

Temporary

Traffic Management

4th Quarter 2022

Kia ora,

Welcome to the first newsletter for 2023. As we continue to face the impacts of extreme weather events, in these difficult times we want to acknowledge the hard work and dedication of those involved in surveying, repairing, and maintaining our vital transport infrastructure.

This newsletter includes the quarterly organisational leader board (Oct – Dec 2022), Year 2022 Organisational Leader board (Jan 2022 – Dec 2022), STMS of the month for October, November and December 2022 along with several feature articles, TTM crash reporting, and some important useful links and email addresses. We have also included the Client / Principal quarterly and yearly Leader board.

If you have any ideas or suggestions for future newsletters, please let us know. The next newsletter is scheduled to be sent during April 2023.

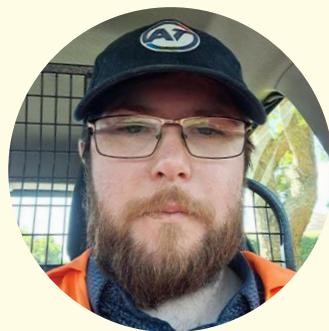
A new member of our team: Michael Owen-Houltham

Hello everyone,

I'm excited to be a part of the team helping keep the roads safer for everyone.

I have a background in IT computing and like playing around with technology.

My previous company was Ventia where I had a career of massive growth from simple call centre operator to scheduling contracting crews across all New Zealand and for the previous two and a half years, I was in the Land access coordination team getting permits for works on council and other entities lands.



In my spare time I enjoy watching a multitude of media, playing video games and reading thought provoking posts, I'm not as fit as I used to be, but I enjoy playing any sport or at least giving it a go.

I'm looking forward to working with you all and getting to know everyone.

“

**Tough times never last,
but tough people do.**

”

– Dr. Robert Schuller

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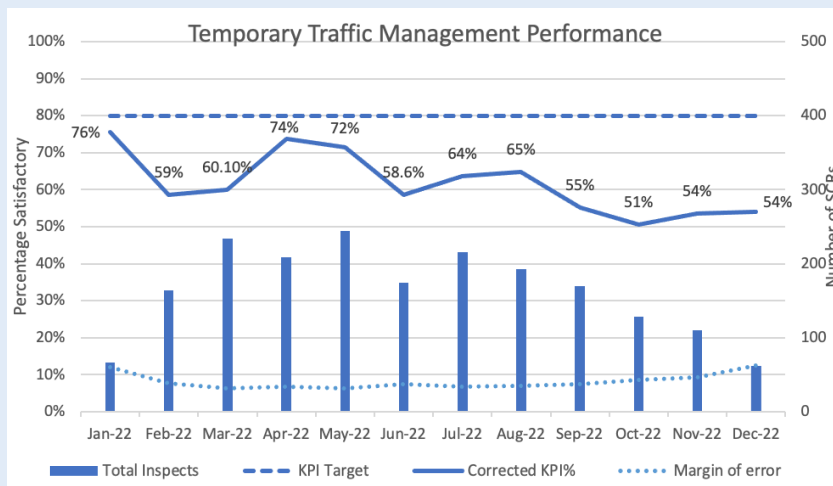
Statistics

Key Performance Indicators (KPI)

Each month we report Key Performance Indicators of TTM Compliance across the network. One KPI we report is the percentage of “Satisfactory TTM Sites”. A Satisfactory Site is defined as those with a High Standard, Acceptable or Needs Improvement result. Graph 1 pictured below shows the tracking

of this KPI. We can provide data to organisations (Principal, Main Contractor or TTM organisation) on request. However, please note that detailed information regarding competitors or those from other organisations that the information is pertaining to, will not be issued.

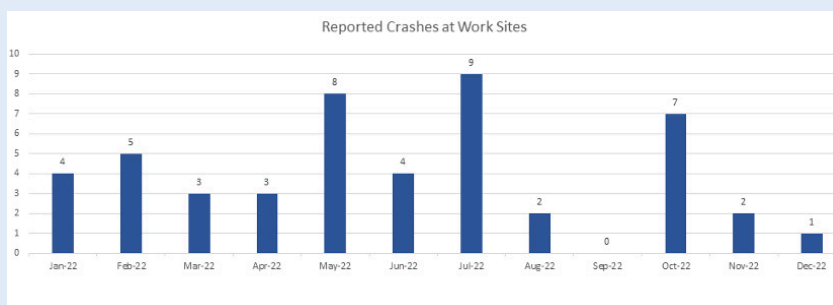
Temporary Traffic Management Performance



The following graph shows reported crashes. We identify crashes from a variety of sources including contractor self-initiated reports, customer reports, newspaper articles, police reports and other informal sources. Please note that

no trend analysis is possible at this stage due to known underreporting although we have noted a significant improvement in self-initiated reports coming through in the past year, many thanks – let’s keep these coming.

Reported Crashes at Work Sites



The information in crash reports is used to help identify areas for improvement across the industry. You

can report information regarding a crash at a worksite via **TTM.Crash@at.govt.nz**

Corridor Access Request (CAR)

CAR application numbers were consistent with other years in the final quarter of 2022. December naturally sees lower numbers due to the reduced working days available but for each of the 3 months the team have exceeded KPIs around processing times.

Month	No of Applications approved	< 5 days	<15 days
October 2022	3756	91%	99%
November 2022	3872	90%	99%
December 2022	2796	88%	98%
Total CARs Approved	10424		

Fourth Quarter 2022 Client / Principal Leader board
(October 2022 – December 2022)

Client / Principal	KPI %
1 Vector Ltd	71.1%
2 Waka Kotahi (NZTA)	66.7%
3 Auckland Council	56.3%
4 Auckland Transport	52.1%
5 Chorus	50.0%
6 Water Care Services Ltd	47.6%
7 All Others (Public organisations and Utility Operators)	31.3%
8 All Others (Private organisations / Developments)	32.8%
KPI % (raw) for AT network (4th Quarter 2022)	
	45.4%

Note: Organisations named in the list only if more than 4 TTM SCRs completed during the quarter.

Year 2022 Client / Principal Leader board
(January 2022 – December 2022)

Client / Principal	KPI %
1 Vector Power	71.5%
2 Watercare Services Ltd	62.%
3 Auckland Council	59.80%
4 Auckland Transport	55.99%
5 Kainga Ora (Housing NZ / Creating Communities Ltd)	53.13%
6 Chorus	52.38%
7 Waka Kotahi (NZTA)	52.17%
8 All Others (Public organisations and Utility Operators)	61.7%
9 All Others (Private organisations / Developments)	49.4%
KPI % (raw) for AT network (2022)	
	56.0%

Note: Organisations named in list only if more than 20 TTM SCRs completed during the year.

Fourth Quarter 2022 Organisational Leader board
(October 2022 – December 2022)

20 or more reviews category	Number of organisations in category: 2
1 st : Chevron Traffic Services Ltd	44.83%
2 nd : Independent Traffic Control Ltd	40.74%

11 - 19 reviews category	Number of organisations in category: 8
1 st : Traffix (2020) Ltd	83.33%
2 nd : Alliances Services Ltd	50.00%
3 rd : Fulton Hogan Ltd	46.15%

5 - 10 reviews category	Number of organisations in category: 13
1 st : Beesafe Traffic Control Ltd	85.71%
2 nd : Wharehine Construction Ltd	83.33%
3 rd : Claddagh Group Ltd	80.00%

Year 2022 Organisational Leader board
(January 2022 – December 2022)

80 or more reviews category	Number of organisations in category: 3
1 st : Fulton Hogan Ltd	63.70%
2 nd : Independent Traffic Control Ltd	63.50%
3 rd : Chevron Traffic Services Ltd	60.90%

40 - 79 reviews category	Number of organisations in category: 10
1 st : Traffica Roadng Services Ltd	77.30%
2 nd : Beesafe Traffic Control Ltd	74.60%
3 rd : Traffix (2020) Ltd	73.30%

12 - 39 reviews category	Number of organisations in category: 25
1 st : Mazca Civil Ltd	76.90%
1 st : Tree Scape Ltd	76.90%
2 nd : Pro-tect (Auck) Ltd	75.00%
3 rd : Active Traffic Control Ltd	73.30%



Road Construction Sites and Oversize Loads – Working Together

The roads in Auckland are busier than ever. Many oversized items are being shifted during a time when there's an increased amount of road maintenance and safety improvements on Auckland's roading network.

Large, oversized loads take lots of careful planning and consideration to move. Most oversized loads in Auckland aren't permitted to be transported on the motorway, so our transport coordinators must instead rely on using the road network to move these loads often at off-peak times (normally overnight).

Below are some things to consider before beginning work:

1. Pre-Planning

If you know that you're going to be completing road works on any of the main arterial routes around Auckland, make sure you put this in your planning and update the AT GIS website. Make sure you also state whether oversized loads will be coming through the work site at any point.

Considerations include:

- **Lane widths.** As most transporters are at least 3.1m wide, crews will need to be onsite to assist with moving cones as traffic lanes can be narrower than this.
- **Detour Routes.** Most detour routes go through local roads, so will not

be suitable for oversized loads. You'll need to plan for oversized loads to travel directly through the worksite area. In this case, the TMP should also include special arrangements to allow oversized loads through the worksite in the opposite direction.

- **Road Closures.** If road closures are being put in place, then there needs to be communication about viable alternate routes for oversized loads to use. **The NZ Heavy Haulage Association** regularly has discussions about these options with TMP designers.
- **Recent weather events.** Special consideration should be made for changing road and site conditions along planned routes as conditions may worsen at any time.

2. Communication

If you're a roading contractor, you need to think about communicating the effects of any planned works to other road users. Planning to move an oversized load is done many weeks and months in advance, so the earlier you communicate, the better. Operators can then know if upcoming road works will impact their transport plan.

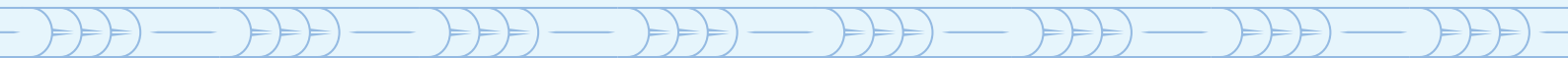
Note: **The NZ Heavy Haulage Association** has a weekly newsletter which is sent via email every Friday. Each issue lists the upcoming weeks work sites and gives you a contact

person for each one. If you're planning to shift an oversized load, make sure you look over this email first and get in contact with the person listed to plan a safe route through the work. Alternatively, if you're working on a site, make sure you list all the relevant information by contacting info@hha.org.nz

3. Working Together On-Road

Things don't always go to plan and sometimes you will come across something that you were unaware of. When setting up a work site, preempt what can be moved easily should the need arise. For example, large warning signs are often setup at the start of a work site and can become pinch points for oversized loads. Consider off-setting these from one another, so they still perform their role, but do not restrict access to other vehicles. It's also a good idea to make your site layout is as simple as possible. If a site is unattended, then the driver of the pilot vehicle may have to move the temporary signage, leaving room for error in how it is reinstated. If you know that an oversized vehicle will be coming through the site unattended, make sure you leave the site free of clutter and store your equipment in an area that won't restrict access to other vehicles.

Using the above information as a general guide, let's continue to work together to get work done and keep our crews safe.



A New Code of Ethics for Licensed Building Practitioners

In light of concerns about building quality and safety in New Zealand, a government inquiry was conducted in 2019 which revealed significant concerns around substandard workmanship, inadequate regulatory supervision, and a lack of accountability for building failures.

To tackle these issues, a new code of ethics for Licensed Building Practitioners (LBPs) was introduced in October 2021. It holds LBPs accountable and sets out clear behavioural standards to give both the industry and consumers clarity on what is expected. After a twelve-month transition period

it became enforceable on the 25th of October 2022.

The code of ethics sets out nineteen standards for LBPs to follow under four key principles:

- Work safely
- Act within the law
- Take responsibility for your actions, report/mitigate unsafe work practices
- Behave professionally.

The aim is to ensure that LBPs maintain high standards of workmanship and increase public confidence in

building quality and safety, while providing a framework for disciplinary action against those who behave unprofessionally. The code of ethics formalizes and reinforces existing professional and ethical standards, aligns the LBP scheme with international best practice, and provides clarity on what is expected from LBPs. With the code now enforceable, the building industry in New Zealand can look forward to a more professional, ethical, and accountable future.



Corridor Access Requests

To perform any work or activity that has the potential to disrupt the normal functioning of a road, footpath, or berm, the submission of a Corridor Access Request (CAR) is required.

This permit serves as a guarantee that all roadwork adheres to national guidelines and maintains a high level of safety for workers, drivers, cyclists, and pedestrians.

Examples of activities that necessitate a CAR include installing a new stormwater drain that connects to the road corridor, using or parking equipment such as water blasters, cranes, or cherry pickers on the road corridor, or placing a skip bin or container on the berm.

While Auckland Transport often works closely with contractors to ensure that they understand the expectations, it is ultimately the contractor's responsibility to train their employees on meeting the relevant standards.

Step 1: Determine if a CAR is Required

A Corridor Access Request (CAR) is necessary for activities that involve digging, drilling, resurfacing or any activity that may affect the normal operation of a road, footpath, or berm. Check the CAR criteria to determine if a

CAR is required for your project.

Step 2: Gather Required Information for CAR Application

Before submitting a CAR application, make sure you have all the necessary information. New customers must complete all three forms to be registered as an approved AT customer: the Customer Accounting Application Form, Terms of Business Form, and the E2 Form. The CAR planner tool can assist with identifying the required information for the application. Seek advice for CAR applications for future projects.

Step 3: Submit a CAR Application

Submit a CAR application at least 15 working days before the work commences. Note that submitting an application does not give you the authority to start work. Wait until an approved CAR permit is received via email. A fee will be advised during the application process, and an invoice for payment will be sent. Review the steps for applying for a CAR and the fees and charges associated with the process.

Step 4: Receive and Act on an Approved CAR Permit

When a CAR is approved, an accepted Works Access Permit (WAP) with a status of "Ready to Start" is issued. The applicant is required to notify AT of the work start date in MyWorksites. Learn about the process for notifying AT of your work start date and any changes to the approved work date window.

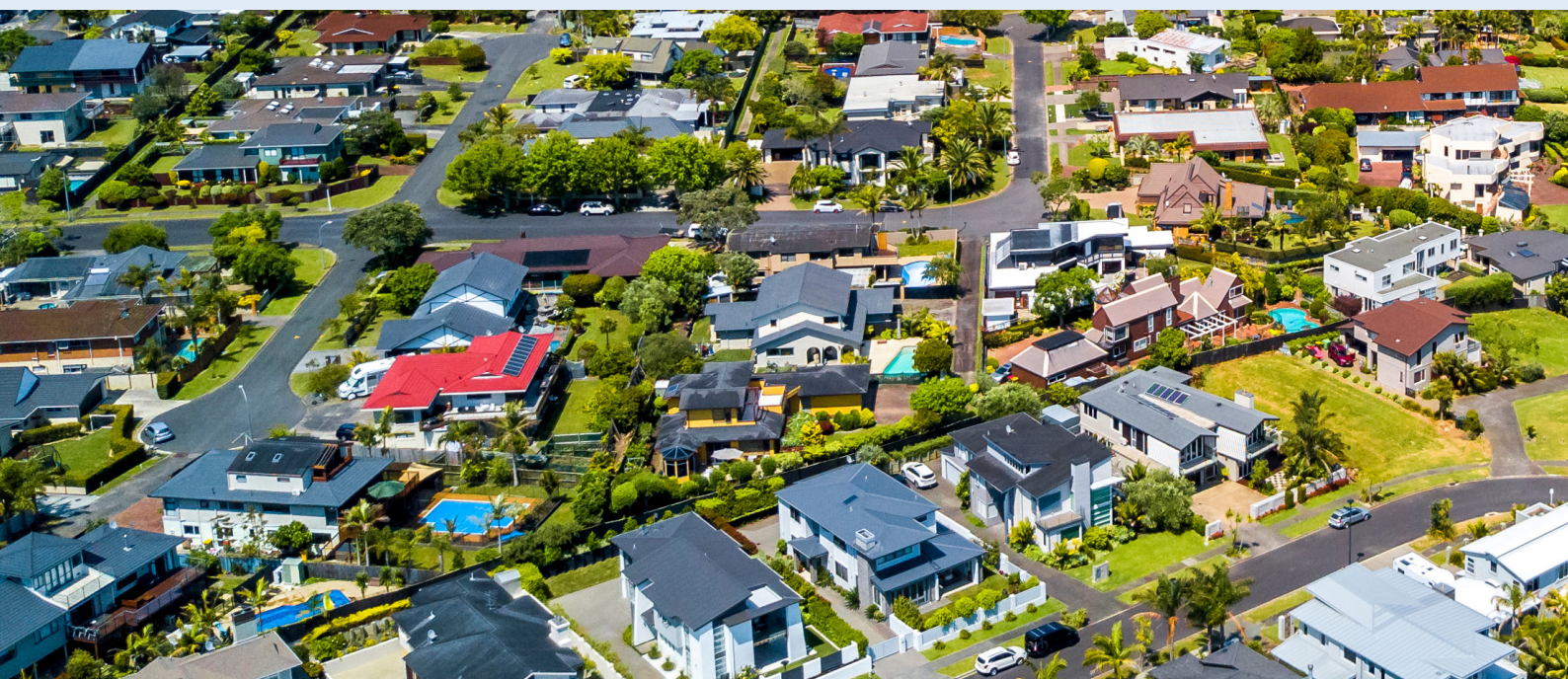
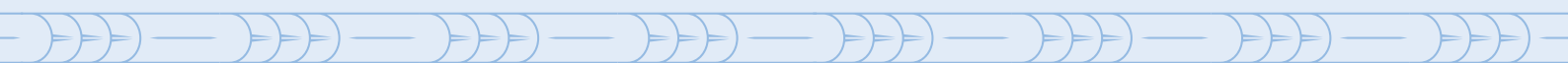
Step 5: Notify AT of Work Completion

Notify AT once you've completed your work through MyWorksites. Check the work completion process, including any notification required after a two-year warranty period.

National Code of Practice states that all works carried out in the road corridor, regardless of whether the work is for a utility, local government, commercial organization, or private individual, are subject to the National Code of Practice for Utility Operators' Access to Transport Corridors. This Code defines the standards for working in the road and the CAR processes and is mandatory under the Utilities Access Act 2010.

For more detailed information regarding these steps visit:

<https://at.govt.nz/about-us/working-on-the-road/corridor-access-requests/>



Among the Ocean of Orange – Tackling Redundant Equipment

If you've ever driven on the roads in Auckland, you're probably familiar with the sight of bright orange traffic cones.

In recent years, there has been a growing problem of 'redundant cones'. These cones remain behind long after the work has been completed, long after they are needed. This can be particularly frustrating for drivers who are trying to navigate around roadworks, as they may not be sure if the cones are still necessary or if they can be safely ignored.

In 2014, the New Zealand Transport Agency (NZTA) initiated a campaign named "Get it Right" with the aim of reducing the number of cones on the country's roads. The objective was to encourage road workers to limit the usage of cones. However, despite additional efforts such as a 2017 campaign in the Auckland region (reunite), issuing notifications to contractors, and having community services contractor Fulton Hogan on board, the problem of unnecessary cones appears to be exacerbating. While we progressively enhance the programs, it is crucial to strive towards implementing an improved traffic management strategy that minimizes the developer footprint on the roads and results in fewer orange cones,

thereby decreasing both the economic and social costs. There are several millions of dollars' worth of redundant equipment on the network.

Auckland region TTM Equipment Redundancy Statistics

In November of 2022, the TTM auditing team at Auckland transport undertook an extensive survey of 395 kms randomized across the Auckland Road network. Approximately 2300 items were found just in the survey alone. The results indicated that there is likely 45,000 redundant pieces of equipment out on the network with an average of 5.8 items per kilometre, and up to a density of 25 per kilometre.

The top 10 owners (by percentage numbers) made up approximately 50% of the total identified, 30% was made up of more than 20 other parties, with about 20% being unlabelled.

The 8 Companies who are onboard with cleaning up the redundant equipment on the network are:

- Alliance Services
- Chevron
- Downer
- Fulton Hogan
- Higgins
- Industry Civil
- ITraffic
- TSL

Consultation and Mobilization

Using this data, a proposed solution was presented to the top 10 owners, to try and tackle the issue.

The solution involved inspecting, reporting, and collecting equipment within a designated delegated region of responsibility for redundancy, with the authorization of Auckland Transport. The response to this proposal was largely positive with 8 organisations agreeing to participate.

As a result, consultations are underway to sufficiently authorise and assign specific portions of the urban area, based on the percentage ownership of the problem for an active mobilization period of 3 months, to inspect, report, verify, pick up and allow for the return or recycling of redundant TTM equipment. On this latter point, Fulton Hogan Ltd have made available to the 7 other organisation the recycling arrangement they have in place.

Keep an eye out in coming newsletters on the progress as we work together to tackle redundancy. Keep an eye out in coming newsletters on the progress as we work together to tackle redundancy.



STMS of the Month

The sponsor for the 2022 fourth Quarter was Chevron Ltd – thanks to **Jordan Masters and team** for making this possible. STMS' of the month as follows, who received a certificate and gift voucher.

October 2022:

There were 33 SCR's awarded a High Standard result out of a total of 130 SCR's completed) in October 2022.

The STMS of the month of October 2022 was **Fa'Apaia Iosefa (Reliance Traffic Services Ltd)**.



November 2022:

There were 32 SCR's awarded a High Standard result (out of a total of 121 SCR's completed) in November 2022.

The STMS of the month of November 2022 was **Trevor Dixon (Absolute Traffic Solutions Ltd)**.

December 2022:

There were 16 SCR's awarded a High Standard result (out of a total of 62 SCR's completed) in December 2022.

The STMS of the month of December 2022 was **Chintan Patel (Traffix (2020) Ltd)**.



Useful Links / References

Seeking information regarding submission and approval of CARs and TMPs (AT):
<https://at.govt.nz/about-us/working-on-the-road/corridor-access-requests/>

Information relating to Temporary Traffic Management (AT):
<https://at.govt.nz/about-us/working-on-the-road/traffic-management-plans/>

CoPTTM (NZTA):
<https://www.nzta.govt.nz/roads-and-rail/code-of-practice-for-temporary-traffic-management/>

NZTA CoPTTM Public search:
<https://copttm.nzta.govt.nz/publicsearch.jsp>

MyWorkSites:
<https://manage.myworksites.co.nz/>

SafePlus:
<https://lnkd.in/dyZyXwG>

Mobile Road:
<https://mobileroad.org/desktop.html>

Temporary Road Safety Barrier Design Statement – to accompany TMP:
<https://www.nzta.govt.nz/assets/resources/code-temp-traffic-management/docs/2020/01a-Temp-Barrier-Design-Statement-April2020.docx>

National Code of Practice for Utility Operator’s Access to Transport Corridors
<http://nzuaq.org.nz/national-code/>

Road to Zero:
<https://www.nzta.govt.nz/safety/what-waka-kotahi-is-doing/marketing-campaigns/current-marketing-campaigns/booth/>

Useful Contact Details

Auckland Transport main line (7days / 24hours) Ph. 09 355 3553

- Road Corridor Access (AT)

- Traffic Management Coordinator (AT)
- Reporting Temporary Traffic Management issues (AT)

Notifications (AT)
Notifications@at.govt.nz

NB: CAR start and completion notification is undertaken in MYWORKSITES. Please do this immediately upon each status change.
<https://manage.myworksites.co.nz/>

Site Condition Review Appeal (AT)
RCA.AuditAppeal@at.govt.nz

Reporting a Crash at a Worksite (AT)
TTM.Crash@at.govt.nz
 (When in doubt, report it!)

Submitting Corrective Action Plans (AT)
NoticesofNonConformance@at.govt.nz

Service Disruptions (AT)
Service.Disruptions@at.govt.nz

Day of Operations Ph. 021 195 8510 or 09 448 7593

