

RCA Forum – TTM webinar

3 December 2024

REG's role in supporting RCAs to implement temporary traffic management improvements

3 December 2024

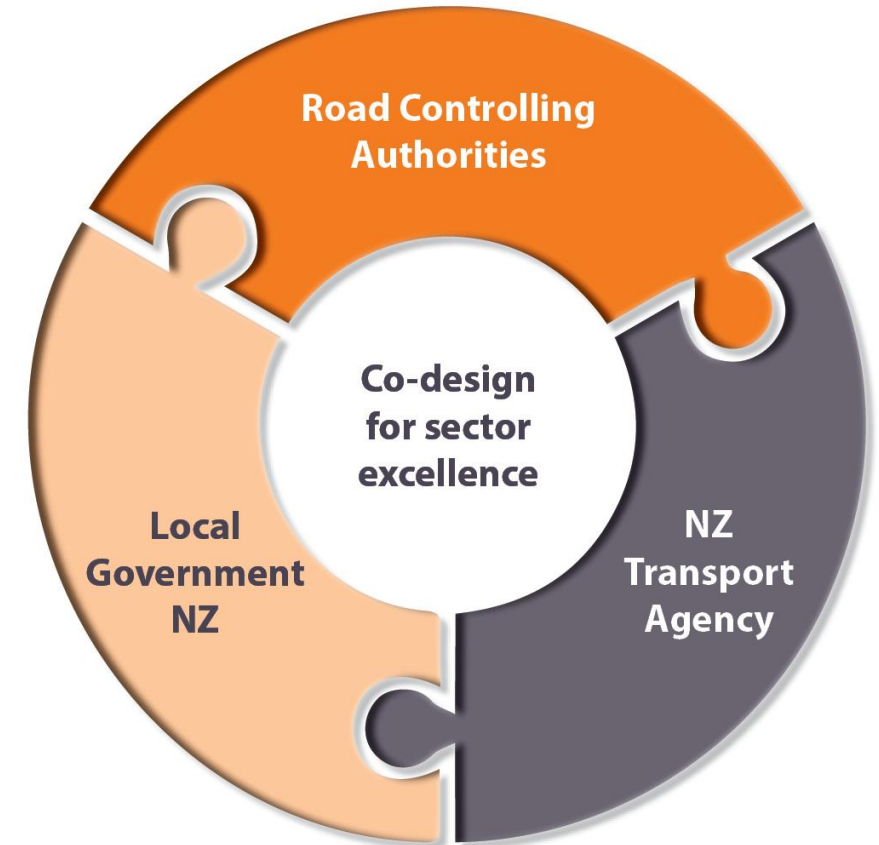
Road Efficiency Group

Te Ringa Maimoa



Road Efficiency Group Te Ringa Maimoa

- The Road Efficiency Group Te Ringa Maimoa (REG) is a partnership between the Transport Agency Waka Kotahi, Local Government NZ and all road controlling authorities across New Zealand.
- REG's programmes are co-designed by experts from across the sector who volunteer their time to build tools and guidance.
- REG was formed in 2012 as the authority to implement the recommendations of the broader Road Maintenance Task Force.



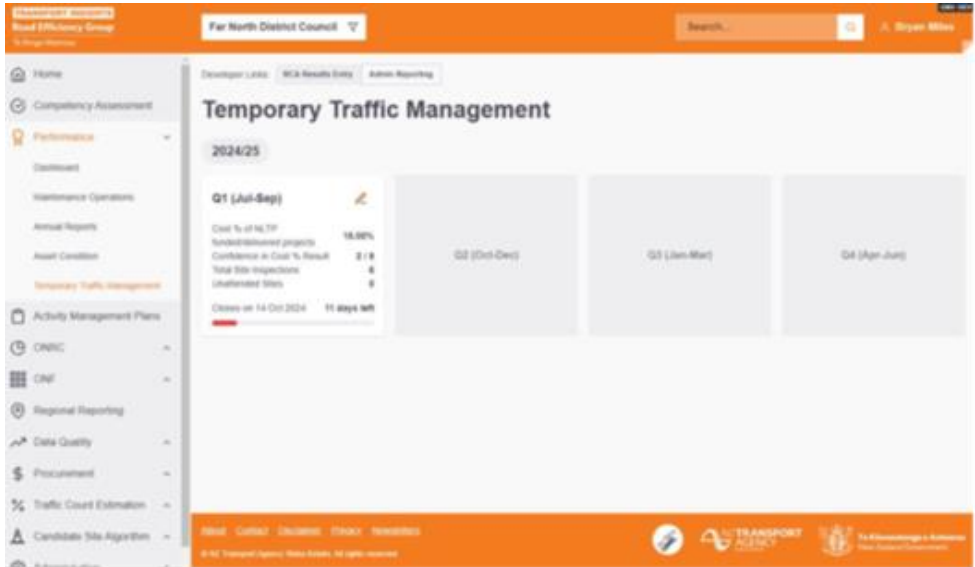
Road Efficiency Group refocus – GPS 2024

- The Government Policy Statement on Land Transport 2024 (GPS 2024) directs REG to refocus on ensuring that investment in maintaining and improving resilience on the state highway, local and rural road network is spent in the most efficient manner.
- REG is required to report temporary traffic management (TTM) productivity and costs for road controlling authorities on behalf of NZTA.



Quarterly TTM reporting

- REG has developed TTM reporting metrics in the Transport Insights web portal for RCAs to upload TTM financial performance and site effectiveness data.
- TTM reporting includes costs, and a percentage of relevant National Land Transport Programme funded activity classes; there is also a confidence rating from 1-5 to indicate council's confidence in the accuracy of cost data.
- The TTM cost data entered each quarter is for the year to date (YTD) TTM costs and NLTP expenditure. The YTD approach aims to resolve any previous quarter data issues.
- RCAs need to input their TTM data into Transport Insights by 20 January 2025 for the 2nd quarter 2024/25 (1 October to 31 December).



Transport Insights performance dashboard



Network Statistics

Population	Maintenance (\$/km)	Budget (\$M)	Valuation (\$M)	Expenditure (\$M)
136,000	\$20,817	\$185.4	\$1,376	\$68.6
2023/24	2023/24	2023/24	2022/23	2023/24
Expenditure per capita	Total Roads (km)	Total Cycleways (km)	No. of bridges	FAR
\$505	1,763	75.5	251	52%
2023/24	2023/24	2023/24	2023/24	2022/23

REG's role in supporting RCAs

- RCAs can use the TTM data in Transport Insights to compare their performance with their peers.
- REG will support RCAs to implement TTM improvements by sharing NZTA guidance and best practice through REG's regional workshops and champions' network.
- REG is planning a range of workshops in 2025:
 - Regional focus
 - Mix of online and in-person sessions
 - Opportunity to collaborate with peers
 - Will include subject matter experts
- REG Champions are a network of asset managers across Aotearoa who support their regional colleagues.



Connect with REG

- www.nzta.govt.nz/reg
- Sign up to the monthly REG newsletter
- Join our regional workshops
- Get to know your regional REG Champion
- www.transportinsights.nz
- reg@nzta.govt.nz



TTM-ISG Update

*RCA Forum TTM
webinar*

3 December 2024

Our Mission

The TTM Industry Steering Group **champions collaboration** and representation within the TTM sector by **fostering excellence in practices that enhance safety and efficiency on the roads**. We aim to **advance the industry** by nurturing a culture of shared responsibility, supporting **safe outcomes for New Zealand's road workers and road users**

Our PURPOSE



CONNECT

Connect people, businesses and clients to understand important focus areas for the TTM sector



COLLABORATE

Collaborate to enhance effective management of risks from activities impacting road corridors



ADVOCATE

Advocate on behalf of the TTM sector to improve real and perceived value of TTM



SHARE

Share collective learning to nurture continual improvement of safety and efficiency of TTM

Our Make Up

Our ISG Committee is made up of up to 12 members who represent different parts of the sector including:

- RCAs
- TTM Suppliers
- Tier 1 Contractors
- Road Workers
- NZTA
- CCNZ
- ACE NZ

Who we are



Darren Wu
ISG Chair
(Acting)
ACE NZ Rep



Nick Miskelly
Secretary
NZ UAG Rep



Ryan Cooney
Treasurer
NZTA Rep



Michelle Farrell
CCNZ Rep



Wayne Clarke
TTM Supplier Rep



Betty Mitrova
Tier 1 Contractor Rep



Dave Rendall
Tier 1 Contractor Rep



Karl Hitchcock
TTM Supplier Rep



Simon Hodges
RCA Rep (South Is)



Tracey Berkahn
RCA Rep (North Is)



Scobie Te Poono
Worker Rep

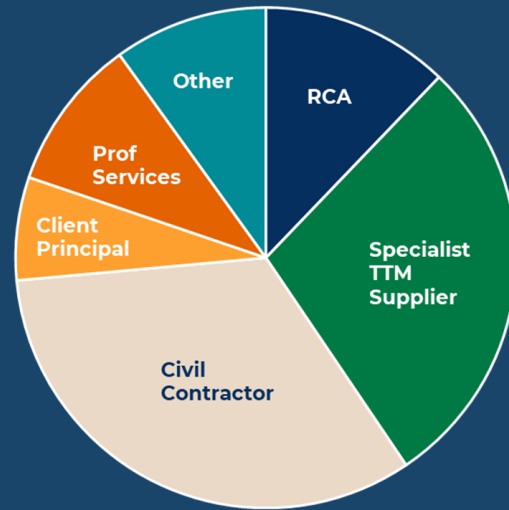


TBC
NZTA Rep



2024 ISG and CCNZ TTM Roadshows

1200
ATTENDEES
14
LOCATIONS



>50% were civil contractors and specialist TTM suppliers

Roadshow was designed to expand understanding of risk-based TTM and engage with sector

They helped us better understand how we can support guide the sector

A request has come through to expand the audience to reach more people in the industry

1

Good Practice

- Develop good practice framework
- Establish ability to endorse good practice

2

Assurance

- Follow NZTA's new assurance model
- Cross-pollinate learnings and feedback

3

Training & Competency

- Continued development and implementation of credentials framework

4

Commercial

- Facilitate shared development of commercial requirements for risk-based TTM

5

Comms & Engagement

- Enable consistent and meaningful communication and engagement with the sector
- Targeted sector engagement to progress shift



What we're hearing from council staff

Our organisation needs to decide what position we are taking with NZGTTM

There are a wide range of views which is causing confusion – we need clear direction

Most are on-board with a change to a risk-based approach and keen to make progress

There's lots of questions from internal staff and suppliers about what to do

Imminent changes to training and CoPTTM require more urgent attention

'Devil is in the detail' – we need to start mapping our change journey

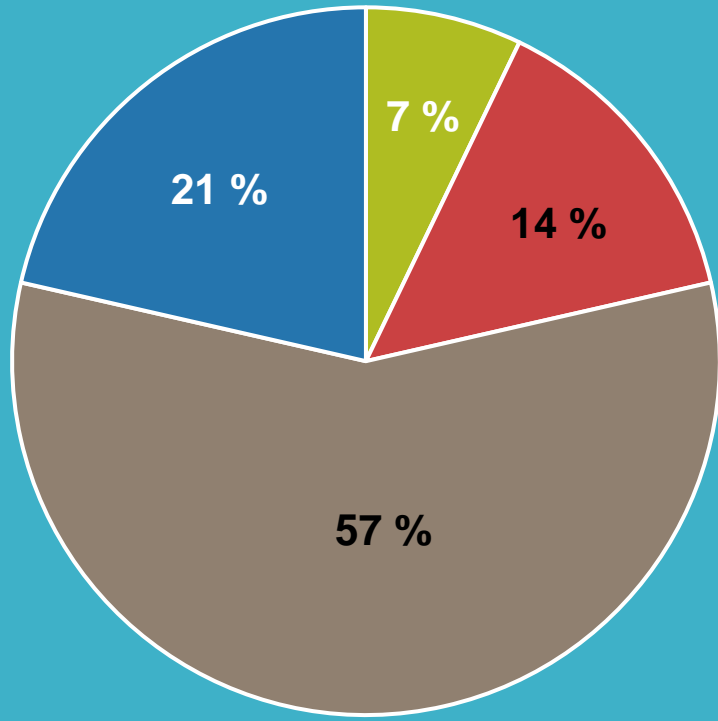


“It’s pretty overwhelming thinking how we get the industry from where we are now to where we need to be”

- RCA Representative

Council Journey Map

To help the sector better understand the diversity of where clients and RCAs are at, we asked councils where they were at in their journey of transitioning to a risk-based approach for TTM



What category below best represents where your organisation is at with the risk-based approach to TTM?

- We have not heard about this
- Undecided but we are observing and learning
- We do not plan to adopt the risk – based approach at this time
- We are planning to adopt the risk – based and are working through the details of what this looks like
- We are adopting the risk – based and are actively making changes and trialling it

Auckland Transport's journey



What are we doing?

- Auckland Transport is 'open for business' and accepting NZGTTM applications
- We are keeping approval processes as they are for now and focusing on introducing the risk-based approach
- We are trialing new approaches with a cross-section of industry, including how to improve efficiency on cyclical maintenance, low-risk, non-excavation works with contractors and utilities
- In parallel, we are working on refreshing internal systems to enable us to consistently assess risk-based applications
- The client PCBU part of AT is incorporating NZGTTM requirements into their contracts, projects already using NZGTTM principles to procure, maintenance contracts will take a little longer to cycle through

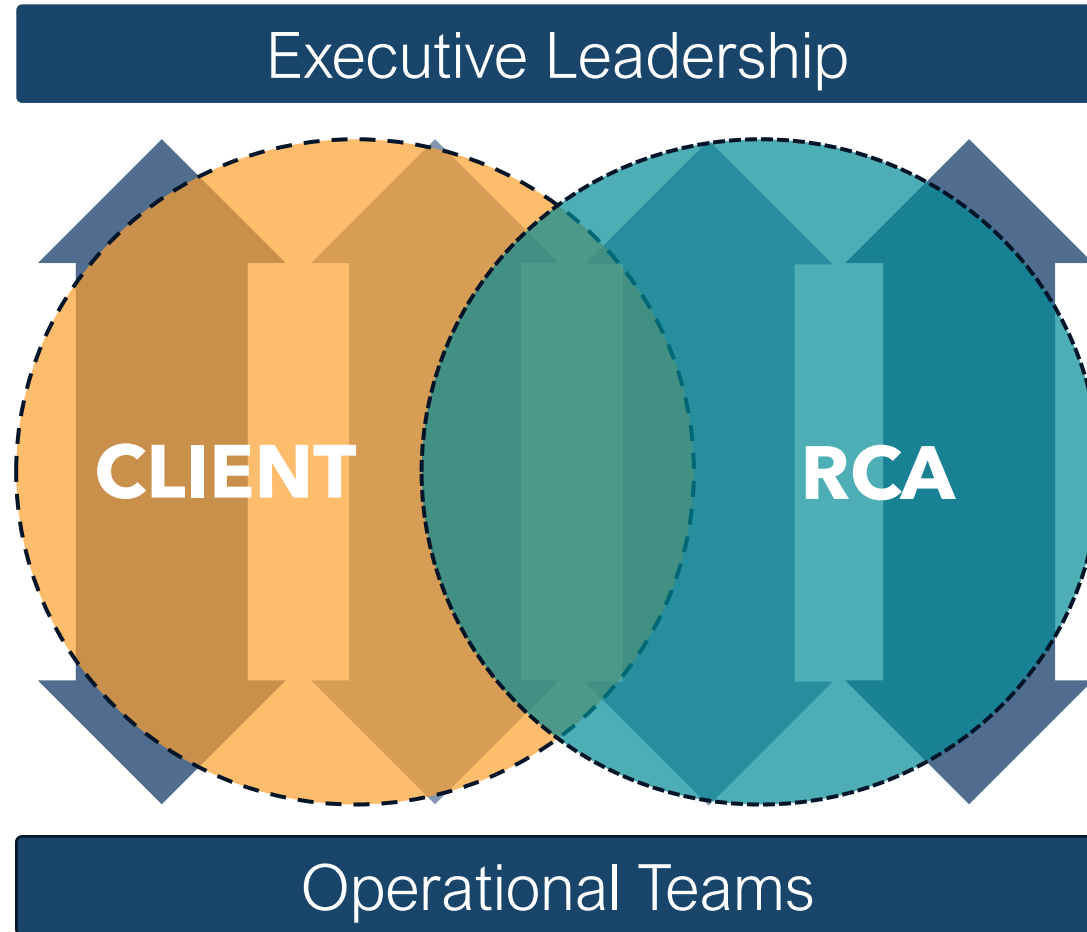
Auckland Transport's journey



What are we learning?

- Despite being 'open for business', very few full NZGTTM applications are being submitted
- We are comfortable with this slow and steady approach to change – the focus is on helping suppliers and our internal AT team to really understand how to apply a risk-based approach
- From the trials, we are learning and building this back into our messaging and processes
- Key to progress is collaboration and co-operation

Opportunity for generational change



- Starts with clear alignment from executive leadership through to your operational teams
- Acknowledges the difference between your Client and RCA roles to the sector
- Sets out a course for change that starts with clear staging of implementation



Thank You



Temporary Traffic Management
Industry Steering Group



www.ttm-isg.org



info@ttm-isg.org

TTM in New Zealand is changing - NZTA's approach for state highways

RCA Forum TTM webinar

3 December 2024



Implementing the GPS 2024: Moving to safer, more efficient and effective TTM

Government
Policy Statement
on land transport
2024-34

June 2024

New Zealand guide to temporary traffic management

All workers and road users
go home safe every day

WAKA KOTAHU
LAND TRANSPORT
AGENCY

- The NZTA TTM programme is a commitment to key GPS 2024 priorities:
 - **Safety**
 - **Value for money**
- Specifically, to reduce expenditure of TTM while maintaining the safety of road workers and road users.
- The TTM programme was set up to ensure successful adoption of a new approach to TTM on state highways – the *New Zealand guide to temporary traffic management* published in 2023.
- Leveraging the NZGTTM will deliver more efficient and effective TTM by improving safety and value for money and minimising disruption to people’s journeys.

NZTA transition – programme approach

Moving to a risk-based TTM approach is a transformational change in practice, skills and mindset – for NZTA, our contractors and the wider sector. Over the next 6 – 12 months we're taking a programme approach to work with our contractors on these key changes.



CoPTTM superseded by the NZGTTM

From 1 November 2024, CoPTTM was superseded by the NZGTTM as NZTA's preferred guidance for state highways.



Training & Competency

CoPTTM based training has been phased out. Suppliers will need to identify appropriate training for staff and record this. TTM-ISG and NZTA are supporting a new national training and competency framework with new standards endorsed by NZQA.



Capital works contracts

From 1 November 2024, NZTA, as a contracting PCBU (client), is applying the NZGTTM to new capital contracts. Existing contracts can continue to use CoPTTM.



Maintenance & Operations

Existing NOC pilots continue if they wish. Any other NOC is open to trialling a risk-based approach. From 2025 contracts will convert to the NZGTTM with the new contract model.



Audit & Assurance

Implementing updated state highway assurance programme (end current CoPTTM audit programme).

Examples of efficient and effective TTM

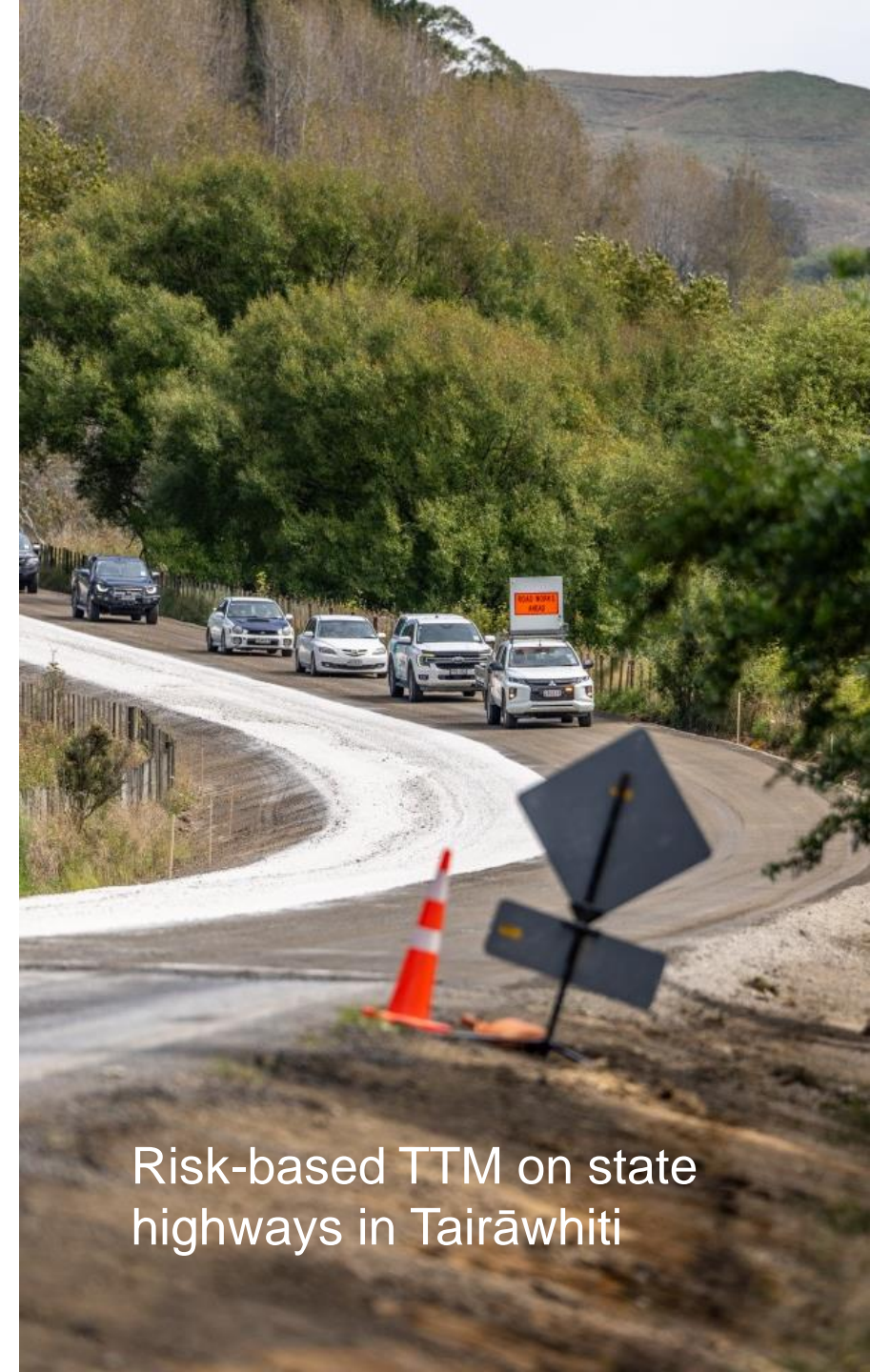
Careful planning, safe detours, road closures, nightworks, maximising TTM resource is improving productivity.

State highways – pilot vehicles, short and overnight road closures:

- Pavement repairs on state highways in Tairāwhiti used the risk-based approach – less cones, instead pilot vehicles managed road users through worksites.
- 3-week of night closure of Wellington’s SH1 Urban Motorway (WTA) saved \$154,000 on traffic management.

Local, low-volume roads – less cones and ‘stop/go’:

- Carterton District Council closed roads temporarily.
- Downer NZ team ‘working in the gaps’ in North Canterbury to do line marking.



Risk-based TTM on state highways in Tairāwhiti

Examples - improving TTM efficiency and effectiveness

Better upfront planning and smarter applications of control equipment to manage risk are leading to right-sized TTM and creating efficiencies in total works costs.

- **Devil's Elbow SH2:**
 - Priority control signs instead of portable traffic lights has reduced costs by \$24k per month – estimated \$216k cost saving over the 9 months.
- **Matarika Valley SH35:**
 - \$152k cost saving by including two projects in 1 contract – 1 TTM site for 2 pieces of work.
- **Otoko Hill SH2:**
 - \$4k cost saving per month, total \$29k cost saving to the project – using guard rail instead of portable traffic lights is significantly improving safety.
- **Mangahauini Gorge SH35:**
 - \$18k cost saving using guard rail instead of plastic barriers.

Devil's Corner - bird's eye view of the completed section (Project F).



Helpful resources

New Zealand guide to temporary traffic management website:

www.nzta.govt.nz/roads-and-rail/new-zealand-guide-to-temporary-traffic-management


- Guidance
- TTM library with resources, practice notes and templates
- FAQs and webinars

CCNZ website: [TTM interactive resource guide](#)

FACTS & GUIDES

NZ TRANSPORT AGENCY
WAKA KOTAHU

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.



CLICK HERE FOR LINK

WORKSAFE
Mahi Haumaru Aotearoa

These guidelines provide advice on how to manage the health and safety risks road and roadside workers are exposed to while at work. They can help persons conducting a business or undertaking (PCBUs) to meet their duties under the Health and Safety at Work Act 2015 (HSWA). The guidelines are grouped into five parts:


Part A - has a general introduction to applying a risk management approach in the road and roadside work environment, and guidance on how to provide for road and roadside worker health and safety throughout the contracting chain.

Part B - offers good practice advice for managing common health risks for road and roadside workers.

Part C - offers good practice advice for managing common safety risks for road and roadside workers.

Part D - offers good practice advice regarding worker facilities, training and certifications, personal protective equipment (PPE), and worker inductions.


Appendices 1-6 include a glossary of terms and more detailed explanations of key health and safety duties under HSWA.



CLICK HERE FOR LINK

Christchurch City Council

Christchurch city council offers traffic management news and information. News and information relating to temporary traffic management best practices, guidelines and local operating procedures. You can subscribe and sign up to receive updates from the Traffic Management Team.



CLICK HERE FOR LINK

NEWS

Here are some great articles for you to check out!

Temporary traffic management changes - keep calm and carry on



Psst - what do they mean by a risk based approach for temporary traffic management?



CLICK HERE FOR LINK

WEBINARS

TTM webinar 9: jointly hosted by NZTA and the TTM industry steering group

Monday 16 and Wednesday 18 October 2023

We hosted two webinars with members of the TTM industry steering group (ISG) and industry guests



CLICK HERE FOR LINK

Open Q&A

Thank you for your questions