

Transport Infrastructure Ireland

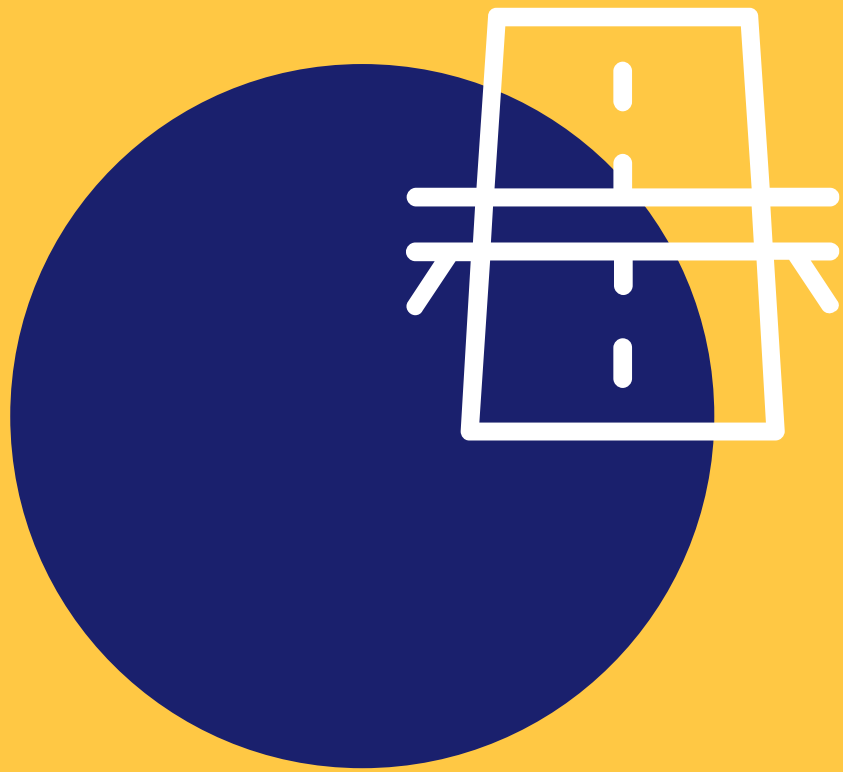
CC-STY-04002 TSM Inspection (also known as HD16)



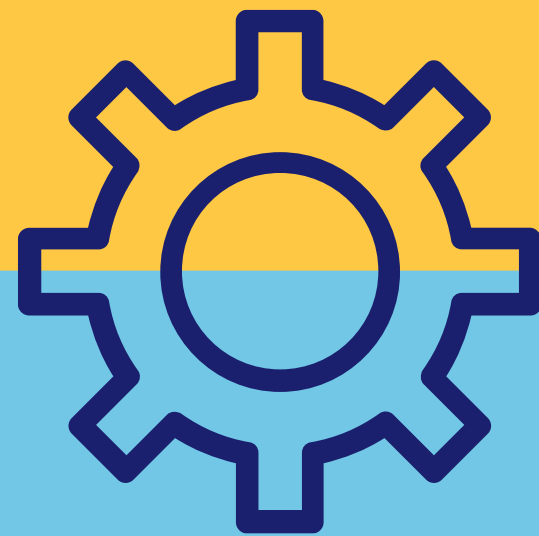
16th June
17th June
18th June



Alastair De Beer
Maurice Leahy
George Frisby

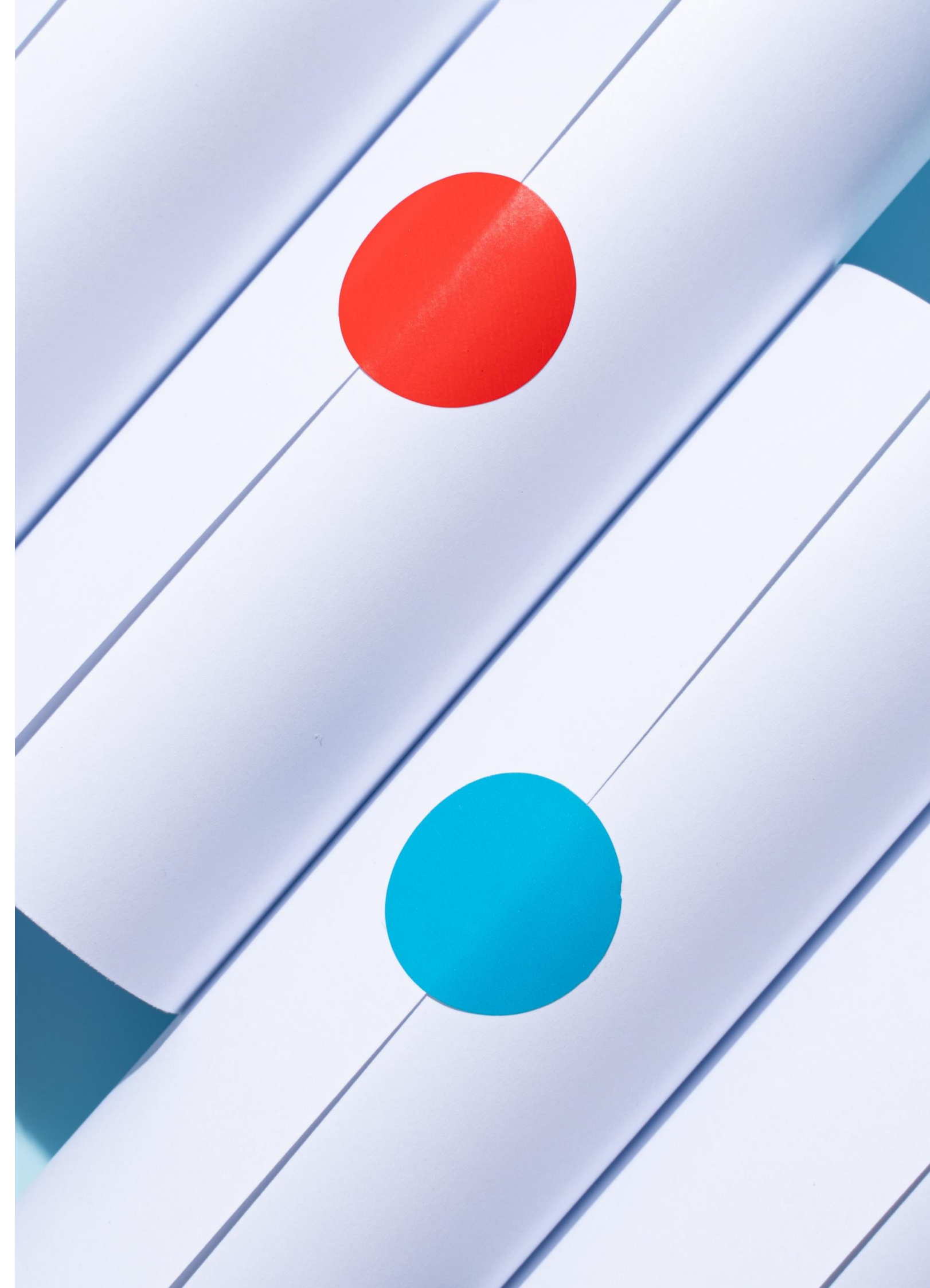


Principle Changes to Standard **CC-STY-04002** TSM Inspection



Qualification Criteria

- The standard CC-STY-04005 Inspection Qualifications for Safety Measures Inspections has been withdrawn.
- Qualifications now aligned with the Temporary Traffic Management Guidance Handbook
www.trafficsigns.ie/ttm
- ☐ Level 6 Engineering (NMQ) or Safety Qualification and Knowledge;
- ☐ TTM Audit qualification, or TTM Design qualification and Experience;
- ☐ Min. 7 years post grad experience, with 5 years experience in road design, road construction, or TTM.



Scope of Inspections

Road Authorities, Road Operators and Statutory Undertakers

What is inspected?

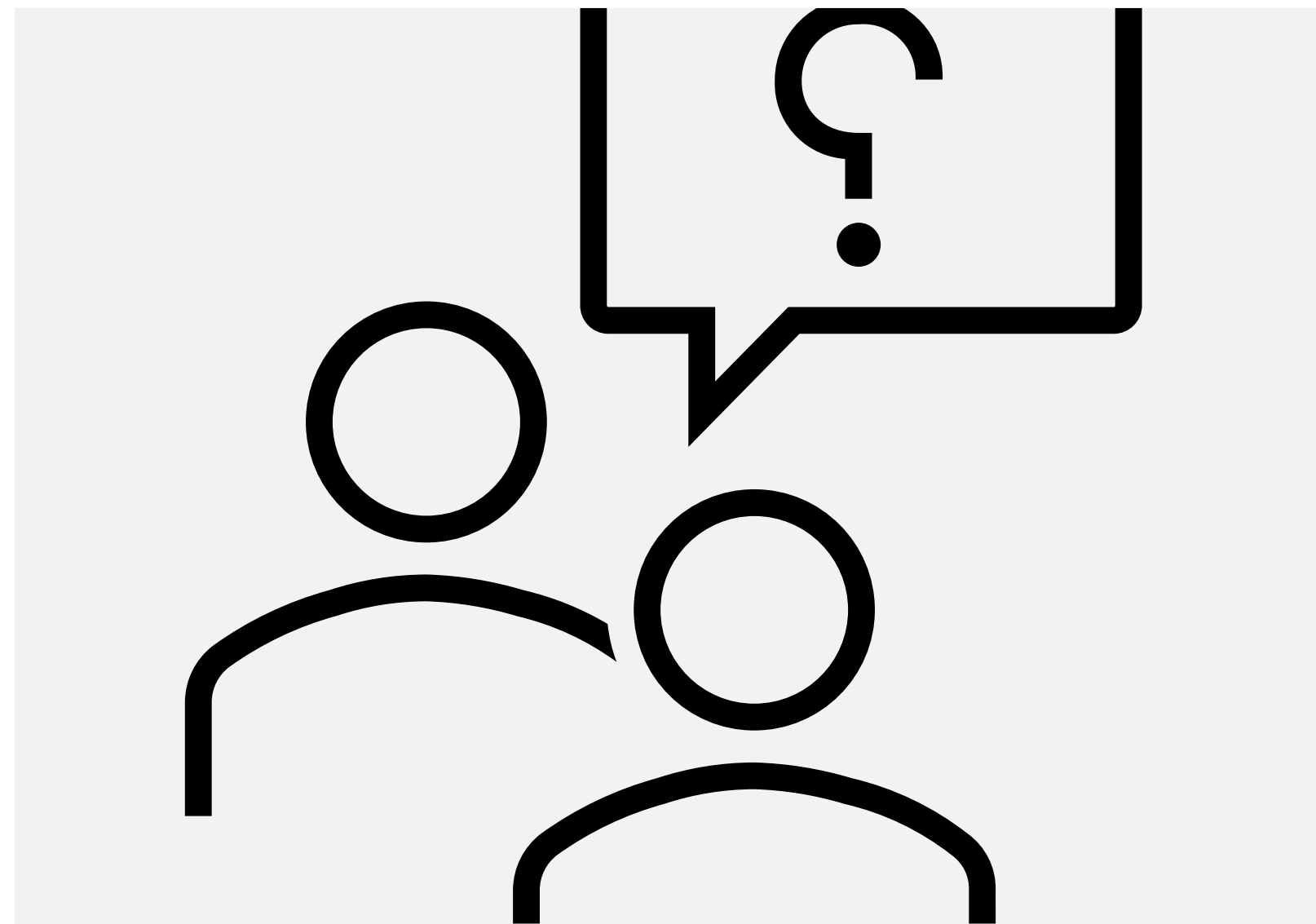
- Sections of Roadworks which impact upon road users and the immediate approaches.

Who inspects what works?

- If you procured it – you inspect it!
- If you manage it (e.g. Road Operator or Statutory Undertaker) - you inspect it!

In Brief:

- ❑ LA procured works are inspected by LA's.
- ❑ TII procured works are inspected by Roadplan who are appointed by TII and who, on occasion, may inspect LA roadworks at TII's request.



Frequency of Inspections

Construction Works

Table 2.1 Frequency of Inspections for Roadworks per Construction Site

Duration of Construction Works	Minimum Frequency of Inspection
Exceeding 1 year in duration	Quarterly
6 months to 1 year in duration	Three Inspections
1 month to 6 months in duration	Two Inspections
Less than 1 month in duration	Random

Frequency of Inspections

Maintenance Contracts

Table 2.2 Frequency of Inspections for maintenance works being carried out on national roads through a contract or by local authorities

Duration of Contract*	Frequency of Inspection
Greater than 3 months in duration	Average of one inspection per month***
Less than 3 months in duration**	Single Inspection per Contract

** Where a relevant body (see Section 2.3) has responsibility for the maintenance of a region, it shall ensure a minimum of 12 inspections are undertaken annually per region, spread across the various maintenance activities and at different locations within their region. Where a region is defined for local authorities, the region is the county boundary and for a contractor/PPP this will be defined in the Contract.*

Changes to Inspection Reporting

Increased onus on road authorities to confirm compliance with the standard (self certification).

- Road Authorities, Road Operators and Statutory Undertakers to maintain records of inspections and no longer upload inspection Reports onto the TII Roadworks website.
- Confirmation to be provided to TII annually via the Roadworks website confirming adherence to the standard.

Issues Identified



Operative Behaviour

Quad Bikes

- If an operative dismounts from the quad to face oncoming traffic, they should only stand on the side nearest the hard shoulder.
- Operative standing on the other side of the quad are putting themselves at an increased risk of being struck by a passing vehicle.

Entering/Exit Vehicles

- Operative entering warning vehicle on live trafficked side of vehicle adjacent to passing vehicles.
- Operative should only enter/exit on the passenger side of the vehicle.



VMS Positioning



- A VMS is regarded as a hazard (fixed object) in accordance with DN-REQ-03034.
- VMS to be protected by existing barrier if access is available.
- VMS to be located in verge where barrier not present, single line of cones in hard shoulder 40m in advance of VMS
- Where no access to verge or to rear of barrier, 2 lines of cones placed 20m and 60m in advance of the VMS.

Temporary Safety Measures Block Vehicles



These Advice Notes have been prepared in order to share current practice with respect to various traffic management activities

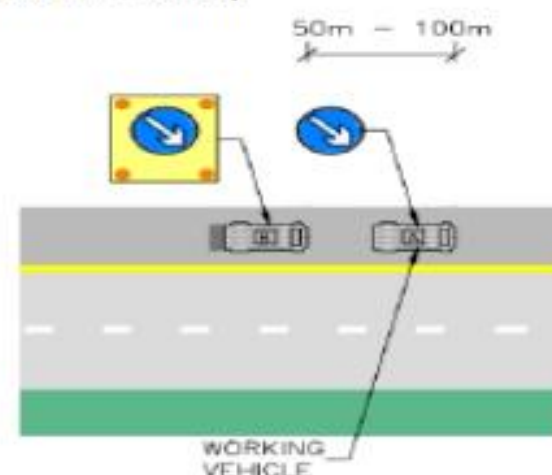
This Advice Note acts as a reminder to persons involved in the implementation of Temporary Safety Measures with regard to the correct positioning of the block vehicle.

- For mobile lane closures, block vehicles should be in accordance with Section 8.5.3 Chapter 8 of the Traffic Signs Manual,

- In accordance with Chapter 8, the distance between the block vehicle and the Working Vehicle should be 50 – 100 metres,

- Where there is a risk of traffic entering the area between the block vehicle and the working vehicle, the distance between these vehicles should be 50 metres,

- To minimise the risk of the block vehicle being shunted into the working vehicle the distance should never be less than 50 metre.,



Block Vehicle

- Distance between the block vehicle and the work vehicle should be 50m to 100m.
- Where there is a risk of traffic entering the area between the block vehicle and the working vehicle, the distance should be 50m.
- To minimise the risk of the block vehicle being shunted into the working vehicle the distance should never be less than 50m.

Advice Notes available at:

<http://www.tii.ie/tii-library/policies/> → Construction Safety



End of Works Signage

- The Roadworks Ahead sign shall be erected together with a Supplementary Plate P 010 End, as the last temporary sign visible to the road user leaving any roadworks.
- This End plate marks the finish of all other roadworks warning signs used within the site

Sign Sightlines



Sign obscured by other signage



Sign obscured by vegetation



VMS positioned downstream of bend
and behind vegetation

Lamps and Reflectors



Works being carried out at nighttime, no lamps or reflectors on cones



No lamps or reflectors on the barrier. No temporary edge line or studs provided. Long duration TSM set-up over several months

Safety Zones



Work vehicle parked in front of splitter island; no longitudinal safety zone provided



Lateral safety zone (1.2m) was impeded by materials and plant

TSM Maintenance

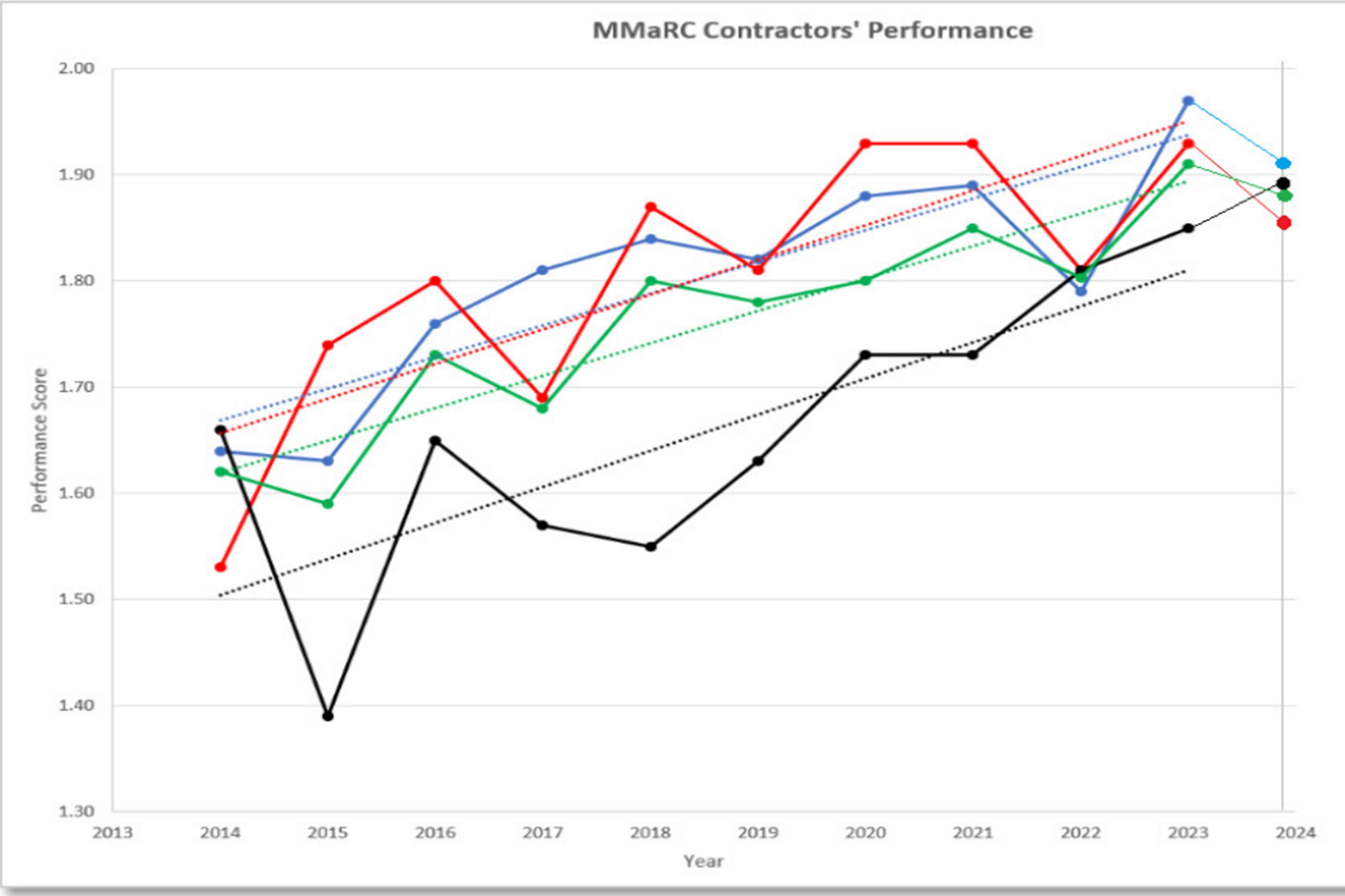


Cones were displaced and signs knocked over due to insufficient maintenance of TSM



Cones were displaced due to insufficient maintenance of TSM

Contractor Performance



Safety Moment: Risk to Road Workers

>85%

of road workers experience dangerous driver behaviour when working¹

>75%

of road workers received verbal abuse from passing motorists¹

Respect Road Workers

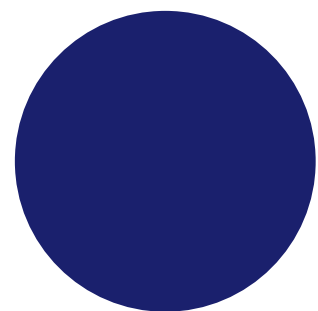
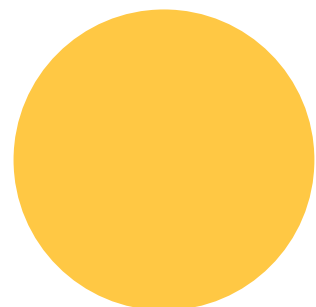
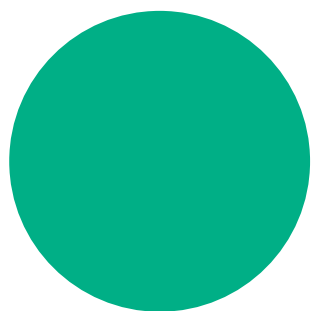
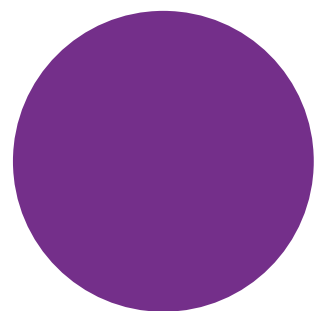
Thank you

Questions?

Speaker | Title

Direct phone number

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