

Temporary

# Traffic Management



1st Quarter

Kia ora,

Welcome to our 1st quarter of Temporary Traffic Management newsletter for 2023. In the following pages you'll find the quarterly Client/Principal leader board (January to March 2023), STMS of the month for January, February and March 2023 along with feature articles, TTM crash reporting and some important links and email addresses that should come in handy.

We love hearing about what's been going on in our industry. If you have a success story or have something that you would like to have featured in one of our upcoming newsletters, please let us know. The next newsletter is due to be sent out during August 2023.

**“Infrastructure is the backbone of growth. It improves access to basic services such as clean water and electricity, creates jobs and boosts business. A rising tide doesn't raise people who don't have a boat. We must help build the boat.”**

## Contents

Introduction	1
Statistics	2
Corridor Access Request (CAR)	2
A new member of our team: Raju Konam	4
Cyclone Gabrielle and the emergency response	4
Reviewing/Auditing Worksite Temporary Speed Limits	5
The physics of a crash	7
What to consider when using a Mobile Variable Message Sign (VMS)	8
Cheers for our peers recipient	9
Ocean of Orange – Tackling Redundant Equipment Update	10
STMS of the Month	11
Useful Links / References	12
Useful Contact Details	12



## Temporary Traffic Management

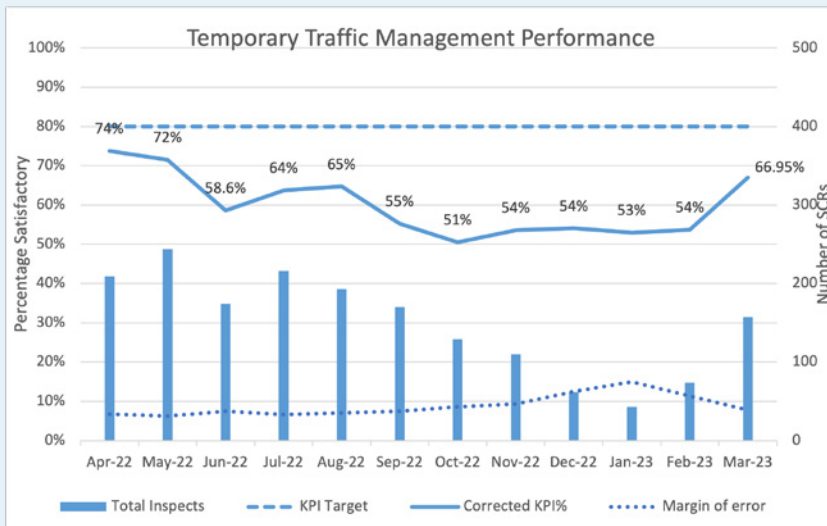
### Statistics

#### 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 detailed information regarding competitors or those from other organisations that the information is relating to, will not be issued.

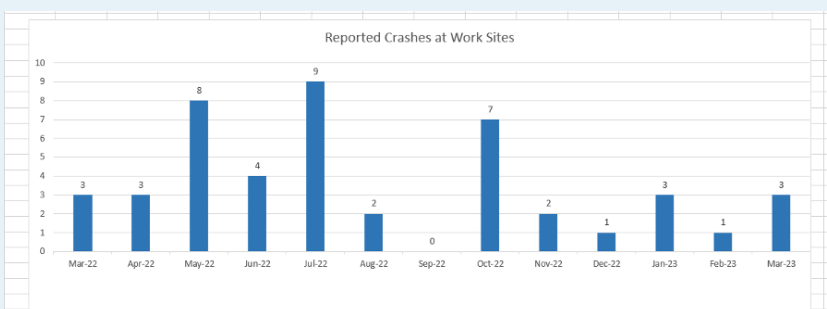
#### Temporary Traffic Management Performance



The second graph shows reported crashes at worksites. We identify crashes from a variety of sources including contractor self-initiated reports, customer reports, newspaper articles, police reports and other informal sources. No trend analysis is

possible at this stage due to known under-reporting, although we have noted a significant improvement in self-initiated reports coming through in the last year. Many thanks, let's keep these coming.

#### Reported Crashes at Work Sites



The information provided in crash reports helps us identify areas that we can improve on across the

industry. You can report information regarding a crash at a worksite via [TTM.Crash@at.govt.nz](mailto:TTM.Crash@at.govt.nz)

## Corridor Access Request (CAR)

Application numbers have rapidly risen from the low in January to be back at usual levels in February and March. Despite staff leave requirements the team have maintained approval SLAs.

Month	No of Applications approved	< 5 days	<15 days
January 2023	2325	77%	92.5%
February 2023	3243	84%	99%
March 2023	3838	92.4%	99%
Total CARs Approved	9406		





## Temporary Traffic Management

### First Quarter 2023 Client/Principal Leader board (January 2023 – March 2023)

Client / Principal	KPI %
1 Kainga Ora (Housing NZ/ Creating Communities Ltd)	72.70%
2 Vector Power/Gas	71.80%
3 Auckland Transport	66.30%
4 WaterCare Services Ltd	57.10%
5 Auckland Council	42.90%
All others (public organisations/utilities)	60.00%
All others (private organisations/developments)	39.50%
KPI % (raw) for AT network (1st Quarter 2023)	57.10%

### First Quarter 2023 Organisational Leader board (January 2023 – March 2023)

11+ reviews category	Number of organisations in category: (4)
1 <sup>st</sup> : Downer Ltd	76.90%
2 <sup>nd</sup> : Chevron Traffic Services Ltd	64.30%
3 <sup>rd</sup> : Independent Traffic Control Ltd	45.50%

5-10 reviews category	Number of organisations in category: (8)
1 <sup>st</sup> : Active Traffic Control Ltd	100.00%
2 <sup>nd</sup> : Traffix (2020) Ltd	89.00%
3 <sup>rd</sup> : Day Night Traffic Ltd	83.00%

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



## A new member of our team: Raju Konam

“Hi all, I am pleased to be a part of the team that helps make the roads safer for everyone.

I have moved from Parking Services to Business Technology as a Cloud Endpoint Analyst, and from there I joined as a Site Traffic Management advisor.

I have been with Auckland Transport since 2015 during which time I have worked with different units within the organisation. Over the years I have learnt different areas of business operating modes.

I love spending my time with my children, reading books and watching documentaries.

I look forward to getting to work with you all.”







**Cyclone Gabrielle:  
Impacted roads in Puhoi**

## Cyclone Gabrielle and the emergency response

Cyclone Gabrielle was a severe tropical cyclone which peaked as Category 3 and devastated the North Island of New Zealand from the 12th to the 16th of February 2023. It is the costliest tropical cyclone on record in the Southern Hemisphere, with total damages estimated to be at least NZ \$13.5 billion. It is also the deadliest cyclone and weather event overall to hit New Zealand since Cyclone Giselle in 1968.

Many roads across the North Island were closed due to flooding and high winds, including the Auckland Harbour Bridge, and an estimated 10,000 people were displaced as a result of the cyclone. The West Auckland communities of Piha, Karekare, Waimauku and Muriwai were heavily affected.

Here are a few stats to highlight just how much everyone achieved working together as a team during this time.

## Roading Network

- Over 1,300 slips across network
- » Majority cleared within one week
- » AT mobilised over 500 road maintenance workers to immediately clear slips and repair damage
- Over 130 roads closed as at 1 February
- » 75% of roads reopened within one week
- Currently under 20 roads with full closure
- Over 3,000 abandoned vehicles towed/removed from network over the following week

We want to take a moment to thank all those who worked tirelessly as emergency responders, to ensure the safety of the community. Thank you for helping to keep things going.

### Timeline:

<b>1 February</b>	<b>130 roads closed</b>
<b>1 March</b>	<b>32 roads closed</b>
<b>1 April</b>	<b>16 roads closed</b>
<b>1 May</b>	<b>8 roads closed</b>

### Reviewing/Auditing Worksite Temporary Speed Limits

A significant number of recipients of a Temporary Traffic Management Site Condition Review (TTM SCR) with an Unacceptable final result will object if one of the primary (or only) cause of the failure is as a result of not having a compliant and enforceable temporary speed limit (TSL). Invariably the cause on these sites will be where one or two critical signs were not installed, installed incorrectly and/or permanent signs not covered.

A typical objection may be, “There were only one or two signs wrong. Surely you can just give us some advice and we’ll fix it. This is tough to fail all the good work we have done.”

In order to answer this, we need to go back to legislation and regulation. Behind CoPTTM and in the future NZGTTM, is a vast amount of legislation.

In the TSL space, a lot of information can be found in the Land Transport Rule: Setting of Speed Limits 2022 set out by Waka Kotahi.

When dealing with the installation and removal of temporary speed limits, both the Code of Practice for Temporary Traffic Management (CoPTTM) and the Land Transport Rule: Setting of Speed Limits come into play in New Zealand.

CoPTTM provides guidelines and best practices for managing temporary traffic situations, including the installation and removal of temporary speed limits. It outlines the procedures and considerations for setting appropriate speed limits during roadworks, events, or other temporary situations. This includes factors such as the type of work being conducted, the road conditions, and the safety of road users and workers.

The Land Transport Rule: Setting of Speed Limits, on the other hand, applies to permanent speed limits on public roads. It sets out the criteria and process for determining permanent speed limits. While it may not directly address temporary speed

limits, it provides the framework for establishing safe and appropriate speed limits overall.

When it comes to temporary speed limits, the principles and factors outlined in the Land Transport Rule: Setting of Speed Limits can still be considered. The temporary speed limits should align with the context of the roadworks or temporary situation and take into account factors such as the nature of the work, the layout of the road, and the safety of all road users.

In practice, traffic management personnel, road authorities, and contractors would refer to CoPTTM to determine the appropriate temporary speed limits during installation and removal of temporary traffic management measures. They would also consider the broader principles and factors outlined in the Land Transport Rule: Setting of Speed Limits to ensure the temporary speed limits are reasonable, safe, and consistent with the overall framework of permanent speed limits in the area.

By integrating the guidance from both CoPTTM and the Land Transport Rule, road authorities and traffic management teams can effectively manage temporary speed limits during installation and removal processes, prioritizing the safety of road users and workers while adhering to established regulations.

Within these Rules, there are a number of sections that apply to worksites with the most pertinent being Section 7 for Temporary speed limits. This section allows TSLs to be installed when there is work occurring on or adjacent to a road or there is the presence of an unsafe road surface or structure; or a special event; or an emergency.

The following are some of the clauses which are particularly relevant:

#### **“7.2 How temporary speed limit is set, applies, and is removed:**

“(1) A temporary speed limit for a road (other than an emergency speed limit) is set and comes into force by installing signs in accordance with Section 8 and a traffic management plan approved in writing by the road controlling authority. “

“(3) A temporary speed limit (other than an emergency speed limit)— (a) applies from the point on the road at which a temporary speed limit sign is installed to the point on the road at which a sign indicates that a different speed limit applies; and (b) applies from the time a temporary speed limit sign is installed; and (c) ceases to apply when the temporary speed limit signs are removed. “

“(6) A road controlling authority that has set a temporary speed limit must take reasonably practicable steps so that the cause of the temporary speed limit is clear to a road user.

“(7) A person who is authorised to install a temporary speed limit sign in accordance with the traffic management plan in subclause (1)— (a) may remove a temporary speed limit sign; and (b) must remove the temporary speed limit signs and equipment used to install or support the signs as soon as the person is satisfied that the reason for the temporary speed limit no longer applies.

“(8) When a road controlling authority is satisfied that a temporary speed limit for a road is no longer necessary, it must remove the temporary speed limit.”



## Temporary Traffic Management

### “8.1 Requirement to provide signs at, or near, point where speed limit changes

(1) A road controlling authority must install a speed limit sign on the left-hand side of a road under its control at or near, and not more than 20 m from, the point on the road where a speed limit changes.”

(2) If the estimated two-way annual-average daily traffic at the point where a speed limit changes exceeds 500 vehicles, the road controlling authority must also install a speed limit sign on the right-hand side of the road, or on the central median where appropriate, at or near, and no more than 20 m from, that point (except in the case where the speed limit is a variable speed limit and an electronic variable speed limit sign has been installed)

### 8.2 Requirement to provide speed limit signs

(1) A road controlling authority must install speed limit signs where they will be easily seen by road users and to which road users may readily react.’

### What is it on a traffic management site that triggers an Unacceptable result?

The TTM SCR examines TSL from several different angles and is recorded primarily in G2 “Appropriate TSL”. This item examines if:

Is the TSL chosen appropriate for the conditions and risks on the site - should there be a TSL and is it the right TSL?

- Is the authorized TSL legally enforceable, that is, is it:
- Signed at all legal road entry points (at least one correct sign, no incorrect signs)
- Signed at all legal road exit points (at least one correct sign, no incorrect signs)
- All conflicting Permanent Speed Limit (PSL) signs within the worksite are covered (or managed appropriately according to the TMP)
- No conflicting TSL (ie different to the TSL set) within the worksite

### Aside from the legalities and the risks, why is one sign critical?

Vehicular road users rely on speed limit signs and can be heavily penalised for not obeying them. Police will even remove/ revoke licences if the road user is found to be travelling more than 50 Kph in excess of the posted speed limit. And quite rightfully, they get pretty annoyed if the posted speed limit is found to be unenforceable as a result of poor implementation. It wastes their time and does nothing to improve compliance of speeds and those who put others in danger by speeding can walk away unscathed.

Worse is the results which we and the police are ultimately trying to achieve – safer roads. Speed limits play a huge part in this. Consider for example an improperly installed 30 kph TSL in a 50 kph zone. The PCBU have decided that 30 kph is the SAFE speed but legally and visually, part or all of this is still 50 kph. We have an unmitigated risk / ineffective control and it behaviourally conditions the public to ignore or become desensitised to these installations resulting in more people speeding through sites. It is even worse at higher speeds / speed differentials.

So the take home message is: Ensure temporary speed limits are installed fully and correctly as per the TMP. Check and recheck. Use the On Site Record to record installations correctly. If there is a problem identified, fix and/ or escalate.



## Temporary Traffic Management

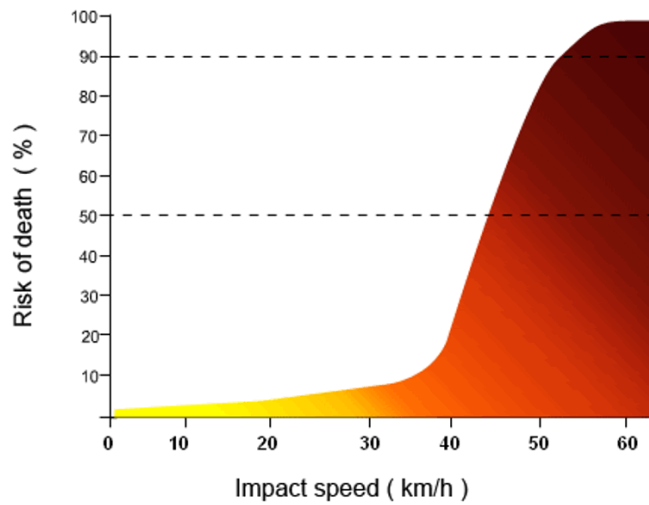
### The physics of a crash

In a crash, it is the amount of kinetic energy transferred which causes injuries or death. This energy increases exponentially with increasing speed.

Double the speed is not equal to double the kinetic energy. A 20% increase in speed is roughly a 45% increase in kinetic energy.

Even if the primary cause of a crash is not speed, a crash in a slower vehicle will be less severe. The chances of surviving and avoiding injury are greater the slower the speed. The chances of being in a crash approximately doubles for every 5km/h over the limit in a 60km/h zone. For every 1% reduction in average speed, there is on average a 3% cent reduction in casualty crashes.

### Risk of death for pedestrians, cyclists and motorcyclists



### Who dies?

#### Speeding crashes

For every 100 drivers or riders who died in road crashes where speeding was a contributing factor, 30 of their passengers and 21 other road users died with them.



## Who dies in crashes in which speed is a contributing factor (2019 - 2021)

Age	Speed involved drivers	Passengers with speed involved drivers	Other road users	% speed deaths by age group
0-14	2	10	1	26%
15-19	19	17	6	55%
20-24	35	9	6	47%
25-29	28	7	0	43%
30-34	24	12	1	40%
35-39	22	2	1	40%
40-44	19	0	3	40%
45-49	20	3	3	36%
50-54	18	1	6	33%
55-59	13	0	2	21%
60+	18	5	17	16%
Unknown	0	0	0	0%
<b>Grand Total</b>	<b>218</b>	<b>66</b>	<b>46</b>	<b>33%</b>

Sourced from: [transport.govt.nz/statistics-and-insights](https://transport.govt.nz/statistics-and-insights)

In our site audits, safety is our top priority. Improper speed controls means higher speeds which means:

Reduced reaction time available

- Increased stopping distances
- Increased impact speeds
- Increased Kinetic energy transference
- Increased injury severity
- Increased risk of fatalities

Temporary speed limits play a significant role, as speed is the primary risk factor on-site.

Let's prioritize safety by implementing effective speed controls.

Together, we can make these sites safer for our team and communities.



### What to consider when using a Mobile Variable Message Sign (VMS)

We use Variable Message Signs (VMS) almost daily in our industry for many different roles. As Waka Kotahi Variable Message Signs - Fixed ITS Design Standards says: "They warn of traffic congestion, accidents, adverse weather conditions and incidents. They may ask vehicles to take alternative routes, limit travel speed, warn of duration and location of incidents, or just inform of traffic conditions." Given their importance, it's disappointing that even experienced operators are still sometimes getting it wrong.

The AT TTM panel recently looked at an incident where a contractor had removed a Mobile Variable Message Sign (VMS) board from a roadside verge using their ute. The Site Traffic Management Advisor (STMA) who reported the incident noted that the contractor had not followed the Traffic Management Plan (TMP) for installing and removing temporary traffic signs. The contractor had previously received notices, along with education and discussions with AT, regarding similar issues. After some debate, the panel issued the contractor an 'improvement notice'.



A comprehensive TMP should cover plans for all phases of VMS operation, from: installation, monitoring and contingency to uplift. VMS boards that are placed in unsafe positions and locations can lead to complaints and unsafe conditions. VMS boards are frequently used to notify the public of upcoming works and are installed well in advance of the actual construction so they should be given the same level of consideration and planning as the other elements in a TMP.

For further information, please refer to Section B10 of the Code of Practice for Temporary Traffic Management (CoPTTM).



### The key points outlined in B10 include:

**Planning and Design:** The installation process begins with thorough planning and design, considering factors such as traffic volume, road layout, and potential hazards. A detailed traffic management plan (TMP) should be developed to guide the installation.

**Site Assessment:** Before commencing installation, the site should be assessed for any existing hazards or obstacles that may impact the effectiveness of the temporary traffic management measures. Adequate signage and barriers should be used to warn road users of any potential dangers.

**Equipment and Materials:** All equipment and materials required for temporary traffic control should be of high quality and compliant with relevant standards. This includes traffic cones, signs, barriers, and any other necessary devices.

**Placement of Traffic Control Devices:** Traffic control devices should be placed strategically to provide clear guidance and warnings to road users. The correct spacing, alignment, and visibility of devices, such as cones and signs, should be ensured.

**Signage and Markings:** Temporary signs and markings should be appropriately placed to communicate traffic changes and instructions to road users. The information displayed should be clear, visible, and easy to understand.

**Worksite Safety:** The safety of workers and the traveling public is of utmost importance during site installation. Adequate measures should be taken to protect workers, including the provision of personal protective equipment (PPE) and establishing safe work zones.

### **Monitoring and Adjustments:**

Regular monitoring of the temporary traffic control measures is necessary to ensure their ongoing effectiveness. Adjustments should be made as required to address changing site conditions or traffic patterns.

It is essential for all those involved in temporary traffic management to familiarize themselves with B10 of the CoPTTM and adhere to its guidelines. By following these guidelines, we can create safer work zones and minimize disruptions for road users during construction or maintenance activities.

---

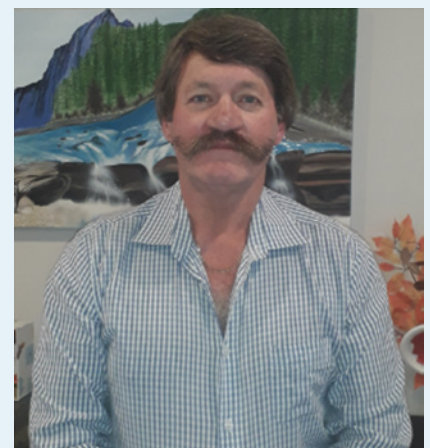
## Cheers for our peers recipient – Hennie Grobbelaar

Our people often go above and beyond in their role to help the wider community. Today we're doing a special shout-out to someone that's done just that.

“Hennie was in an online meeting providing advice to the events team. He was in his vehicle office at the time. He observed a woman arrive with two children for drop off to the nearby school. Shortly thereafter, a pedestrian knocked on his door noting that there seemed to be something wrong with the driver. Hennie immediately checked on the driver, realised they were unconscious and called the ambulance. Whilst they were enroute, Hennie checked on vitals to ensure the woman was ok. He briefed the paramedics when they arrived then identified that the vehicle had been in a very recent incident due to damage and called

the police. The police duly arrived, and he briefed them regarding the driver (taken by ambulance), vehicle and children (in school).

Hennie was apologetic for interrupting the meeting and spending several hours helping with this away from his normal role. I have reinforced the great work he did in doing this and he deserves to be further recognised for supporting our stakeholders/ community.”



**Hennie Grobbelaar - Site Traffic Management Advisor, Service Delivery**  
**Manaakitanga - We care...Full stop.**

### Ocean of Orange Tackling Redundant Equipment Update

If you've ever driven through Auckland, you're likely familiar with the sight of those vibrant orange traffic cones. However, in recent years, a problem has emerged – the issue of “redundant cones.” These cones tend to linger long after roadworks have been completed, causing confusion among drivers who are uncertain whether they are still necessary or can be disregarded.

The previous article covered:

- a growing problem of 'redundant cones'
- cones remaining behind long after work has been completed
- frustration for drivers, as they are not sure if the cones are still necessary or if they can be safely ignored.

Previous attempts to tackle this problem have been somewhat successful but haven't made a significant dent in reducing the issue.

**Late 2022.** AT started a new initiative by engaging with 10 key TTM organisations to assist in reducing the amount of redundant cones and other TTM equipment around Auckland's roads. This was to be achieved by having them identifying, reporting, a TMC authorised collection of redundant TTM equipment within a designated ward of responsibility. Due to the severe weather events and several other factors, the full implementation of this program has been delayed, with some of the 8 original participating organizations being unable to continue their involvement.

On the other hand Chevron, Alliance, Downer and Fulton Hogan have been busy implementing the initiative. Some of the other organizations have shown their dedication by cooperating with the AT team for specific collections in their localities. We anticipate visible improvements in their respective areas in the coming months.



We will shortly be commencing a new program in the area of Mt Albert/Eden/Whau wards. Therefore, if you suspect any of your own TTM equipment is laying redundant in this area, we strongly encourage you to clear it promptly before our arrival.

As a result of the greater attention this subject has received in the last few months, there has been a notable increase in public requests to Auckland Transport regarding redundant cones and equipment in local streets and communities. Consequently, we are actively exploring alternative solutions to effectively clear the streets of redundant TTM equipment. We will have more updates soon.

Let's work together to ensure safer and more efficient roads in Auckland for everyone.





## STMS of the Month

A huge thank you to our sponsor for the First Quarter of 2023, Roadsigns and Traffic Control Equipment Limited (trading as RTL) and thank you to **Johnathan Lendrum** for making this happen. Our STMS's of the month received a certificate and gift

### January 2023

There were **11 SCRs** awarded a High Standard result (out of a total of **43 SCR's** completed) in January 2023 including Unattended and Special Programme.

The STMS of the month of January 2023 was **Janak Rathod (Total Infrastructure Ltd).**



### February 2023

There were **23 SCRs** awarded a High Standard result (out of a total of **74 SCR's** completed) in February 2023 including Unattended and Special Programme.

The STMS of the month of February 2023 was **Albert Tufuga (Chevron Traffic Services Ltd).**

### March 2023

There were **52 SCRs** awarded a High Standard result (out of a total of **154 SCR's completed**) in March 2023 including Unattended and Special Programme.

The STMS of the month of March 2023 was **Hotene Williams (Nova Traffic Management 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/>

Road and roadside worker health and safety good practice guideline  
<https://www.worksafe.govt.nz/laws-and-regulations/consultations/road-and-roadside-worker-health-and-safety-good-practice-guidelines/>

Managing work site traffic – Good practice guidelines  
<https://www.worksafe.govt.nz/topic-and-industry/vehicles-and-mobile-plant/site-traffic-management/managing-work-site-traffic-gpg/>

New Zealand guide to temporary traffic management (NZGTTM)  
<https://www.nzta.govt.nz/roads-and-rail/new-zealand-guide-to-temporary-traffic-management/>

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/>

### 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](mailto: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](mailto:RCA.AuditAppeal@at.govt.nz)

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

Submitting Corrective Action Plans (AT)  
[NoticesofNonConformance@at.govt.nz](mailto:NoticesofNonConformance@at.govt.nz)

Service Disruptions (AT)  
[Service.Disruptions@at.govt.nz](mailto:Service.Disruptions@at.govt.nz)

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

Incident Report to NZTA  
[CoPTTM.incident@nzta.govt.nz](mailto:CoPTTM.incident@nzta.govt.nz)

