

Removing MTC's from the "Line of Fire"

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1. Purpose

This document sets out to define what "removing *manual traffic controllers (MTC)* from the line of fire" is and how it can be correctly implemented to align with the company's intention. This generally relates to Manual Traffic Controllers undertaking what is usually known as "Stop/Go". The intention is to remove as far as practicable, the use of Stop/Go operations using a paddle (as defined by the Waka Kotahi (NZTA) Code of Practice for Temporary Traffic Management, section C10.2). Our minimum requirements are included in the Living Safely Health & Safety Manual.

2. Background

In June 2018, the Traffic Critical Risk Group (TCRG) shared their vision of removing manual traffic controllers from the firing line by 2020 with the NZ Executive team. This vision was born out of the increasing number of high risk incidents involving manual traffic controllers and members of public. It is well documented that the MTC is the most vulnerable person on a worksite with minimal protection offered from passing motorists. Also to note, incidences of MTC verbal and physical abuse has been on the increase further supporting our need to act.

3. Scope

This guideline applies to all Fulton Hogan employees and Fulton Hogan subcontractors undertaking or overseeing traffic management activities.

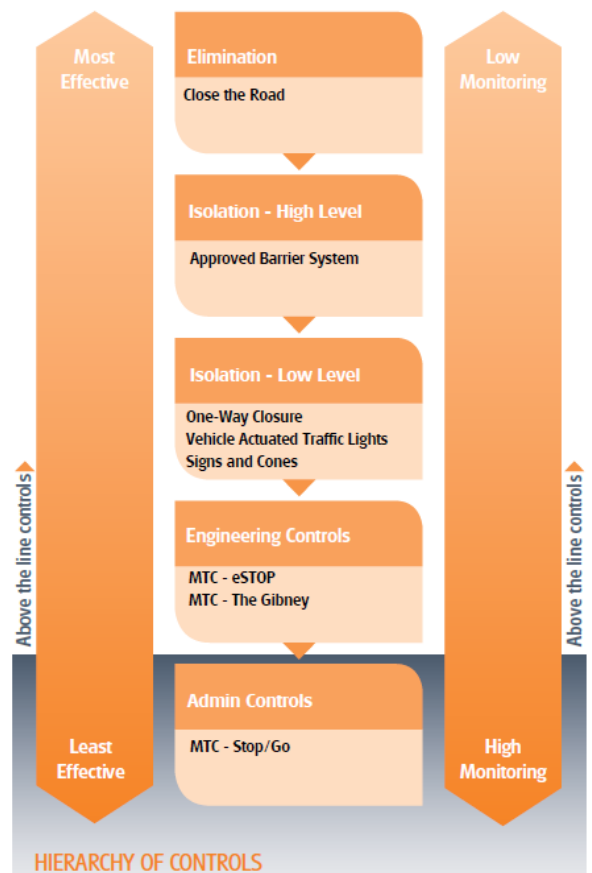
4. Hierarchy Of Controls – In respect to protecting MTC’s

To ensure we are meeting our obligations under the Health & Safety at Work Act 2015 (HSWA), we should always be applying the hierarchy of controls when determining the type of traffic management required on a site.

Where possible we should eliminate the need for stop / go using a paddle. Only when that control is not achievable should alternate methods for stop / go operation be considered.

5. The “Line of Fire”

The line of fire is defined as “within 1m of the edgeline or edge of seal”. The intent of “removing MTC’s from the line of fire” is eliminating the use of MTC if possible, or where MTC is unavoidable, placing the MTC as far as practicable from live traffic (still ensuring they can safely undertake their role and meeting all other obligations as relevant, but no closer than 1m).



6. Alternative to Stop/Go operations – Equipment

eSTOP™ – Fulton Hogan has endorsed the use of eSTOP as the approved device to replace traditional stop/go paddle operations. The eSTOP is a portable traffic light based system which is placed at the normal location of a manual traffic controller. The traffic light is then controlled by an operator at a safe location via remote, producing all the same benefits as manual traffic control whilst keeping the controller at a safe distance. The use of eSTOP also significantly reduces the risk to the controller during night time operations. Further information on the operation and implementation of eSTOP can be found on the Waka Kotahi website:

[eSTOP Operator Manual](#)

Alternative Devices – Fulton Hogan accepts any other devices to be used that achieves the requirements of this guideline. Where alternative devices are used, these must be listed as approved TTM Equipment by Waka Kotahi on their website:

[WKNZTA Register of TTM Equipment](#)

7. Where Manual Traffic Control is required

Where manual traffic control is required, eSTOPs or accepted alternative devices must be used in place of traditional stop/go operations (except for the exceptions noted below). As with all traffic management operations, the use of eSTOPs or accepted alternative devices and associated traffic management layout must be included in a traffic management plan approved by the relevant road controlling authority.

In circumstances where for safety reasons, the use of stop/go operations is deemed more appropriate, or other factors beyond what can be reasonably controlled requires stop/go operations, specific approval for each job/project must be sought from the Regional / Project Manager.

The attached SWMS (Safe Working Method Statement) for stop/go operations must be completed and signed by the requestor and approver and be available on-site for inspection by any Fulton Hogan manager or authorised person.

The SWMS contains minimum mandatory controls which goes over and above minimum requirements which must be observed if using stop/go operations.

[Traffic Management - MTC using Stop Go Paddles - Safe Work Method Statement Template - NZ](#)

The onsite STMS shall regularly monitor the controls in place to ensure traffic is slowing down and the traffic management plan is being adhered to (this should be recorded on the on-site record). If not, then the operation must be shut down immediately and controls in place reviewed

8. Where 3 or more roads requires Manual Traffic Control

The eSTOP is currently approved for use for up to 2-way management of traffic only (see update below). In this case, a risk assessment should be undertaken to confirm the level of risk presented on each road and the eSTOPs used on the road/s deemed to be the highest risk. This would usually be the road the work area is located. For the remaining intersecting roads, stop/go operations are allowable if the risk presented is at an acceptable level ie low volume roads. Preference would be to seek full or partial closures of these roads. It should be noted that once approval has been sought for the use of 3 or more eSTOPs, this will become the minimum standard.

Update 07/08/2021: Testing for approval of 3 or more roads requiring eSTOPs is scheduled to occur mid July 2021. We expect that formal approval will occur shortly after which will be communicated as soon as received. The document will be updated accordingly.

9. Short term stoppages at static sites

A short term stoppage is defined as “stopping traffic for a short period of time within a static site, at inconsistent intervals to assist with the entry/exit of vehicles or small tasks required to be undertaken in the live lane”. Where this is approved in a traffic management plan, the use of stop/go paddle operations to fulfil this task is acceptable; a Gibney paddle is the preferred option.

10. Subcontractors

As of 1st July 2021, all subcontractors who are providing traffic management services to Fulton Hogan or are self-delivering traffic management for any other work for Fulton Hogan, must comply with the requirements of this guideline.

11. Other Information related to the eSTOP

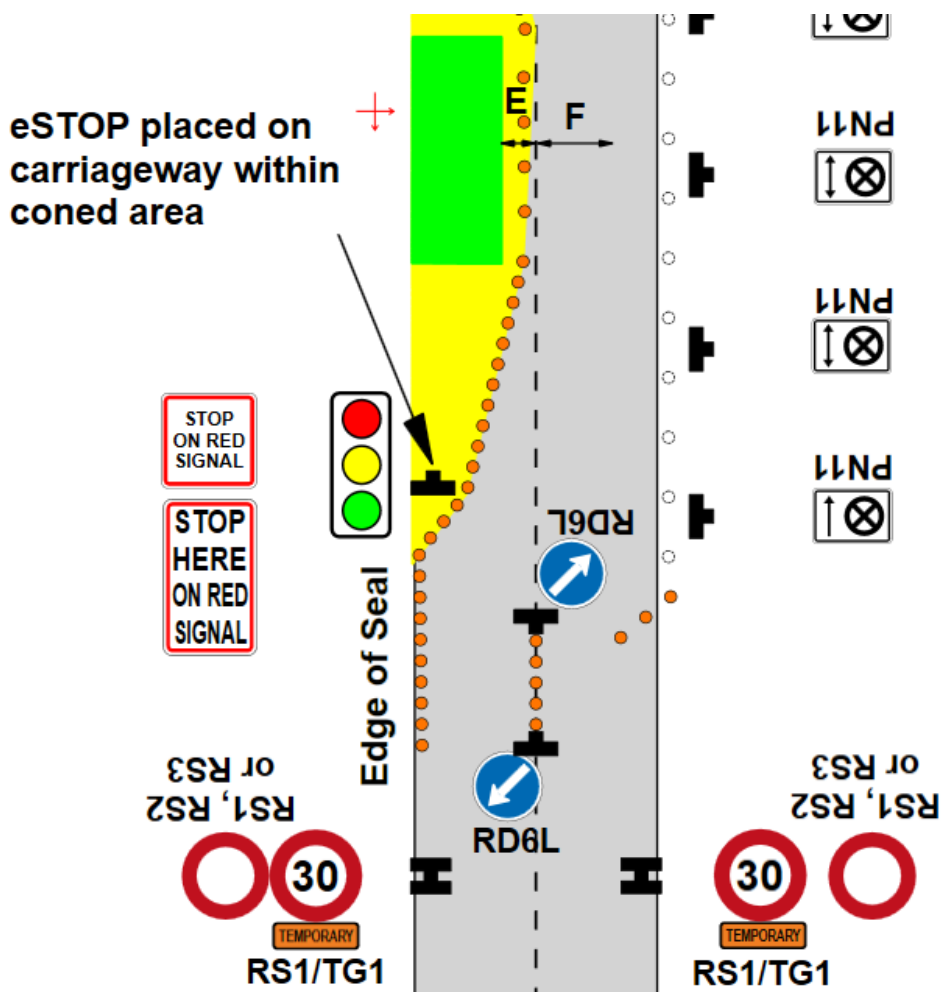
The following provides further information around the use and procurement of eSTOPS.

11.1. eSTOP Contingency Plan

In case of on-site eSTOP failure, the use of stop/go paddle operations is allowable. As part of the contingency within an approved traffic management plan, it should be documented that stop/go paddle operations will be implemented in case of failure.

11.2. eSTOPS at locations with limited road width or shoulder

The same risk assessment process should be undertaken for placement of eSTOPS on these types of roads as if a manual traffic controller was to be placed there. Ideally approval should be sought for a full road closure. Where this is not possible, placement of the eSTOP on the live lane within a coned area as per the example below should be considered:



11.3 eSTOP Competency

Those tasked with operating or overseeing the operation of the eSTOP should meet the following requirements.

Task	Requirements
eSTOP Manager (Oversight of the installation, removal and operation by others)	<i>Has undertaken the on job training module for the eSTOP and deemed competent by an eSTOP Trainer</i>
	<i>Is a qualified STMS to the level of road required to operate the eSTOPS</i>
eSTOP Operator	<i>Is a qualified TC or STMS or; has been briefed by an STMS on the requirements of the CCNZ Manual Traffic Controllers handbook to safely undertake stop/go operations</i>
	<i>Is being supervised by an eSTOP Manager</i>
	<i>Has been provided basic training by an eSTOP Manager</i>
eSTOP Trainer	<i>Has at least 3 months prior experience using eSTOPS</i>
	<i>Has undertaken the on job training module and deemed competent by the regional HSQES Manager or Department Manager, Traffic Management where applicable</i>

11.4 eSTOP Procurement/Accessibility

The eSTOP is available through the following suppliers:

FH Signs and Graphics
 Ph: 0800 274 463

HirePool
www.hirepool.co.nz

12. References

[Fulton Hogan Living Safely Manual](#)
[eSTOP Operator Manual](#)
[The Gibney Operator Manual](#)
[WKNZTA Code of Practice for Temporary Traffic Management Edition 4 \(CoPTTM\)](#)
[eSTOP – On Job Training Module](#)
[eSTOP – On Job Training Guidance Document](#)

13. Definitions

Paddle – hand held pole with “Stop / Go” signage
 Gibney paddle – Paddle mounted on horizontal barrier arm
 Manual Traffic Control (MTC) – any human-controlled method of stopping traffic for road work tasks
 Stop/Go – MTC performed using a paddle

14. Revision

Date	Author	Brief Description of Change
23/06/2020	D Houlahan	Original draft completed
8/7/20	J Prigmore	Updated hyperlinks & loaded to Hub

08/07/2021	D Houlahan	General update, updated hyperlinks