



Temporary

Traffic Management

“Safety is no accident”

“Working safely may get old, but so do those who practice it.”- Author unknown

“People don’t care what you know until they know you care.” - Corrie Pitzer



3rd Quarter

Kia ora,

Welcome to our 3rd quarter of Temporary Traffic Management newsletter for 2023. In the following pages you’ll find the quarterly Client/Principal leader board (July to September 2023), STMS of the month for July, August, September 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 February 2024.



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Temporary Traffic Management

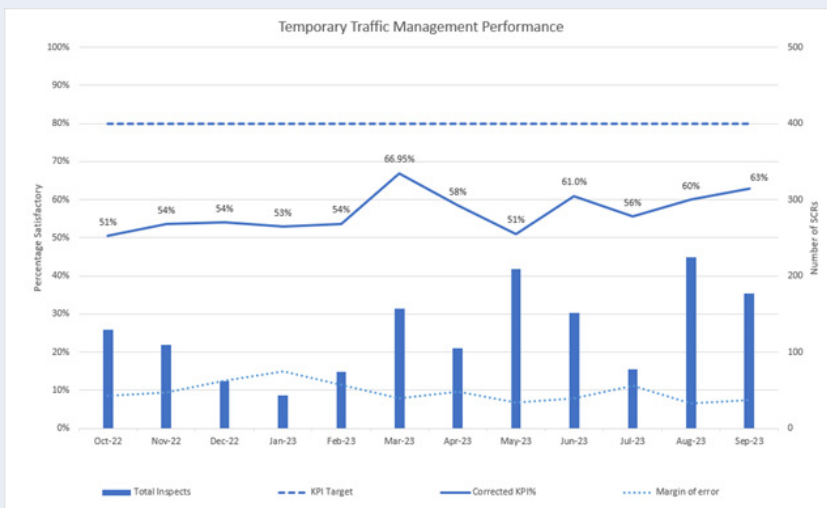
Statistics

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.

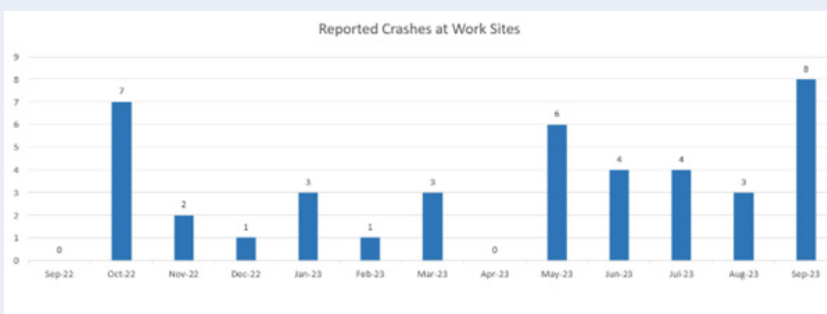
Temporary Traffic Management Performance



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

Corridor Access Request (CAR)

CAR application numbers have continued to track upwards over this quarter, processing times have risen with all months being above 90% approval in 5 working days or less.

Month	No of Applications approved	< 5 days	<15 days
July 2023	3223	91%	99%
August 2023	3645	93%	99%
September 2023	3213	95%	98%
Total CARs Approved	10081		



Third Quarter 2023 Client / Principal Leader board
(July 2023 – September 2023)

Client / Principal	KPI %
1 Kainga Ora (Housing NZ / Creating Communities Ltd)	72.7%
2 Vector Power/Gas	71.8%
3 Auckland Transport	66.3%
4 WaterCare Services Ltd	57.1%
5 Auckland Council	42.9%
All others (public organisations/ utilities)	62.5%
All others (private organisations/developments)	39.5%
KPI % (raw) for AT network (3rd Quarter 2022)	55.3%

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

Third Quarter 2023 Organisational Leader board
(July 2022 – September 2022)

20 or more reviews category	Number of organisations in category: (4)
1st: Fulton Hogan Ltd	78.1%
2nd: Chevron Traffic Services	68.4%
3rd: Independent Traffic Control Ltd	68%

11+ reviews category	Number of organisations in category: (9)
1st: Traffix (2020) Ltd	100%
2nd: Traffica Roding Services Ltd	89.5%
3rd: Ezy Traffic Ltd	80%

4 - 1- Reviews Category	Number of organisations in category: (16)
1st: Livable Streets	100%
2nd: Dempsey Wood Traffic Ltd	87.5%
3rd: March Cato Ltd	85,7%

Stop Works Orders Issued on L2+ Roads in the 3rd Quarter of 2023

Stop works orders or dangerous sites are sites which were deemed as unsafe and requiring immediate attention. All works were to immediately cease, and the STMS/Contractor were to make the site safe (acceptable level or better) before works can resume. In some instances, there may be no qualified persons on site or no approvals. The following descriptions are sites deemed as dangerous for the 3rd Quarter of this year, along with their main contractor and Client/Principal.

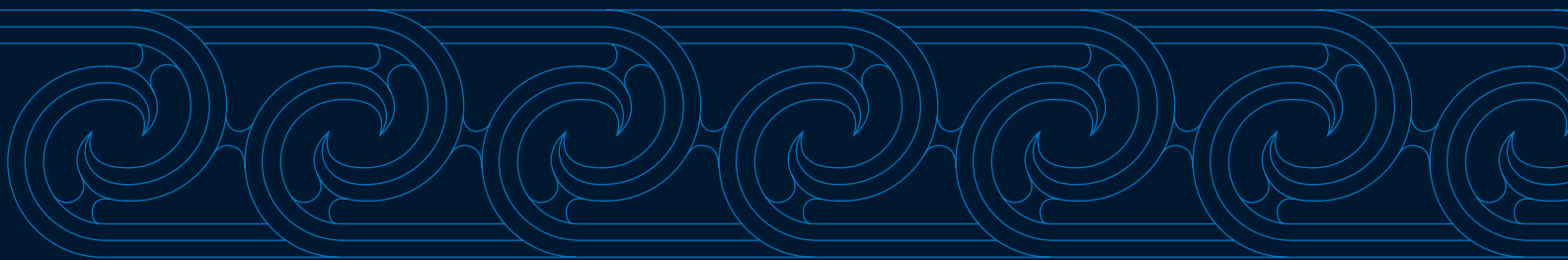
Client/Principal	Main Contractor	Description
Private	Original Point Construction Ltd	Truck reversing into site to deliver concrete and blocking traffic inside lanes. No STMS or TMP. SWO issued as result of the risk of vehicular conflict.
Private	Solid Roofing Ltd	Contractor on site was doing works to replace the gutters which was said to have been destroyed by a passing truck 2 weeks ago. No work access permit or traffic management plan and closure. Footpath was closed pedestrians forced on to the live lane / shoulder with work done without traffic management in place from 8am till 2.30pm. No qualified person onsite.
Other	Golden Touch Investment and Trade Co. Ltd	Footpath excavated without an Approved Temporary Traffic Management Plan nor Works Access Permit nil provisions for Pedestrians installed Cyclist incident report received. No STMS on site. Issued a Stop Works Order (SWO) explained x4 to developer who acknowledged the SWO and briefed the workers in their own language. Make safe provisions started by developer.

GoMedia Ltd	Adaptable Signs Ltd	A full footpath closure was installed or created from the unapproved works in the berm namely excavating footings for a large sign installation / construction. No direction of protection for Pedestrians Temporary Traffic Management installed in the carriageway by unqualified personnel No Works Access Permit granted nor approved Temporary Traffic Management Plan. Site issued a Stop Works Order.
North Shore Marathon Ltd	North Shore Marathon Ltd	The STMS didn't set up as per TMP. The cones are not installed as per TMD on TMP approval this setup is only for one day. Received a complaint that there were some major TMP issues at multiple locations on Sunday 27th August. At some point the setup was sending vehicles toward each other in a single lane into a head-on collision. while the crew was still setting up the site on adjacent road the shadow vehicle was in the wrong position, and it caused cars to overtake and cyclists/cars to drive in between the shadow and the working vehicle also shadow vehicle left the working vehicle unattended with no protection behind him while TC walking on the live lane and got out of the wrong side of the truck.
Mosaic Developments Ltd	Vivian Construction Ltd	Material Delivery Truck Parked on footpath blocking Footpath and Cycle Lane forcing pedestrians into the live carriageway Contractor did not engage the Traffic management Company and this created risk to pedestrians and cyclists. Advised to Cease the Work and move the truck from footpath Stop Works Order issued verbally on site and advised to make site safe. Similar issue of not engaging the Traffic management was addressed previously for this worksite however not taken into consideration.
WISH NZ Co Ltd	Wish NZ Co Ltd	Steel plates on carriageway have moved creating a significant hazard and risk of vehicular conflict Site Was considered for Stop Works Order however not issued Contractors were informed about unsecured plates previous day and was advised to secure the plates appropriately and confirm a site review was sent previous day for not following the Approved TMP where TSLs not installed and steel plate issue. Had to wait on site until contractors arrived and advised to make site safe.
Auckland Transport	Fulton Hogan Ltd	Site off of the approved TMP alternate footpath corridor non-compliant and with hidden risk in soft berm namely water metre valves. Plant breaching No Go Safety Zones. Ped management off plan and residences permitted to use open active footpath with their vehicles. Site considered for a Stop Works Order contractor ramped VXG or started to but later removed. TC's deployed to stop road users travelling along long section of footpath. PSL not reinstated to 50km/h. Signs placed in the open footpath causes risk areas. Site using a double D delineation TTM method to increase separation for opposing traffic which was excellent. Residential access and the means thereof needs to be incorporated into the approved TMP this matter requires further attention and escalation by the contractor. STMS pleasant and took on board the areas for improvement which is herein noted and appreciated.

Private

Auckland Pump

Concrete truck parked on the wrong side of the busy Level 2 road. No Temporary Traffic Management in place. Blocking the active open footpath. Pedestrians walking in the live lane without a proper safety zone. Trip hazards for pedestrians. No STMS on site. Site not setup as per approved TMP. Contractors have approvals for shoulder closure and lane closure. Advisor stopped works. Poor pedestrian management. Poor communication. Poor risk assessment. Poor planning.



Understanding the Primary Duty of Care: Ensuring Health and Safety in the Workplace

The Health and Safety at Work Act underscores the paramount importance of prioritizing the well-being of workers and other individuals within a business or undertaking. Enshrined within the Act, Section 36 outlines the primary duty of care, emphasizing the responsibility of a Person Conducting a Business or Undertaking (PCBU) to ensure the health and safety of all individuals involved in the conduct of their work-related activities.

Key Obligations of a PCBU:

According to Section 36, a PCBU must ensure, as far as reasonably practicable:

1. The health and safety of workers, including those under the direct influence or direction of the PCBU during the course of their work (subsection 1).
2. The health and safety of other individuals who might be impacted by the work activities conducted as part of the business or undertaking (subsection 2).

Specific Obligations to Ensure Health and Safety:

The Act further elaborates on the primary duty of care, emphasizing specific measures that a PCBU must undertake to ensure the health and safety of all individuals involved.

These measures include:

1. Providing and maintaining a work environment that is devoid of risks to health and safety (subsection 3a).
2. Ensuring the provision and maintenance of safe plant, structures, and systems of work (subsection 3b and 3c).
3. Facilitating the safe use, handling, and storage of plant, substances, and structures (subsection 3d).
4. Offering adequate facilities for the welfare of workers, including provisions for access to such facilities (subsection 3e).
5. Providing necessary information, training, instruction, and supervision to safeguard individuals from potential health and safety risks (subsection 3f).
6. Monitoring the health of workers and the workplace conditions to prevent injuries and illnesses arising from work activities (subsection 3g).

Additional PCBU Responsibilities:

The Act also highlights the responsibilities of a PCBU concerning the provision and maintenance of suitable accommodations for workers, ensuring that workers are not exposed to any health and safety risks arising from their accommodations (subsection 4 and 5).

Guidance from WorkSafe:

WorkSafe, an authoritative source for workplace safety in New Zealand, offers comprehensive insights into the primary duty of care. The WorkSafe website provides detailed information on what the primary duty of care entails, along with practical resources and guidelines for ensuring workplace health and safety.

For more detailed information on the primary duty of care and related aspects, refer to WorkSafe's informative resources:

[What is the primary duty of care? | WorkSafe](#)

Additional Resources:

For additional guidance on maintaining health and safety while working on the road or roadside, WorkSafe offers valuable information and resources to help navigate potential risks and ensure the well-being of workers:

[Keeping healthy and safe while working on the road or roadside | WorkSafe](#)

This comprehensive understanding of the primary duty of care, coupled with the practical guidance provided by WorkSafe, serves as a crucial framework for upholding and prioritizing health and safety in various work environments.



Filling out Corrective Action Plans- CAPS

When an SCR has failed, the audit and its related documentation is presented to a panel of auditors who cross check agree or disagree with the issuance of what is called an 'Improvement Notice (IN)'. This is issued to the relevant parties to request for a Corrective Action Plan also known as a CAP. CAPs are an opportunity to drill down to the root cause(s) of what has occurred that has resulted in the failings.

Only when we fully understand the "why", can we begin to work on the "how" and "what".

CAPS provide an opportunity to improve the internal systems, policies or procedures, which will put involved parties on track for more positive TTM SCR's moving forward if utilised appropriately. Short cuts in the planning have directly lead to poor last minute delivery issues and surface level CAP's only scratch the surface of the problems at hand.

CAPs which simply record what is already the requirements and not why these requirements were not followed, nor how the system or management of the works did not prevent such from occurring will be put on hold or rejected.

To do a root cause analysis you may use the following 2 Models:

1) The 5 Why's model

The 5 Whys technique is a simple but effective problem-solving tool that helps identify the root cause of a problem by iteratively asking "why" multiple times. By repeatedly probing deeper into the reasons behind an issue, it allows you to uncover the underlying causes rather than just the symptoms.

Here's how you can effectively use the 5 Whys model:

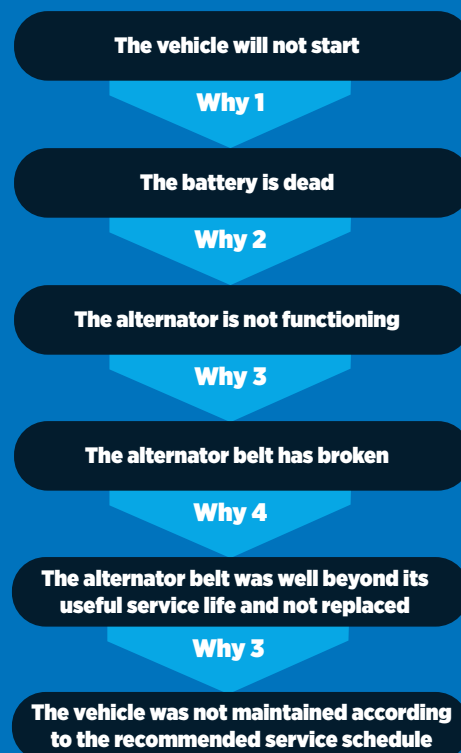
- 1. Define the Problem:** Start by clearly defining the specific problem or issue you're addressing. This should be a specific incident or concern that requires resolution.
- 2. Ask "Why":** Begin by asking why the problem occurred. Make sure to provide a specific and clear answer to this question. This answer will form the basis for the next question.
- 3. Repeat the Process:** For each answer you generate, ask "why" again. This will help you to drill down further into the underlying causes. Repeat this process for at least five iterations, or until you feel you have reached the fundamental cause of the issue.

4. Identify the Root Cause: Once you have gone through multiple rounds of asking "why," you should be able to identify the root cause, the underlying reason that led to the problem.

5. Develop Solutions: Once you have identified the root cause, it's time to develop solutions that directly address this core issue. By targeting the root cause, you can implement effective solutions that prevent the problem from recurring in the future.

6. Monitor and Review: Implement the solutions and monitor their effectiveness. Regularly review the impact of the solutions to ensure that the problem does not reoccur.

Involve a team in this process will help in garnering diverse perspectives and insights. By following these steps, you can effectively utilize the 5 Whys model to identify and address the root causes of various issues or problems within your organization or projects. See the example below regarding a vehicle not starting.



2) The Swiss Cheese Model

Accidents often result from a series of interconnected factors rather than a single cause. Identifying all these contributing factors, some of which may be overt while others may remain elusive, is crucial in understanding the complexities of risk assessment. The Swiss cheese model provides a scientific framework for evaluating risks within intricate human systems by likening them to a stack of Swiss cheese slices.

This comparison highlights how the integration of multiple layers of defense can mitigate the severity of potential risks. While each layer may possess its own vulnerabilities, the presence of diverse defense mechanisms can effectively reduce the likelihood and impact of accidents.

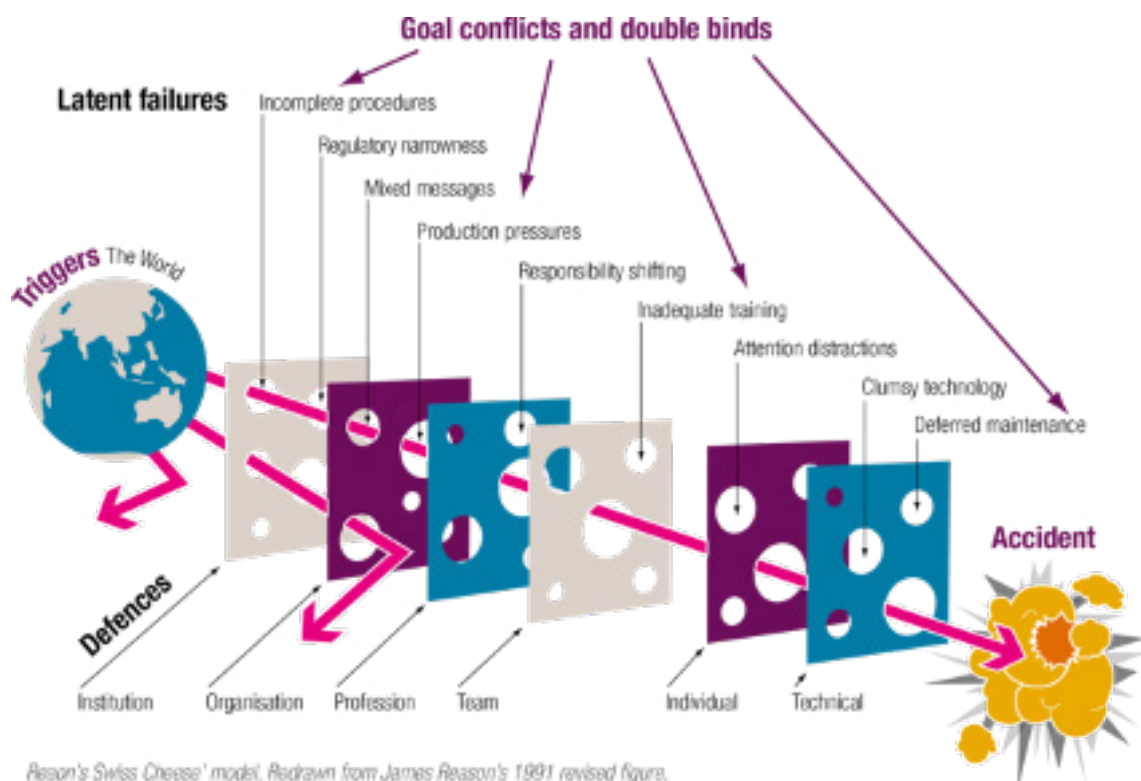
However, when these imperfections overlap across various domains, they can lead to the actualization of threats and the increased occurrence of accidents. Widely acknowledged as the “cumulative act effect,” the Swiss cheese model serves as a fundamental concept in comprehending the cumulative and interactive nature of risks in complex systems.

Within the realm of TTM, the following layers play a significant role in influencing the overall safety framework:

- 1.** Organizational protocols and influences, where certain practices or policies may inadvertently create weaknesses, highlighting the importance of timely interventions and regulatory compliance to address such issues effectively.
- 2.** Adequate supervision and training, which are pivotal in ensuring the adherence to safety standards, emphasizing the need for comprehensive training programs and stringent supervision to minimize potential weaknesses within this layer.
- 3.** Pre-existing conditions that contribute to unsafe practices, often arising from factors such as fatigue, stress, and lapses in concentration, necessitating the implementation of strategies to mitigate these issues and the continuous monitoring of personnel well-being by the relevant stakeholders

- 4.** Direct unsafe actions and decision-making, constituting the frontline defense, where the efficacy of problem-solving and error management directly impacts the overall safety of the TTM system.

Understanding the cumulative impact of these layers is essential in reinforcing the safety measures within the TTM framework, underscoring the need for a comprehensive and integrated approach to mitigate risks and ensure the well-being of all stakeholders involved in temporary traffic management operations.



Reason's Swiss Cheese' model. Redrawn from James Reason's 1991 revised figure.

Recognition of the “cumulative act effect” sheds light on the intricate web of latent failures, conflicting goals, and complex decision-making processes within a company which can in many instances contribute to their vulnerabilities because conflicting goals within the different layers create decision-making tensions, and double binds which present challenging scenarios with no easy solutions other than difficult compromises.

Those 2 models if utilised should greatly assist in negating the factors involved which contributed to the need for a CAP.

Feedback regarding the CAP form

One thing we often see is CAPs being sent through without signatures. Please remember to have the proposed CAP signed off as reasonable under the circumstances by risk owner representative and/or named bill payer named within my work sites, whichever is more appropriate / applicable.

Ensure that the CAP is filled out and legible. It will make it easier for us to process them if the auditor, the audit data and the related WAP is specified as CAPs are received within a shared inbox. Not doing so will require further investigation

which may stall the CAP being Acknowledged.

Acknowledgment of CAPS within our internal process is about making sure that any improvements identified in the CAP are embedded in the organisation(s) not just with the specific project or the project manager, because the project manager, principal, contractor(s) and the STMS all own the CAP, as much as they own the outcomes.

So when filling out CAPS consider the 2 models above so that the likelihood of the submission being put “On Hold” is less likely.



Maintaining the Integrity of Speed Signs: Upholding Enforcement and Safety

The issue of unenforceable permanent speed limits has become an issue on the Auckland Road network, with concerns raised by the New Zealand Police. The cause? The frequent rotation of permanent speed signs by Temporary Traffic Management (TTM) crews, resulting in obscured speed limits that leave road users unable to discern the appropriate restrictions.

Consistent and clearly visible speed signs are not just a matter of convenience; they are crucial for enforcing road safety regulations. When permanent speed signs are routinely rotated, not only does it damage the signs, but the ability of authorities to enforce speed limits to maintain safe roads is severely compromised. The potential increase in unsafe driving behaviours and an overall decline in road safety standards is of great concern above also the cost of maintaining these signs.

Do not rotate speed signs

We encourage TTM crews to maintain the integrity of permanent speed signs during their operations. If you find speed signs have to been turned within the perimeter of your closure, return them to their correct orientation. We will be scoring for any signs found rotated inside TTM sites where some may even result in automatic G2 failure if rotated PSL is seen within a TSL zone.

Ensuring that permanent speed signs remain in their designated positions is imperative for upholding the enforceability of speed limits and for safeguarding the well-being of all road users.

By prioritizing the proper placement and visibility of permanent speed signs, or covering them appropriately we can collectively contribute to a safer road environment for everyone.



Site condition Ratings (SCRs) and the importance of General Checks

It has been an eventful for year for us in the TTM space with adverse weather events, a state of emergency and the lengthy flood recovery process which followed, as well as changes in several pieces of legislation.

Regarding the introduction of NZGTTM, we have done some digging to analyse the data to see if we might be able to find some insights. At the end of October a total of 1455 audits had been completed

by the team. 661 of these had a failed result representing 45.40% of all audits conducted. The interesting thing to note is that only 20 of the failed audits failed solely because of scoring 51 points or more on the SCR.

This means that 97% of all failed audits failed under atleast one of the 'General checks' often referred to as G section. The moment any one of the checks in the General checks fails,

the audit result is automatically atleast unacceptable. This means that even sites which are of high standard and scored as such will still fail the audit if one of the G sections is unsatisfactory. That is why it is important to get these General checks right.

Table 1: Analysis of SCRs from January to October 2023

Total Audits	Failed Audits	Failure rate	Attended Sites	% Attended Sites	Sites with no G Fails	Failed 50+
1455	661	45.43%	937	64.40%	814	20

Why are General Checks so important?

The analysis of the G-section failures within the audits highlights critical areas where satisfactory results have been challenging.

Table 2: Count of G section Failures of SCRs completed between January to October 2023

G1) Qualified Person Onsite	G2) TSL Appropriate	G3) Road User flow	G4) Onsite Record	G5) TMP approved	G6) TMP Onsite	G7) TMP Applicable	G8) As per TMP
176	195	94	219	176	67	84	302

Of the total 1455 audits conducted, the 661 Failed Site Condition Reviews (SCRs) highlighted the following counts for specific General Checks:

G1) Qualified person is Onsite: 176 audits failed (26.62% of failed audits, 12.10% of total audits).

G2) Temporary speed limit is set up appropriately: 195 audits failed (29.48% of failed audits, 13.41% of total audits).

G3) Road User flow is acceptable: 94 audits failed (14.22% of failed audits, 6.47% of total audits).

G4) Onsite Record is filled out correctly: 219 audits failed (33.12% of failed audits, 15.06% of total audits).

G5) Traffic management plan (TMP) is approved: 176 audits failed (26.62% of failed audits, 12.10% of total audits).

G6) Traffic management plan (TMP)

Onsite and able to be shown: 67 audits failed (10.14% of failed audits, 4.61% of total audits).

G7) TMP can be Applied for the full scope of the works: 84 audits failed (12.71% of failed audits, 5.78% of total audits).

G8) On site the closure installed is as per the approved TMP: 302 audits failed (45.69% of failed audits, 20.77% of total audits).

Count of G- Section Failings (Jan-Oct 2023)

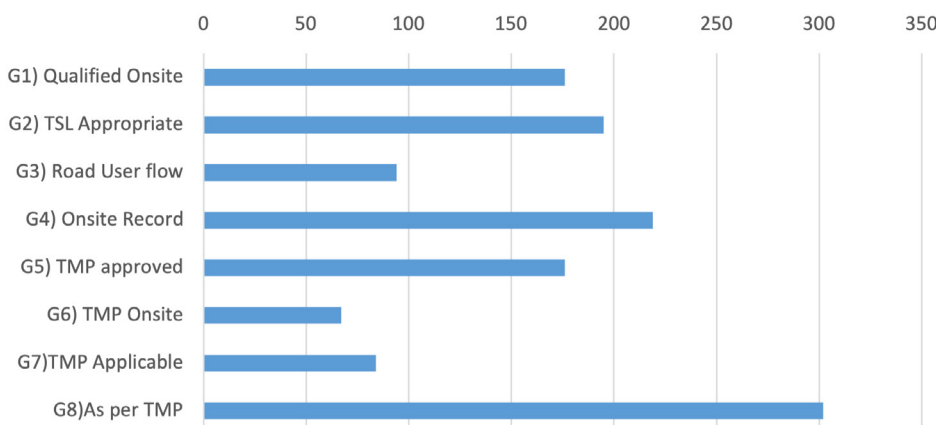


Figure 1: Graph of General check failures out of 1455 SCRs from January to October 2023

Temporary Traffic Management

G8 which pertains to the on-site installation being in adherence to the approved Traffic Management Plan (TMP), stood out as the most substantial concern, accounting for 45.69% of the total failed audits and 20.76% of all audits (302 out of 661, 302 out of 1455).

This was closely followed by G4, emphasizing the importance of accurate and complete on-site records, representing 33.12% of the failed audits and 15.06% of all audits (219 out of 661, 219 out of 1455).

While G1, G2, and G5 also contributed significantly to the overall failures, G6 and G7, although critical, appeared to have a relatively lower impact. Addressing these specific issues within each G-section on a site are crucial to enhancing regulatory adherence and promoting safer and more effective traffic management environments. Note that it is not mutually exclusive as audits may fail multiple G checks.

When meeting most STMSs or staff onsite, most want to do the best they can and take great pride in the work they do. It can be really tough to fail a site for reasons which may seem unreasonable or insignificant when many things have been done right, however as the data shows audit results are often swayed not by the staff and crew onsite but by the way in which the work has been planned or executed which would be marked under G7 and G8.

Failures under G1, G3, G5, G7 and G8 in many instances are indicative of inadequacies beyond just the actions of the crew onsite or events on the day of the audit.

Improving in the G checks will significantly improve audit outcomes.

Below are some further explanations and references that may assist:

G1) Ensuring the Presence of a Qualified Onsite Personnel

The qualification requirements for the personnel involved in Temporary Traffic Management (TTM) are generally covered in Section A5.8 of the Code of Practice for Temporary Traffic Management (CoPTTM). It also addresses how and whom to appropriately delegate site activities

and responsibilities.

Excerpt from CoPTTM Section A5.8: "A suitable qualified person must be available to promptly implement traffic management in the event of an emergency, to handle on-site operations, and to make necessary decisions."

G2) Temporary Speed Limits are set up Appropriately

This G- check can be one of the most contentious as it takes only one uncovered sign to fail. Speed is the number one risk onsite and so TSLs are the number one controls onsite which must be set up appropriately and approved to be enforceable. Reinstatements are important to the psychological conditioning of the road user as it signals that their alertness levels can return to baseline. The speeds must be accurate to the location both on the plan and onsite. For these reasons speed controls are strictly enforced.

Excerpt from CoPTTM Section C3.3.1: "The temporary speed limit should be appropriate for the road environment and worksite conditions to ensure the safety of road users and workers. Any changes in speed limits must be clearly communicated and visibly signposted."

G3) Acceptable Road User Flow

This check is concerned with lane widths, congestion and vehicular conflict. Care should be taken when working with plans indicating shoulder closures as a large portion of the urban Auckland environment do not have shoulders.

Stop – go sites are a concern for vehicular conflict and congestion. Congestion should not exceed 5 minutes above the baseline levels with traffic counts done appropriately so that sites can shift to manual control from lights if there is too large a differential in the pressures on different sides. Plans should allow for this iteration. If these limits are exceeded sites should remove their footprint and wait till it clears before restarting.

Excerpt from CoPTTM Section C11.1.1: "Efforts must be made to ensure an uninterrupted flow of traffic, without congestion or conflicts that could compromise the safety of road users."

Lane widths should meet the standard requirements for safe and efficient vehicular movement."

G4) Accurate and Complete Onsite Records

Though onsite records (OSRs) may seem like a small thing beyond the challenges on a site, please note that 33.12% of the failed audits failed this check. Some of the most common reasons for this is it has not been done at all, it does not have the details of the approvals, TSLs are not recorded appropriately, site checks are treated as a tick box exercise with issues not noted or picked up and deviations onsite are not recorded. For Generics the generic check Sheet E1.8? has not been filled out or the TSL matrix has not been sufficiently utilized. Working on a network that is owned by everyone requires having accurate records of what has been done, where and when. For the STMS onsite the OSR can be their biggest asset because it allows the recording of events or notes which otherwise would not be known and allows them to discharge some responsibilities for issues out of their realm of influence such as poor driver behaviour or tensions onsite. These records help to protect both the STMS and the relevant stakeholders should incidents occur or prosecution is required. One of the biggest reasons for frustrations regarding TTM voiced to us by the police is the poor integrity of the paperwork on many sites.

Excerpt from CoPTTM Section E, Appendix A: "The daily site records must include detailed information about traffic management activities, site conditions, and any incidents or changes made during the course of operations. The records should be regularly updated and accessible for inspection."



Temporary Traffic Management

G5) Obtaining Approval for Traffic Management Plans (TMP)

This section often fails because of works being done without any approvals or approval being insufficient. Ensure that you are working within the approvals. Emergency works must be justifiably emergencies with evidence able to be presented to support this. Works under generics must meet the scope and criteria of the global. Even if your WAP is valid, if sites do not have approved unattended states these can be considered as unapproved works so planning for different stages is vital. If gear is left onsite outside the window of approvals, fees for unapproved works may be applicable as well even if there are no active works.

Excerpt from CoPTTM Section E3.1.1: "The Traffic Management Plan (TMP) must receive prior approval from the relevant authorities before implementation. The approved TMP should be accessible on-site and readily available for reference and verification by inspectors or auditors."

G6) Ensuring Onsite Availability of TMP Documentation

Work access permits and TMPS must be onsite for reference. Preparation should be made in advance if you are going to remote areas with poor signal. If after 30 minutes the documentation cannot be produced this check will fail. This check remains N/A for all unattended sites. Availability means that you must be able to navigate this documentation and confirm its relevance and appropriateness to the site when questioned regarding any part of the closure at hand.

Excerpt from CoPTTM Section E3.3: "A copy of the approved Traffic Management Plan (TMP) should be available on-site at all times for inspection and reference. Any modifications or updates to the TMP should be documented and approved by the appropriate authorities before implementation."

G7) Effective Application of Approved TMP

This check is for if the approved plan does not allow you to work or have the space to properly facilitate the required plant and crew to get the work done. Careful consideration needs to be given regarding road environments such as lane width and lack of shoulders. If you are working on corners or intersections, be cautious of the size and logistical requirements of the plant required. Mistakes made because of not checking lane width means sites which require stop-gos may be installed as shoulder closures as per the plan which cannot be implemented safely on site. Careful considerations should be made for attended and unattended status including the installation of signs. Be weary of road level and overly ambitious installation requirements due to poor planning resulting in gear redundancies. Plan out what the site is going to look like in a safe unattended state that is practical for implementation. Consider noting iterations on TMDS which allow site crew to make nonmaterial changes to improve site safety. Consider the hierarchy of Controls. Consider the pedestrian management hierarchy as well as many unattended sites fail due to not doing so. Iterating for Pedestrian detours should be clear on plan and not force pedestrians through workspaces unescorted. For work done under Generic closures must meet all conditions on the TMD.

Excerpt from CoPTTM Section E3.4: "The Traffic Management Measures (TMM) outlined in the approved TMP should be effectively implemented on-site in accordance with the specified guidelines. Any deviations or modifications must be recorded and approved by the relevant authorities before execution."

G8) Compliance with Approved TMP on Site Closures

This check deals with the governance of material changes. One we repeatedly see is the improper management of pedestrian routes. Make sure the plan iterates for minimised versions and does not seek approvals for either the lowest (open footpath) or highest risk options

(crossing pedestrians under TSL) only. If crossing pedestrians cannot be avoided, is the work one which can allow the footpath to be opened, if so iterate for this, if not ensure that your TSL approvals match unattended timings.

Plans for pedestrian management should prioritize the pedestrian management hierarchy:

Open footpath > Back-berm > Front-berm > Shoulder > Crossing the Carriage

If the plan does not follow this, staff onsite may iterate to a reasonable safer alternative however this is not in the plan. Note that it is possible to iterate for this in one TMD. If you are going to use 'Wait to be escorted' this should be well manned. It is not an excuse to close the footpath to force pedestrians to take evasive action without controls for the risk created by the work. Ensure the surface condition and ramps are appropriate in all detours.

Minimization of closures is allowed as per the plan however the controls in place for risks onsite should not have to be reconsidered for this. This means that only the footprint of the closure can be decreased. If there are multiple workspaces in a TMD, though it is possible to remove some ensure that the space you are removing is not controlling for a risk such as a lane being closed to siphon into a Contraflow. TMPs or TMDs should not be combined.

If sites are unattended not having the appropriate proof of site checks or activity within the redundancy window of 48 hours can be a G8 failure. Many plans will have TMDs for attended closures however do not iterate for unattended versions which results in G8 failure if a site is unattended. If leaving the site, ensure that the site is left in the form of an approved closure. It cannot be a mixture of attended and unattended. You cannot use unattended TMDS for attended status.

General check 8 is one which is heavily dependant on planning. Audit failures in this section and G7 can be indicative of more systemic issues in relation to the actual closure formation.

Temporary Traffic Management

It is often the case that STMS will be sent to a site with specific resources and a plan however due to failings under G7/G8 or the environmental stakeholder management constraints the closure is materially different. Escalations or communication from those onsite should not be disregarded through responsibility shifting because we have found that many SCR failures are in many instances not the result of the crew onsite.

These reviews are more systems reviews, which check for the integrity of the checks in the application, approvals and implementation phases

with multiple parties being integral in each part. Just because SCRs are done during the implementation phase does not mean that is where the concerns lie. Usually, the reverse is true with most audits failing under this section. It can be argued that G7 would be more indicative of this however just because the plan is applicable does not mean it is the most reasonable or the safest for those onsite.

Let us Know your Feedback

We value your insight and expertise within the industry. As we continue to consult and try to move towards practices in line with the New

Zealand guide to temporary traffic management (NZGTTM) guidelines, we would greatly appreciate your feedback, especially concerning any General check that you believe requires special attention or reconsideration for change. Your perspectives and input are invaluable in our ongoing efforts to enhance safety and compliance within the temporary traffic management sector.

So let us know by emailing Tom.kiddle@at.govt.nz

Thank you in advance for your time and valuable contribution.



Understanding the Risk-Based Approach in Temporary Traffic Management

*Article Contributed By
Chairman of ISG Dave Tilton*

In the last newsletter, we covered briefly what the 'risk-based approach' to Temporary Traffic Management (TTM) is. It's all about understanding the risks first before making decisions. Now let's delve a bit deeper.

An important thing to remember is that "CoPTTM" and a "risk-based approach" are not opposite. When you're using CoPTTM to guide TTM decisions, you should still be thinking about risk and how best to manage it. The future retirement of CoPTTM just takes away some of the specific rules that tell us how TTM must be done - meaning the most important step we can make now is to understand more about how people can get hurt on our sites, and how our controls (signs, cones, zones, equipment etc.) actually make things safer.

If there is one thing you can do right now, it is to:

- 1.** Get to know the risks on your TTM sites (all the ways that people might get hurt). You might have been used to following a recipe of CoPTTM in the past but if you're an STMS, or a planner, going forward your understanding will have to be improved if you want to design and deploy good risk based TTM.
- 2.** Understand Controls: Learn about different TTM controls and how they work together. For example, a truck mounted attenuator (TMA) is designed to protect road users from being serious hurt or killed from hitting a stationary truck parked in a lane. That stationary truck may be placed to protect workers on foot, or other work activity - but the truck (parked in the lane), and the attenuator on the back of it, serve different purposes.

Several things will happen slowly in NZ's transition to a more risk-based approach including the development and deployment of a new training framework. This will happen progressively over the next few years. Some more information on this will come out in the next month (including in this newsletter)

Over time there will be some new 'practice notes' published which give detail on specific activities or operations in TTM. These practice notes will be part of the system going forward and provide guidance instead of the CoPTTM eventually.

- Waka Kotahi is still targeting a 2025 date for the formal retirement of CoPTTM, so there is still plenty of time to make staggered changes as we go forward so there isn't too much 'shock' across the TTM world.
- Michelle Farrell, Technical Manager of Civil Contractors NZ (CCNZ) recently published an article which is worth a read and provides some valuable insights into the changes in TTM and where you can get more information. Check it out [here](#).

The TTM Industry Steering Group (ISG) is here to enable a safe transition to a more risk-based approach. It is a representative group from a range of TTM suppliers, RCAs, Waka Kotahi, CCNZ, ACE NZ and others. The ISG is here to help. You can reach out to offer your own contribution to the ISG, or ask questions, via info@ttm-isg.org

The ISG will have a website soon which will be a central source of up-to-date information on the transition to the risk-based approach as well as resources and knowledge to help you navigate these changes with confidence

Temporary Traffic Management

Ocean of Orange Tackling Redundant Equipment Update

For the past year, you will be aware of the efforts undertaken to manage and remove redundant traffic cones and other Temporary Traffic Management (TTM) equipment from the Auckland Network.

These efforts are vital in ensuring clear and safe roads, free from post-project clutter that often confuse drivers and cause frustration.

In 2022, Auckland Transport launched a major initiative by joining forces with several key TTM organizations with the singular goal of reducing the volume of redundant cones and equipment. Although the journey began with ten organizations, many challenges have arisen since the full implementation of the programme with resource constraints high in post cyclone Auckland.

Regardless, some impressive progress has been made by multiple parties:

Franklin Region:

Higgins have been inspecting and removing identified redundant TTM and responding to customer reports from AT.

Albany:

Fulton Hogan have been inspecting and removing identified redundant TTM and responding to customer reports from AT.

Orakei, Waitemata, and Gulf:

Downer are yet to commence inspections but have been removing identified redundant TTM and responding to customer reports from AT.

Manukau & Whau:

Alliance Services have undertaken proactive inspections close to the full area and have been removing identified redundant TTM and responding to customer reports from AT.

Waitakere:

Chevron are responding to customer reports via AT. Some Chevron are responding to customer reports via AT. Some proactive removals have taken place.

Auckland Transport partnered temporarily with Nayler Contractors in the previous quarter to survey Albert-Eden-Roskill, Maungakiekie and North Shore with over 2000 items confirmed to have been retrieved.

All contractors who have been undertaking the proactive work (including Fulton Hogan Alliance, Higgins and Nayler) have noted just how big a job this is. The network is dynamic and everchanging with the gear moving and new works beginning and ending.

To do your part, please ensure that you keep good records of your gear and police reports for any stolen gear. We will be taking a firmer stance on redundant gear out in the network so ensure that workflows and communications between parties are streamlined in such a way that gear can be accounted for.

Thanks to all the teams who have been involved up to date.

Keep an eye out on this space as we are still working on this!



Waka Kotahi Spotlight on road worker safety

Waka Kotahi is making worker safety more visible. Over the past 9 months Waka Kotahi has created and shared a series of road worker safety videos in collaboration with the industry as a response to reports of poor driver behaviour through worksites.

These videos are part of an ongoing focus to increase awareness of road workers, the important work they do, and to improve safety for them at work sites.

Three videos featuring Waka Kotahi supply partners have been shared since October 2022:

Manawatū with Higgins - [Warren on Facebook](#) and a shorter version on [YouTube](#)

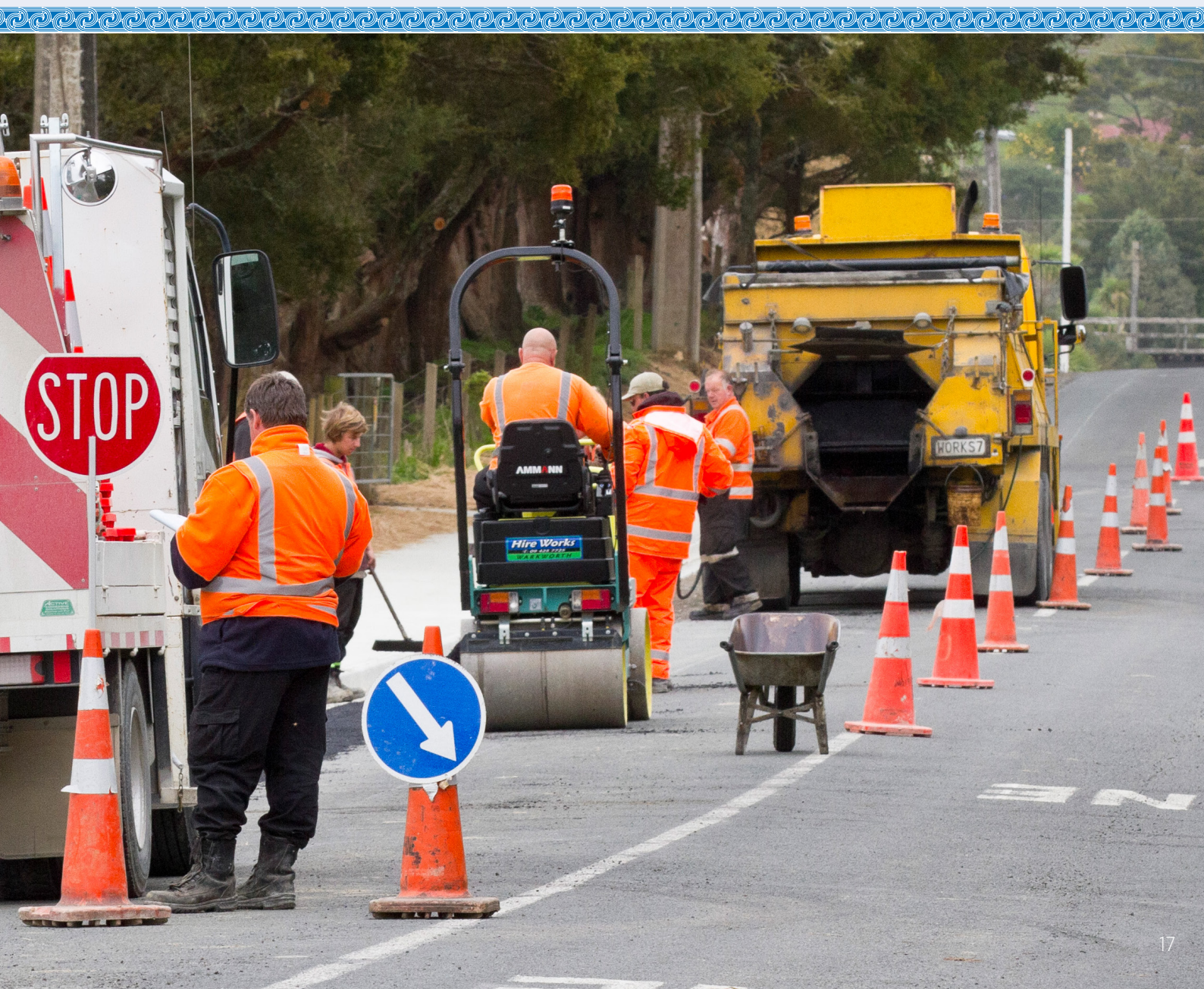
Northland with Fulton Hogan - [Ben on Facebook](#)

Wellington with Downer - [Betty](#); [Ilona](#); [Leti](#); combined [Downer crew on YouTube](#).

These videos have reached approximately 2.5 million people in total, with 1.1 million views, and 20,000 engagements!

But it's the comments that show the true value – with a vast number of people showing their appreciation and support for road workers and contractors. Many even said that they would work to adjust their behaviour when driving through worksites, as a result.

The safety of everyone who works on our roads is a critical risk that Waka Kotahi actively monitors and is working closely with suppliers and other stakeholders on initiatives to continue this important kaupapa.



Cone-on, let's move towards the future of TTM

When Wayne Brown was elected Mayor of Auckland, he made it clear that Aucklanders wanted to see a reduction in road cones covering routes across the city.

Already there has been a growing desire in the TTM industry to have a more tailored and targeted approach to TTM with Waka Kotahi introducing new guidelines to temporary traffic management.

Alongside the public's frustration with cone clutter, the current Code of Practice for Temporary Traffic Management (CoPTTM) has been in place for over 20 years, yet safety issues keep happening under it. Waka Kotahi's New Zealand Guide to Temporary Traffic Management (NZGTTM) is a response to calls for a more risk based TTM approach, while keeping the safety of road workers and users first.

As the regional Road Controlling Authority (RCA), Auckland Transport has established The TTM Transformation programme to lead the change towards risk-based approach to TTM and deliver to the objectives set out by Aucklanders through their elected members.

The TTM Transformation Programme is a series of initiatives aimed to improve safety, optimise costs and minimise disruptions around worksites. The core strategy of the programme is to roll out and support the industry's change to risk based TTM.

Over the coming months, the TTM Transformation Programme will reach out to the industry to seek input on how AT should be rolling out the change to a risk-based approach. Watch this space for further updates in this area, or if you have suggestions, you can reach out to the team at TTM-Transformation@AT.GOV.NZ.

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 or Tom, and we will ensure they are added



STMS of the Month

A huge thank you to our sponsor for the Third Quarter of 2023, **HEB Construction Ltd** and thank you to **Vijay** and **Manish** for making this happen. Our STMS's of the month received a certificate and Prezzy card voucher and are shown below.

July 2023

There were **32 SCR's** awarded a High Standard result (out of a total of **84 SCR's** completed) in July 2023 including Unattended and Special Programme.

The STMS of the month of April was **Tyran King (Dreadnought Civil Ltd)**.



August 2023

There were **57 SCR's** awarded a High Standard result (out of a total of 224 SCR's completed) in August 2023 including Unattended and Special Programme.

The STMS of the month of August 2023 was **Nithin Ande (Traffix 2020 Ltd)**.



September 2023

There were **53 SCR's** awarded a High Standard result (out of a total of **178 SCR's** completed) in September 2023 including Unattended and Special Programme.

The STMS of the month of September 2023 was **Jonathan Leef (Downer 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://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.
[\(https://manage.myworksites.co.nz/\)](https://manage.myworksites.co.nz/)

Site Condition Review Appeal (AT)

RCA.AuditAppeal@at.govt.nz

Reporting a Crash at a Worksite (AT)

TTCrash@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



Temporary Traffic Management

STMS

of the month

2nd Quarter 2023

STMSs with High Standard Result

July 2023

STMS	Organisation
Jamal Pickering	Claddagh Group Ltd
Caine Arama-Perese	Chevron Traffic Services Ltd
Steven McRae	City Contractors Ltd
Tyran King	DREADNOUGHT CIVIL LIMITED
Tama Tauria	Divert Traffic Solutions Limited
Dongdong Wei	247Traffic Solutions NZ Ltd-RapidoTrafficSolutions
Mohit	Reliance Traffic Services Ltd
Nithin Ande	Traffix (2020) Ltd
Tim Mitchener	Day Night Traffic Ltd

August 2023

STMS	Organisation	STMS	Organisation
Tane Whakaara	Ezy Traffic Ltd	Jai Campbell	ZTK Structure Ltd
Genesis Pua	Dempsey Wood Traffic Ltd	Chintan Patel	Traffix (2020) Ltd
Christian Williams	Traffic Management NZ Ltd	Savili Mann	ISAV Design NZ Ltd
Nithin Ande	Traffix (2020) Ltd	Hamish Welch	Independent Traffic Control Ltd
Joe Iosefa	Reliance Traffic Services Ltd	Leonard Easthope	Independent Traffic Control Ltd
Teresa Wilson	Day Night Traffic Ltd	Ratahi Martin	Beesafe Traffic Control Ltd
Gary Griffiths	Pipeline & Civil Ltd	Michael Rountreei	Ezy Traffic Ltd
Jamie Jerry	Traffic Systems Ltd	Melanie Moore	Fulton Hogan Ltd
Gregory Campbell	March Cato Ltd	Raymond Whimp	Entelar Group
Eddie Thompson	Industry Civil		

September 2023

STMS	Organisation	STMS	Organisation	STMS	Organisation
Andrew Cheneka	Maka Civil Contracting Ltd	Loma Tengere	Independent Traffic Control Ltd	Timothy Folau	Alliance Services Ltd
Shannon Tapuina	AIC Traffic Management Ltd	Joshua Chinyai	Mazca Civil Ltd	John Codd	Fulton Hogan Ltd
Parnil Chand	Traffica Roothing Services Ltd	Chloe Smith	Wharehine Construction Ltd	James Matenga	Traffica Roothing Services Ltd
Nithin Ande	Traffix (2020) Ltd	Jonathan Leef	Downer Ltd	Parnil Chand	Traffica Roothing Services Ltd
Sean Watson	247Traffic Solutions NZ Ltd-RapidoTrafficSolutions	Aaron McLiver	Chevron Traffic Services Ltd	Zafeel Khan	Alliance Services Ltd
Falakiko Vea	Beesafe Traffic Control Ltd	Iosefa Iosefa	Reliance Traffic Services Ltd	Quincy Williams	Ezy Traffic Ltd

Temporary Traffic Management

STMS

of the month

2nd Quarter 2023

STMS's with an Other Checks Pass result

July 2023

STMS	Organisation
Steven Smart	March Cato Ltd
Yvonne Wichman	Absolute Traffic Solutions Ltd
John Harding	Scot Thrust Ltd
Rowena Smith	Fulton Hogan Ltd
Jarrad Carter	Ventia NZ Ltd
John Harris	Traffic Management NZ Ltd
Greg Warren	Beesafe Traffic Control Ltd
Chintan Patel	Traffix (2020) Ltd
Andre Van As	Fulton Hogan Ltd
Joe Iosefa	Reliance Traffic Services Ltd

32 High Standards out of 84 Reviews including Unattended and Special Programme

August 2023

STMS	Organisation
Monty Tauti	Ezy Traffic Ltd
Harley Wilson	Pro-tect (Auck) Ltd
John Brennan	Proactive Traffic Management Services
Gary Hawke	Traffix (2020) Ltd
Joshua Burt	Chevron Traffic Services Ltd
Akshay Kumar	Alliance Services Ltd
Chintan Patel	Traffix (2020) Ltd
Kelly Kesha	Traffic Management NZ Ltd
Isaiah Franklin	Chevron Traffic Services Ltd
Divyesh Chaudhari	Evolution Traffic Management Ltd

57 High Standards out of 224 Reviews including Unattended and Special Programme

September 2023

STMS	Organisation
Mitkumar Patel	Evolution Traffic Management Ltd
Jaykumar Patel	Evolution Traffic Management Ltd
Tyran King	DREADNOUGHT CIVIL LIMITED
Jonathan Leef	Downer Ltd
Darlene Tai Rakena	RTM Traffic Initiatives Ltd
Raiha Herbert	Active Traffic Control Ltd
Mohammed Alim	Optimal Traffic Civil Ltd
Jiahni David	Dempsey Wood Traffic Ltd
Chiragbhai Patel	PB 30 Constructions Ltd
Caroline Watson	Chevron Traffic Services Ltd
Glen Porter	Ventia NZ Ltd
Blossom Toamio	March Cato Ltd

53 High Standards out of 178 Reviews including Unattended and Special Programme

