

# What is NZTA doing to roll out the NZGTTM?

Update to the IAG

August 2024



# What we'll cover today

- TTM programme overview – how is NZTA rolling out the NZGTTM?
- TTM costs
- Future reporting
- Helpful information + resources

# Key actions for Capital projects



## From June 2024

Small contracts onboarded as part of early procurement pilots

Existing contracts negotiated:

**Client-led** i.e: where there is a new phase/natural pause, (not compulsory) and it makes sense

OR **Supplier** requests transition - (at no extra cost to NZTA)



## July - August 2024

TTM costs captured & monthly reported  
NZTA Assurance model launched



## September 2024

New Assurance model in place  
Existing contracts continue to be transitioned



## October – onwards

All new ID Contracts adopt NZGTTM

# Key actions for M&O



## From June 2024

4 Pilots running until end of June – then will transition to BAU in those areas  
Open to reviewing risk-based applications now  
Support mechanism in place (Andrew Fergus from GHD)



## July - August 2024

Lessons learned being developed and will be shared  
TTM costs captured & monthly reported



## September – October 2024

Preparation of IDC contract including NZGTTM  
End Oct as RCA we will no longer use COPTTM for State Highway network



## September 2025

All new IDC Contracts adopt NZGTTM

# Key actions for M&O

		Adoption Priorities (1 to 4) To be negotiated with ILM			
Contract / NOC	Supplier	NZTA	Supplier	Notes	Negotiated
Northland (Pilot)	Fulton Hogan	1	Supported		1
Manawatu (Pilot)	Higgins	1	Supported		1
Marlborough (Pilot)	Fulton Hogan/Heb	1	Supported		1
North Canterbury (Pilot)	Downer	1	Supported		1
Auckland	Alliance	2	Supported	Self led - support by FH/HEB	2
Tairāwhiti	Downer (TREC)	2	Supported	Targeting September	2
Hawke's Bay	Higgins (TREC)	2	Supported	Targeting September	2
Wellington	Alliance	2	Supported	Self led - support by FH	2
Milford	Alliance	2	Supported	Self led	2
Ara Tūhono – Pūhoi to Warkworth	Northern Express Group	2.1	Supported	Mark M - to arrange intro chat	2.1
Transmission Gully	Wellington Gateway Partnership	2.1	Supported	Mark M - to arrange intro chat	2.1
West Waikato	Fulton Hogan	3			
Bay of Plenty West	Direct Service Contracts	3		Opportunity - T2's	
Taranaki	Downer	3			
East Waikato	Higgins	4			
Central Waikato	Downer	4			
Bay of Plenty East	Higgins	4			
Nelson / Tasman	Fulton Hogan	4			
South Canterbury	Downer	4			
West Coast	Fulton Hogan	4			
Central Otago	Fulton Hogan	4			
Coastal Otago	Downer	4			
Southland	SouthRoads	4			

# Safe, efficient and effective TTM

- Safety First
  - Right size TTM for the work activity – more risk controls for higher risk and/or long duration sites, less controls for shorter and/or lower risk sites
- Cost efficiency will come through
  - Smarter works scheduling - one TTM setup multiple works activities – Remutaka Hills, Kawarau Gorge, Ward Hills, one pass cyclic activities and more
  - High intensity works – short duration, quickly delivered works with high transport impact (road closures).
  - Other approaches welcomed – rolling blocks, machine-based work,



# GPS 2024-34

Draft Government  
Policy Statement  
on land transport  
2024-34

March 2024 Not Government policy

CONSULTATION DRAFT



## Commitment to four priorities:

1. Economic growth and productivity
2. Safety
3. Value for money
4. Increased maintenance and resilience

## Strong direction to:

- Reduce TTM costs
- Drive efficient and effective TTM

# Our response - TTM national review

- Maintenance and Operations team reviewed 800 worksites on our state highway network.
- 69.8% were unattended - due to either reseal sites under aftercare or nightworks sites visited during the day.
- 26% of unattended sites were not needed.
- This data helped to identify key actions to solve.
- Improvement Plan during the 2024/25 summer renewal programme will re-check issues.





# Future reporting

- SPE measures agreed with the minister
  - TTM costs (GPS requirement)
  - Number of sites inspected
  - Number of sites with redundant TTM





# Helpful information + resources

- **TTM Industry Steering Group:**  
<https://www.ttm-isg.org/>
- **NZGTTM website:**  
<https://www.nzta.govt.nz/roads-and-rail/new-zealand-guide-to-temporary-traffic-management/>
- **WorkSafe Good Practice Guide:**  
<https://www.worksafe.govt.nz/topic-and-industry/road-and-roadside/keeping-healthy-safe-working-road-or-roadside>

**NZ TRANSPORT AGENCY**  
WAKA KOTIAHI

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## New Zealand guide to temporary traffic management (NZGTTM)

The New Zealand guide to temporary traffic management (NZGTTM) outlines how to use a risk-based approach to plan and mitigate the risks to road workers and road users to keep them safe.

The guide provides advice to organisations on how to put risk assessment and planning first before decisions on control types and equipment are made. The new risk-based approach ensures that TTM setups are as safe as possible for the specific risks at each site.

It will be useful for road construction and maintenance, events, emergency response or any activity where a temporary road design is required.

**Contact us**

You can email us with any questions or comments  
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**NZGTTM news**

Stay up to date with our TTM Update newsletter.

# Questions?

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