Temporary Traffic Management

Kia ora,

Welcome to the 2nd quarter of Temporary Traffic Management newsletter for 2023. In the following pages you'll find the quarterly Client/Principal leader board (April to June 2023), STMS of the month for April, June and July 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 November

"Safety brings first aid to the uninjured." – F.S. Hughes

"If you put good people in bad systems, you get bad results. You must water the flowers you want to grow." – Stephen Covey
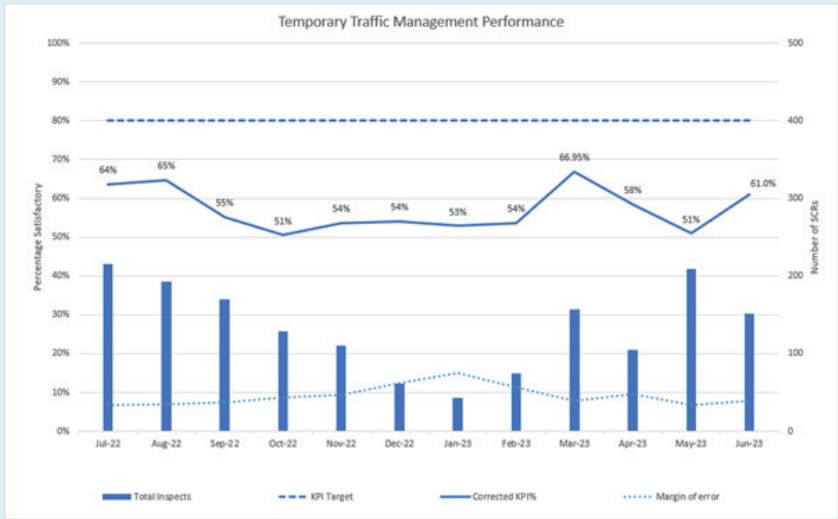
Contents

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.

Corridor Access Request (CAR)

Applications have risen slightly over this quarter but are overall in line with previous years. While approval times exceed the SLA they would improve even more if applicants ensured that all information was submitted and correct at the time of lodging the application.

| Month	No of Applications approved	< 5 days	<15 days
April 2023	2806	86.7%	99%
May 2023	3701	91%	97%
June 2023	3329	89.4%	97.6%
Total CARs Approved	9836		

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
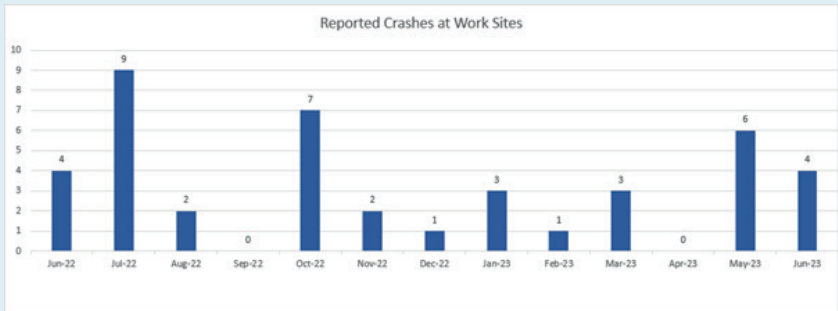
The information provided in crash reports helps us identify areas that we can improve on across the industry. You can report information regarding a crash at a worksite via **TTM.Crash@at.govt.nz**

Second Quarter 2023 Client/Principal Leader board
(April 2023 – June 2023)

	Client / Principal	KPI %
1	Waka Kotahi (NZTA)	71.40%
2	Vector Ltd	67.30%
3	WaterCare Services Ltd	61.10%
4	Auckland Council	56.50%
5	Auckland Transport	55.40%
6	Kainga Ora (Housing NZ / Creating Communities Ltd)	25.00%
	All Others (Public Organisations/Utilities)	56.95%
	All Others (Private organisations / Developments)	36.60%
	KPI % (raw) for AT network (2nd Quarter 2023)	49.80%

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

Second Quarter 2023 Organisational Leader board
(April 2023 – June 2023)

20+ reviews category	Number of organisations in category: (5)
1st: Independent Traffic Control Ltd	72.7%
2nd: Fulton Hogan Ltd	69.00%
3rd: Chevron Traffic Services Ltd	58.50%

10-19 reviews category	Number of organisations in category: (4)
1st: Traffix (2020) Ltd	70.00%
2nd: Traffic Management NZ Ltd	60.00%
3rd: Ezy Traffic Ltd	54.50%

5 - 9 Reviews category	Number of organisations in category: (21)
1st: Evolution Traffic Management Ltd	100.00%
2nd: Advance Traffic Management Ltd	100.00%
2nd: Optimal Traffic Civil Ltd	100.00%
2nd: Traffic Management Academy Ltd	100.00%

Crash Reporting

t
A crash report documents events that could cause injuries or damage. It records near misses, accidents, equipment damage, safety issues, and security breaches at work sites.

Why Crash Report? Its purpose is to record incidents, identify causes, and inform stakeholders. Crash reports aid in analysing events, pinpointing root causes, and implementing corrective measures. They highlight potential worksite risks for future assessments. Various organization members use crash reports to:

• Notify authorities of incidents.

• Report witnessed incidents.

• Raise awareness about worksite events.

Crash reporting ensures immediate documentation of injuries, accidents, and near misses. Reporting, even minor incidents, helps in enhancing worksite safety. Despite its importance, many workers neglect this protocol. Proper reporting promotes a safer work environment and emphasizes the gravity of every incident. Recognizing and communicating threats ensures preventive measures are in place, especially in high-risk industries. Recognizing these risks encourages proactive responses.

Common Threats Include:

• High-risk roles.

• Equipment malfunctions.

• Inappropriate employee behavior.

Crash reports help organizations prioritize safety issues. They offer insights for process improvements and policy implementation. If an incident happens, it should be reported immediately. Both minor and major injuries must be addressed equally.

Reportable Incidents Include:

1. Sentinel events - Unexpected events leading to significant injury or death.

2. Near misses - Potential risk situations without actual injury.

3. Adverse events - Medical-related incidents.

4. No harm events - Situations raising awareness of potential harm.

Effective Crash Reporting: A crash report should be:

• Accurate: Ensure clarity, avoid errors, and always proofread.

• Factual: Stay objective and fact-based.

• Complete: Answer the essential questions - who, what, when, where, why, and how.

• Graphic: Include photos and diagrams as evidence.

• Valid: Have involved parties validate the report with their signatures.

Reports should be submitted promptly by TTM Provider and Main Contractor. All contractors must be familiar with the procedures and submit the crash report to **TTM.Crash@at.govt.nz.**

Worksafe Good Practice Guideline

This guide provides practical advice on ways to identify and control the health and safety risks associated with work site traffic. Temporary traffic management is a dynamic and ever-evolving field that necessitates robust safety measures to ensure both worker and public protection. In this context, the "Managing Work Site Traffic – Good Practice Guideline" emerges as an indispensable tool. By providing an extensive blueprint on effectively managing traffic-related risks, the guide assists professionals in navigating the complexities of temporary traffic scenarios. Whether you're dealing with intermittent roadworks or larger-scale infrastructure projects, this guideline ensures that every stakeholder, from workers to pedestrians, remains safe and well-informed.

Work site traffic can present significant hazards, causing potential harm to workers and other individuals on site. The "Managing Work Site Traffic – Good Practice Guideline" offers practical strategies for identifying and mitigating these health and safety risks.

Core Components of the Guideline:

Section 3.0 - Risk Management covers:

The guide underscores the importance of:

• Identifying potential hazards.

• Assessing risks based on their severity and likelihood.

• Implementing measures to manage these risks.

• Regularly reviewing the effectiveness of these measures.

Section 4.0 - Safe Work Site Design covers:

• Keeping pedestrians and vehicles separate.

• Designating pedestrian crossings and vehicle routes.

• Avoiding vehicle routes that intersect public areas.

• Ensuring good visibility, lighting, and clear signage.

• Consistently marking traffic and activity zones.

Section 5.0- Safe Work Site Activities covers:

• Managing vehicle speeds.

• Addressing reversing vehicles and parking.

• Establishing areas for loading, unloading, and securing cargo.

• Implementing safety measures for tipping and queuing vehicles.

Section 6.0 - Safe Vehicles covers:

• Using appropriate vehicles for tasks.

• Prioritizing driver safety and vehicle maintenance.

• Implementing seatbelt usage and enhancing vehicle visibility.

• Incorporating technological safety controls.

Section 7.0 - Safe People covers:

• Employment of competent drivers with adequate training and certification.

• Provision of personal protective equipment (PPE).

• Protection of visitors and customers around work site traffic.

• Active promotion of work health and safety.

Section 8.0 - Work Site Induction and Traffic Management Plans covers:

• Comprehensive work site inductions.

• Drafting and adhering to traffic management plans.

• Setting up traffic management committees.

Primary Takeaways:

• Businesses are obligated to ensure the safety of individuals around vehicles and mobile plants at work sites.

• Collaboration is essential when multiple businesses share a work site.

• Worker consultation is crucial when devising risk management strategies related to work site traffic.

• Adherence to the Health and Safety at Work Act 2015 (HSWA) is mandatory.

Usage Clarity:

• The guideline caters to any person conducting a business or undertaking (PCBU) managing a work site with vehicles or mobile plants, as well as professionals offering traffic management advice.

• It's important to note that every work site has unique characteristics. Therefore, control measures should be tailored to each specific context.

• The guideline encompasses a wide range of vehicles (from cars to mobile cranes) and various work sites (from static sites like warehouses to dynamic sites like construction zones).

• Public roads and public car parks, except in specific situations, are not covered under these guidelines. For public road-related tasks, consultation with local authorities or the Waka Kotahi NZ Transport Agency is recommended.

In conclusion, the "Managing Work Site Traffic – Good Practice Guideline" serves as a comprehensive resource, ensuring the health and safety of all involved in work site traffic activities. It advocates for a proactive approach to risk management, combined with informed decisions and collaboration.

You can download it at:

https://www.worksafe.govt.nz/topic-and-industry/road-and-roadside/keeping-healthy-safe-working-road-or-roadside/

Understanding the Risk-Based Approach in Temporary Traffic Management

Author - Dave Tilton (Chairman ISG)

So, you've heard about this 'risk-based approach' to Temporary Traffic Management (TTM) and might be wondering what it means for you.

This method emphasises thoughtful planning and understanding of risks rather than quick templated solutions to TTM. Here's how it might work:

1. Gather Information: Collecting the right data about the location and situation is crucial.

Example: Instead of applying a 'one size fits all' solution, get more extensive information on the risks at a particular intersection. Analyse where people cross, how cyclists move, and when traffic volumes are heavier. This targeted understanding of the environment informs TTM solutions that deal with the real risks, rather than relying on generic solutions.

2. Assess the Risks: Look deeper into where the risk comes from and how much there is.

Example: Consider a mobile operation relying on a 10m roll ahead to protect workers on foot on a high-speed road. Is that distance genuinely sufficient? This scenario challenges us to think beyond just following a rule and requires a true assessment of how far a vehicle might move if struck from behind rather than merely using a minimum standard.

3. Find the Lowest Holistic Risk Solution: Rather than rushing to a quick fix, evaluate all the options to find the best overall solution.

Example: Reflect on situations where the amount of TTM controls vastly exceeds the work happening. For example, if there's a single vehicle with one worker off the side of the road, and the TTM installation, removal, and maintenance are extensive, evaluate whether the TTM solution introduces more risk than what existed initially. The best approach might require reducing unnecessary controls rather than adding them without proper assessment.

A Practical Approach

These examples illustrate the importance of not jumping to solution mode first. It's about evaluating the full situation, considering the immediate task and the broader risk needs.

Stay Informed

This risk-based approach shifts how we think about TTM in New Zealand. This newsletter will have future articles to explore the risk-based approach going forward – to help you as this transition unfolds.

The goal is to move beyond the "where do I start?!" stage and guide you to a more thoughtful, comprehensive approach to TTM. In subsequent newsletters, we'll continue breaking down the process into more manageable steps, providing specific examples and advice.

By embracing this method, we're not just focusing on the immediate task but considering the broader community and safety outcomes. It's about being responsible, practical, and thoughtful in our approach to Temporary Traffic Management. Stay tuned for more insights into the NZGTTM realm and practical tips to make this transition smooth and effective.

Auckland Transport TTM Level Review

We have undertaken a review of the minimum levels of TTM set to apply to all activities on the AT network.

The changes primarily include:

• Changing all current urban (<65 kph) Level 2 roads to Level 2LS EXCEPT divided 60 kph Level 2 roads

• Assigning levels to new roads added to the network since the last review

• Minor edits where errors were identified

Scan the code
to read the
NZTA CoPTTM
Technical Note

The changes result in the following:

Traffic Mgmt. Level	Prior Length (km)	New Length (km)	Change in Length (km)	% Change
LVLR	27.616	59.858	32.242	117%
L	3,834.090	3,836.911	2.821	0%
1	3,326.995	3,346.855	19.860	1%
2LS	359.095	473.661	114.566	32%
2	261.643	128.917	-132.726	-51%
3	9.525	9.365	-0.160	-2%
U	36.603	0	-36.603	
Grand Total	**7,855.567**	**7,855.567**		

These changes have been made to the RAMMS database on 10th August 2023 and fed through to mobileroad.org in an update on 14th August 2023.

The revised levels can be used immediately in any CAR applications to AT. If you have an existing approved TMP and the road level has changed as part of this review, you may (not mandatory) seek an updated approval incorporating the new levels through the normal resubmission process in MyWorkSites. If any extension or TMP revisions are submitted for an existing WAP, the new levels must be used for the TMP.

Of note is that the levels set are a minimum in terms of CoPTTM. The PCBU are still responsible for risk assessing each activity and operation and environment and determining the best solution that minimizes the overall risk to road users and workers. This may result in the need for additional controls being implemented beyond the minimum at some sites.

If you have feedback on any of the road levels set, contact Tom Kiddle (Tom.Kiddle@at.govt.nz) or the Corridor Manager (Laurence.Jones@at.govt.nz).

The Importance of Properly Managing Permanent Speed Signs

There is a growing trend in the handling of permanent speed signs during roadworks.

The Concern

There is an increasing number of instances where permanent speed signs in roadwork zones are being rotated to face away from the road instead of being covered. While the intention might be to prevent confusion for drivers, this action is leading to significant issues. This is because once roadworks are complete, these signs often remain in the wrong orientation, leaving drivers without vital speed limit information.

Police have also advised that during their routine patrols, speeding drivers are unable to be ticketed or reprimanded due to the absence of visible speed signs. Upon further investigation, in several instances it was discovered that the signs had been rotated, making them invisible to road users.

The Implications

Improper management of these speed signs goes beyond mere oversight—it's a substantial safety concern. Without clear speed limits, especially in recently worked-on zones, the risk of crashes rise. This lack of clear signage can lead to unchecked speeding, jeopardizing both the speeding driver and other road users.

Furthermore, it hinders law enforcement's ability to ensure road safety. If drivers can't identify speed limits, they cannot be held responsible for any violations.

The Correct Protocol

The message to Site Traffic Management Supervisors (STMSs) and organisations installing TTM is unequivocal:

Do not rotate permanent signs.

Instead of turning speed signs away, they should be covered during roadworks. This approach guarantees that post-work, the signs can be swiftly uncovered, retaining their original position and continuing to provide drivers with the necessary speed limit information.

In Conclusion

"An incident is just the tip of the iceberg, a sign of a much larger problem below the surface." – Don Brown

Road safety is a collaborative effort. While roadworks are essential for maintaining and improving our infrastructure, it is equally crucial to ensure that the temporary measures taken during such works do not jeopardize the safety of our roads in the long run. Let's work together to ensure that all signs, especially speed limit signs, are managed correctly, keeping our roads safe for everyone.

Ocean of Orange
Tackling Redundant Equipment Update

If you've driven through Auckland recently, you'd be aware of the need for the efforts to manage and remove redundant traffic cones and other Temporary Traffic Management (TTM) equipment. These efforts are paramount in ensuring clear and safe roads, free from post-project clutter that often confuse drivers.

In 2022, Auckland Transport launched a major initiative by collaborating with several key TTM organizations. The goal was clear: reduce the volume of redundant cones and equipment. Although the journey began with ten organizations, weather challenges and other factors have affected its full implementation

However, the past months have shown impressive progress:

Franklin Region:

Higgins are progressively inspecting and removing identified redundant TTM. Responding to customer reports via AT.

Albany:

Fulton Hogan have currently proactively inspected about 10% of their network and are responding to customer reports via AT.

Orakei, Waitemata, and Gulf:

Downer are yet to commence but in the meantime are responding to customer reports via AT.

Manukau & Whau:

Alliance Services have undertaken proactive inspections and removal of the area and are reported close to completion

Waitakere:

Chevron are responding to customer reports via AT. Some proactive removals have taken place but area is incomplete.

Some contractors initially involved have since stepped back.To fill this gap, AT partnered temporarily with Nayler Contractors.

Albert-Eden-Roskill, Maungakiekie and North Shore have been completed. Early estimates suggest over 2500 items have been retrieved, with an official count still in progress.

All contractors who have been undertaking the proactive work (including Fulton Hogan Alliance, Higgins and Nayler) have noted jsut how big a job this is. Thanks to all the teams who have been involved in this to date.

Health and Safety law change:
Good practice for worker engagement, participation and representation

On the 12th of June 2023, the Health and Safety at Work (Health and Safety Representatives and Committees) Amendment Act was passed into law.

Changes have increased workers' access to health and safety representatives (HSRs) and health and safety committees (HSCs).

All PCBUs must have worker engagement and participation practices, regardless of their size, level of risk or the type of work they carry out.

PCBUs must engage with workers on health and safety matters that will – or are likely to – affect them and provide reasonable opportunities for workers to participate effectively in improving health and safety on an ongoing basis.

These changes mean that:

• If a worker asks for a health and safety representative, the business must initiate an election. Previously, smaller businesses in sectors that were not prescribed high-risk could decline these requests.

• If a health and safety representative or 5 or more workers ask for a health and safety committee, the business must establish one. Previously, a business could refuse a request to establish a committee where the business is satisfied existing practices sufficiently meet the requirements.

The Act does not make health and safety representatives or committees mandatory for businesses. Businesses will only be required to initiate an election for representatives, or establish a committee where workers request them.

The previous law may have limited workers from being represented in the way they believe would best protect them against workplace risks, and with New Zealand's poor workplace health and safety record, we need to do everything we can to support personnel to feel safe at work.

Health and Safety at Work (Health and Safety Representatives and Committees) Amendment Act 2023 can be found here:

legislation.govt.nz/act/public/2023/0030/latest/whole.html

WorkSafe has produced guidance (last updated 2016) to show PCBUs what good worker engagement, participation and representation looks like:

Download can be found (PDF 2.8 MB):

worksafe.govt.nz/dmsdocument/569-worker-engagement-participation-and-representation

Worksafe have summarised key points about representation, HSRs and HSCs, and interpretive guidelines that explain HSR and HSC requirements.

Download can be found at (PDF 628 KB):

worksafe.govt.nz/dmsdocument/878-worker-representation-through-health-and-safety-representatives-and-health-and-safety-committees

They will be updating some of their guidance shortly to reflect the changes so keep an eye out.

Join the Mailing List!

Currently, our mailing list boasts almost a thousand unique email addresses, spanning TMP designers, clients, and STMS', both locally and internationally.

If you know of someone that would like to be on the list, we welcome even personal email addresses. Simply forward their details to Venkat (Vankat.Jayaprakash@at.govt.nz) or Tom (Tom.Kiddle@at.govt.nz), and we will ensure they are added

STMS of the Month

A huge thank you to our sponsor for the Second Quarter for 2023, **Ventia NZ Ltd** thank you for making this happen.
Our STMS's of the month received a certificate and gift voucher and are shown below.

April 2023

There were **23 SCRs** awarded a High Standard result (out of a total of 105 SCR's completed) in April 2023 including Unattended and Special Programme.

The STMS of the month of April was **Ratahi Martin (Beesafe Traffic Control Ltd).**

May 2023

There were **49 SCRs** awarded a High Standard result (out of a total of 209SCR's completed) in May 2023 including Unattended and Special Programme.

The STMS of the month of May 2023 was **Anthony Searle (Independent Traffic Control Ltd).**

June 2023

There were **40 SCRs** awarded a High Standard result (out of a total of 152 SCR's completed) in June 2023 including Unattended and Special Programme.

The STMS of the month of June 2023 was **Sedgrick Kumar (Ventia NZ 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/topic-and-industry/road-and-roadside/keeping-healthy-safe-working-road-or-roadside/

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://nzuag.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

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

Incident Report to NZTA CoPTTM.incident@nzta.govt.nz