

# Traffic Management Update

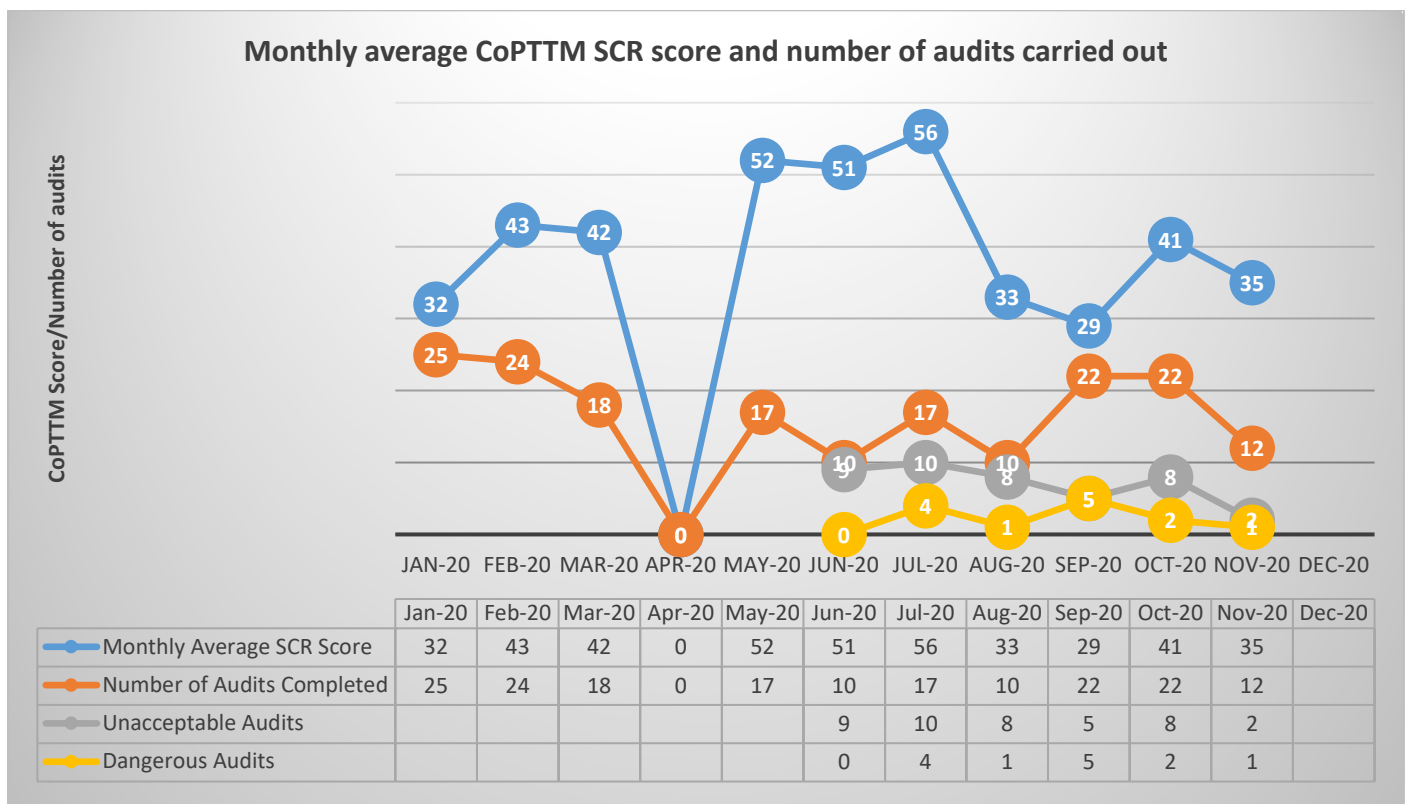
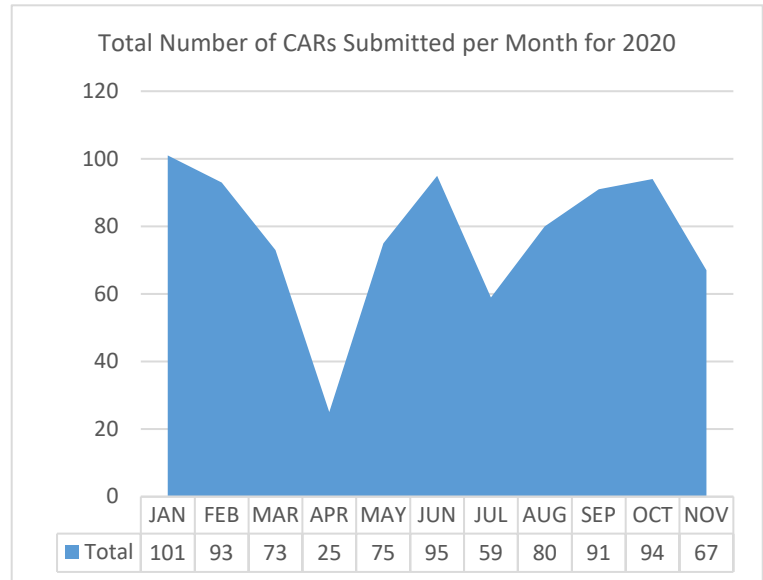


Welcome to the Selwyn District traffic management update for December. November only got busier it seems as we head towards the silly season. Christmas is just around the corner and we are all looking forward to the New Year, no doubt with new prospects ahead.

## State of the Nation

67 CAR submissions were made in the month of October as well as 37 Road Space Bookings.

Average SCR Score	35
Active sites in November	81
Road Space Bookings for November	37
Number of Audits Conducted in November	12
% of sites audited	10%
5% of Actives sites	6
CoPTTM target (% of sites audited)	5%



While there were only a few audits carried out in November, generally they were to a high standard.

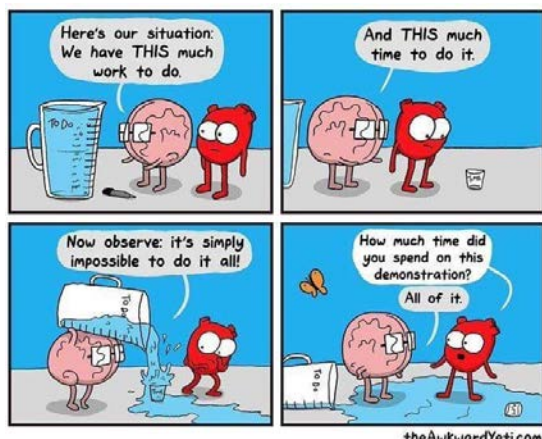
## TMP Planner Qualification and Changes to CoPTTM

The last month has seen the beginnings of big changes in the TTM world. CoPTTM will be moving towards a more risk based approach, which will change how we all look at TTM. The first draft of the risk management guide for CoPTTM has been released giving us an insight into where its all heading. The first draft can be found at <https://civilcontractors.co.nz/filescust/CMS/Documents/NZGTTM-Part-10-Managing-Risk-V1.pdf>

Recently, Civil Contractors New Zealand released a webinar where the changes were discussed. The webinar was highly informative about where TTM is heading and can be viewed at <https://youtu.be/1V1Jx3iqHxA>

The latest statistics from NZTA show that currently there are only 60 qualified TMP Planners in New Zealand. At Selwyn, it has been decided that it is not reasonably practical to enforce the need for this qualification on TMP writers. Therefore we will continue to accept TMPs from planners without this qualification until March 31<sup>st</sup> 2020. As of this date, the TMP Planner Practicing qualification will be required to submit TMPs to Selwyn unless it is a non-practicing submitting for assessment.

This change will be a major shift for the industry and the year ahead. For those who do not have a suitably qualified person on staff, then their best option is to consult a TTM contractor for assistance.



### Training Sessions

In order to support contractors, we will be running some training sessions in the New Year addressing some of the common issues that arise. The first training session will be run in February and will be on how to submit a CAR in Submitica. Details of these sessions will be announced in the January newsletter.

Anyone of any skill level is welcome to attend and ask questions.

Future training sessions will be announced in next year's first newsletter. If there are any requests, please let us know.

### Liaison Meetings

Starting in January, we will be running liaison meetings with contractors. The intention is to coordinate works in the Selwyn District. All contractors are welcome to attend as this will present an opportunity for contractors to work together and share costs to complete works, as well as presenting a networking opportunity.

These meetings will also be an opportunity to meet with myself and Grant to discuss any queries and concerns.

The meetings will be held on the third Friday of every month at 10am at Selwyn District Council Offices in Rolleston. The first meeting will be on January 22. Those who wish to attend should advise us so we can send you an invite for your calendar.

### Tips for CoPTTM Audits

OTHER WORKSITE ASPECTS		
G1	QUALIFIED PERSON ON SITE [REFER TO A5 OF COPTTM]	Yes
G2	TSL APPROPRIATE [REFER TO C4 OF COPTTM]	Yes
G3	ROAD USER FLOW ACCEPTABLE	Yes
G4	ON-SITE RECORD [FORM MUST INCLUDE STMS AUTHORITY, 2 HOURLY CHECKS AND TSL DETAILS]	Yes
G5	TMP APPROVED?	Yes
G6	APPROVED TMP SIGHTED?	Yes
G7	APPROVED TMP APPLICABLE?	Yes
G8	TTM IN ACCORDANCE WITH APPROVED TMP?	Yes

Continuing with the look into the auditing process, this month we will have a look at G5-8, which are all focused on the TMP document.

G5 asks the question - is the TMP approved? When a TMP is approved in Submitica, a red stamp from the RCA is printed on the bottom of every page. This contains information like the CAR number, the approver's name and signature.

This red stamp ties the TMP document to the site and proves that TMP is the approved one and not a previous draft. This red stamp is needed on the documents and on the TMP that is on site. Submitica only stamps portrait mode pages, which is why it is important that all documents submitted to Submitica are in PDF format and all pages are in portrait orientation.

The next aspect, G6, requires that, when asked, the STMS can produce the approved TMP. Paper or electronic forms are accepted, but the approved copy of the TMP must be onsite and available to the STMS and the auditor.

G7 takes into account the TMP planner process. This aspect assesses if the TMP is fit for purpose. Are all the elements of the road environment accounted for in the TMP? If the answer is no, depending on the element discovered, then the STMS is to either not set up the site until the TMP is corrected, or note minor changes on the onsite record or TMP. For instance if the work site has been incorrectly stated in the TMP, turning the shoulder closure into a stop go, this would require a new TMP before works could begin.

G8 is an assessment of how closely the TTM setup aligns with the approved TMP. Is what is in the approved TMP what is deployed on the road? If there are changes, have they been noted or relayed to the RCA where applicable?

Please keep in mind that it is very easy to tell on site if an STMS has looked at the TMP. The STMS should be referring to the approved TMP for their traffic management set up.

## **An STMS's Point of View**

The STMS is the front line of traffic management. To offer another voice in the TTM space, I asked an STMS, Daniel, to give some insight into what they do. Daniel has asked that his name be changed for this article so he could be open and more honest about his experiences. Daniel is a real STMS who currently is employed in the industry.

### **Why did you become an STMS?**

The work fitted in with me while I studied. The money wasn't too bad either.



### **What do you like best about being an STMS?**

I don't like or dislike the role. It's just a job. I have been doing this to make ends meet. I do like when I have a good crew to work with and sometimes the public can be really nice. Some members of the public have offered me food and water. I really appreciate when the public says thank you.

### **What do you wish you could change about being an STMS?**

The hours can be pretty difficult to deal with. We don't get a lot of respect for what we do and I wish we had better resources. I would like people to think of us as part of the team not some nuisance or a necessary evil. To help us out, we need better communication, especially with the public.

### **What is your least favourite part?**

The hours and lack of planning. The last minute demands show that there isn't any planning happening. I know unforeseen stuff happens, but it happens so frequently to just be unforeseen. Over the last year I have been getting abused by the public more and more due to alcohol/substance abuse/mental health issues while doing my job. Being an STMS is a heavy responsibility on site, especially with the health and safety legislation.

### **What do you wish your manager/TMP planners knew about your job?**



Being an STMS is physically and mentally very draining. Under resourcing and lack of communication only make that worse and together with the long hours, this causes burn out. I also wish they knew how dangerous my job is, being on the road.

### How could your job be made easier?

I would like office staff to spend a week doing my job to understand our challenges. The paperwork needs to be standardised. There is so many forms to fill out and it takes up too much of my day. It's all different between sites.



## Christmas Hours

The last day of operation here at Selwyn District Council is the 24<sup>th</sup> of December. The Council will shut the door at 12pm for the Christmas break.

Grant will return on Tuesday 5<sup>th</sup> of January. Tania will return to the office on Monday 18<sup>th</sup> of January.

Those who seek to carry out works in January are advised to get their TMPs in before the Christmas shut down. TMPs and CARs for early January 2021 must be submitted by 18<sup>th</sup> of December. TMPs submitted between the 18<sup>th</sup> of December and 18<sup>th</sup> of January will likely experience delays in processing.

## The Importance of Traffic Management

Recently a story was brought to my attention that really brought into focus for me why we do what we do with traffic management and why traffic management shouldn't be an afterthought, but should be a cornerstone of our health and safety processes.

In March 2017, a grandfather, Patrick James Woolliams, aged 77, died when he attempted to transverse a damaged footpath on his mobility scooter. The scooter tipped over and he toppled out, suffering fatal injuries. He attempted to cross the footpath due to lack of adequate provisions for pedestrians and as a result, the company responsible for the damaged footpath was fined \$100,000 as a result.

This incident brings to mind an encounter I had this year. While carrying out an audit on a contractor who was using shot trenching in the footpath, the STMS responsible was advising me why he didn't need to cover the trenches waiting to be asphalted. The ramps were onsite but a few feet from the trenches on the berm. During this discussion, a boy approximately 4 years in age and his father, both on scooters, approached a trench at high speed. The little boy, who was out in front, luckily saw the trench, stopped, carried his scooter across it and continued on.

When I asked "What would have happened if that little boy hadn't seen that trench?", the STMS, who had been very vocal until this point, had no more to say.

These two stories highlight for me why we do what we do. Pedestrians are the mums with prams, the children on bicycles or our grandparents on mobility scooters, among many others.

So when we think of traffic management as hard work, remember who we are doing it for. We putting out our traffic management so that our family makes it home for Christmas, so we can have a beer with them on Christmas day, or we can watch our children open their presents from Santa. It doesn't matter if you are a road user, a pedestrian or a contractor, we all need to work together to keep everyone safe and well. Please stay safe as we near the holiday period and always take time to stop and plan works so we can all have a cold one with our family this year.

Toddler  
Christmas  
Tree  
Tutorial

Where The  
Smiles  
Have Been

