

FIELD ENGINEERING AND TECHNOLOGY**Revision of *Temporary Traffic Management* unit standards 5627, 5628, 5631, 20879, 20880**

Subfield	Domain	Id
Highway Construction and Maintenance	Temporary Traffic Management	5627, 5628, 5631, 20879, 20880

InfraTrain New Zealand (InfraTrain) has revised the unit standards listed above, which were registered in October 2004.

The review of these unit standards is planned to take place during 2009.

Date new versions published	May 2005
Comments by date	October 2008 (no change)
Expiry date of the unit standards	December 2009 (no change)

Reason for the revision

Transit New Zealand (Transit), is a major stakeholder in these unit standards and is the road controlling authority (RCA) for state highways. Transit develops and maintains criterion based best practice for temporary traffic management (TTM) in the Code of Practice for Temporary Traffic Management (CoPTTM). Other RCAs use CoPTTM as their base reference for TTM. Transit contacted InfraTrain and expressed concern, having discovered the Transit TTM qualifications as specified in CoPTTM were not stated as prerequisites in the published versions of the unit standards.

Instead of having the Transit TTM qualifications as prerequisites in the above unit standards, special note statements had been introduced into the unit standards, but it has been determined that these were not strictly accurate because there are exceptions in terms of the legal powers of an RCA to manage traffic. A few RCAs have produced their own TTM qualifications, which are untested in Court and are not criterion based or guaranteed to be maintained in terms of current best practice. On this basis it is questionable how effective these non-Transit qualifications are in guaranteeing safety.

In the interests of consistency and safety assurance it was decided to include the Transit TTM qualifications, appropriately, as prerequisites.

The revision also addressed a concern raised by some providers that the unit standards were not clear enough regarding the use of evidence from simulated situations for some of the elements.

In addition 5631 required updating to recognise the merger of Land Transport Safety Authority with Transfund to become Land Transport New Zealand. Minor corrections were made at the same time.

The changes in this revision are intended to clarify the intentions in the previous version of each of the above unit standards.

Main changes resulting from the revision

- Unit standards 5627, 5628, 20879, and 20880 have had Transit TTM qualifications added as prerequisites.
- Unit standards 5627, 5628, 20879, and 20880 have had statements in special notes referring to Transit TTM qualifications removed and/or amended in lieu of prerequisite statements and to reflect the progression of TTM qualifications.
- Unit standard 5631 has had reference to Transit TTM qualifications in the entry section amended to reflect the progression of TTM qualifications.
- Unit standards 5627, 5628, and 20880 have had a statement regarding use of evidence from simulation inserted under 'range' in special notes.
- Unit standard 20879 has had the statement regarding use of evidence from simulation, under 'range' in special notes, adjusted to match the wording style of 5627, 5628, and 20880.
- The ranges of unit standard 5627 performance criteria 5.1 and 5.5 have had an error corrected.
- References to Land Transport Safety Authority in 5631 have changed to Land Transport NZ. A word in 1.1 has been changed to match the definitions section, and references to Transit New Zealand

Impact on existing qualifications

None.