LOP chapters that will no longer be applicable for Christchurch City Council roads:

7. Cone mounted directional signs. **Rescinded**
15. Level 2 low speed (2LS) roads. **Rescinded**
18. Allowance for an L2/3NP STMS to install shoulder closures. **Rescinded**
19. Inspection activities on L2 roads. **Rescinded**
24. Tail pilot use. **Rescinded**
25. Use of Works End signage. **Rescinded**
26. Use of Supplementary Distance Plates for lane closures. **Rescinded**
27. Use of Supplementary "Speed Ahead" signage. **Rescinded**

LOP Chapter Changes

There are several chapters where changes have been made, however these changes are of a minor nature with the exception of Chapter 5: Side Road Signage and Chapter 17: Use of Truck Mounted Attenuators (TMAs) within the Council’s network.

The changes to Chapter 5 will require the addition of an advanced warning sign in advance of the direction and protection signage for works on a side road, where a “one way” or “full closure” is deployed.



The changes to Chapter 17. Use of Truck Mounted Attenuators (TMAs) within the Council’s network are as follows.

Contractors will now be required to use a TMA when operating in a traffic lane outside of a defined shoulder on Level 2 roads. TTM planners may consider replacing a TMA with a CoPTTM Compliant arrow board where the posted speed limit is 50km/hr or less and where the work is solely contained within a defined shoulder of a L2 road. The use of arrow boards in shoulders is only allowable until 31 March 2022 to allow contractors to adequately adjust equipment resourcing for this activity. Please also note CCC still accept the use of TMAs fitted with horizontal arrow boards on our network. In all other situations, the requirements of CoPTTM apply.

Updated LOP Implementation Dates

Expected release of full LOP document to industry, week ending 24 September 2021.

From 1 October 2021 all new TMP submissions must be in alignment with updated LOPs.

From 1 November 2021 all currently accepted TMPs must be deployed in accordance with updated LOPs.

Thank you for your assistance in making this transition a smooth and safe one for all workers and road users operating on the Christchurch City Council’s transport network.

For more information, please contact the TTM team on (03) 941 8842 or TMC@ccc.govt.nz

Date	Version	Prepared/updated by	Authorised by	Detail of amendment(s)
14/09/2021	0.1	Simon Hodges	Steffan Thomas	LOP Updates Notification