

Traffic Management Update



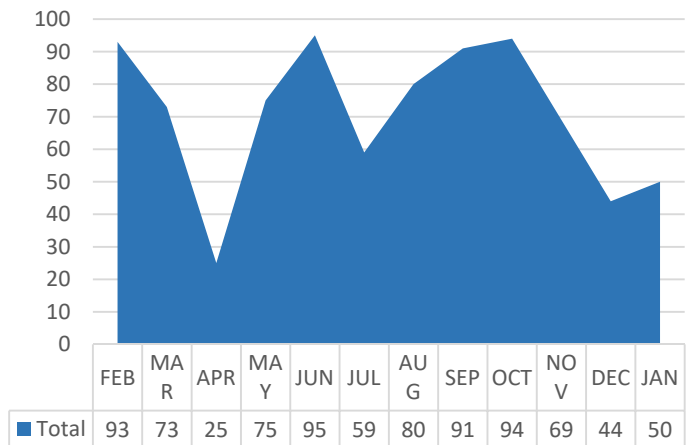
Welcome to the Selwyn District traffic management update for February. Welcome back to a new year on our roads. Already this year is looking like it's going to be busier than ever.

State of the Nation

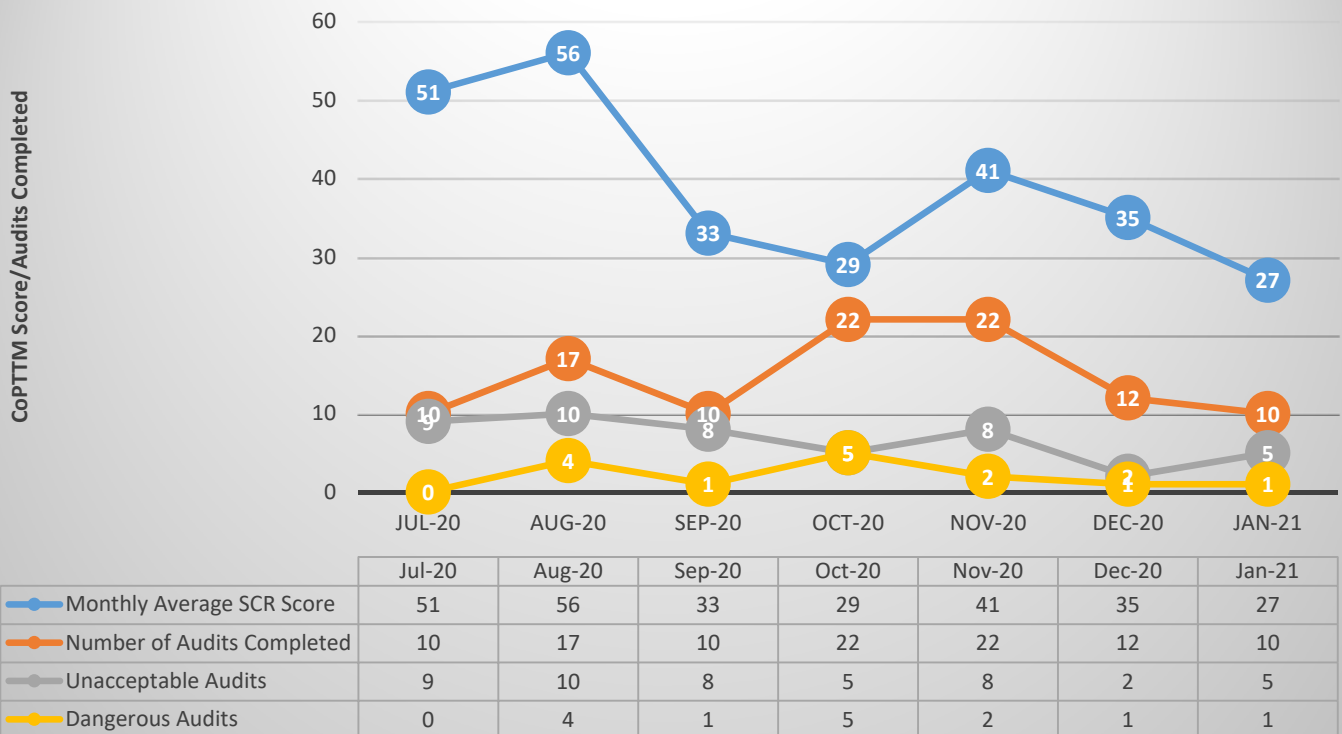
44 CAR submissions were made in the month of December and there were 50 in January. 16 Road Space Bookings were made in December and 14 in January. Please keep up the use of RSB's where required.

Average SCR Score	27
Active sites in January	46
Road Space Bookings for January	14
Number of Audits Conducted in January	10
% of sites audited	17%
5% of Actives sites	3
CoPTTM target (% of sites audited)	5%

Total Number of CARs Submitted per Month Last 12 Months



Monthly Average CoPTTM SCR Score And Total Audits Completed



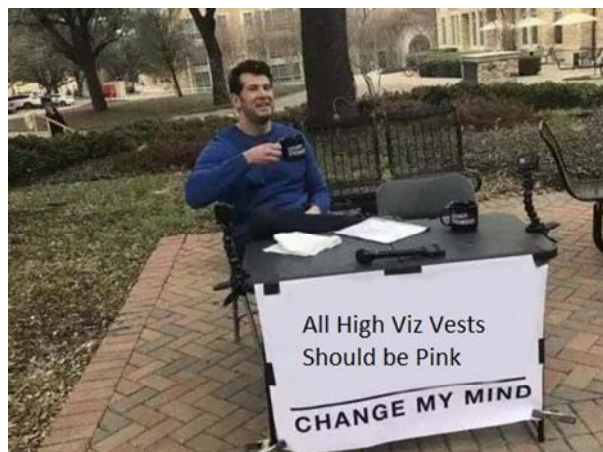
The number of audits was down for December and January due to holidays taken by both corridor manager and contractors. We at Selwyn District Council hope Santa was kind to everyone, brought them something good and everyone had a relaxing new year with friends and family.

Working Together

Here in Selwyn, as across the country, we use the National Code of Practice for Utility Operators' Access to Transport Corridors, the NZUAG Code of Practice, to govern the management of CARs. This piece of legislation applies to any works done in the road corridor on infrastructure utilities including, but not limited to, water mains, sewers, UFB cables and power infrastructure like power poles.

The first general principle of the code is titled working together, which means we all need to work together to achieve quality outcomes.

If there is an issue, we encourage discussion. If you don't agree with a decision, then we encourage you to contact us and work together to find a solution.



Training Sessions

In the last newsletter, we advised of some training sessions coming up, particularly around Submitica. The New Year has really hit the ground running, so we have not had the opportunity to run these yet.

The first training session will be on how to submit a CAR in Submitica. Anyone of any skill level is welcome to attend and ask questions.

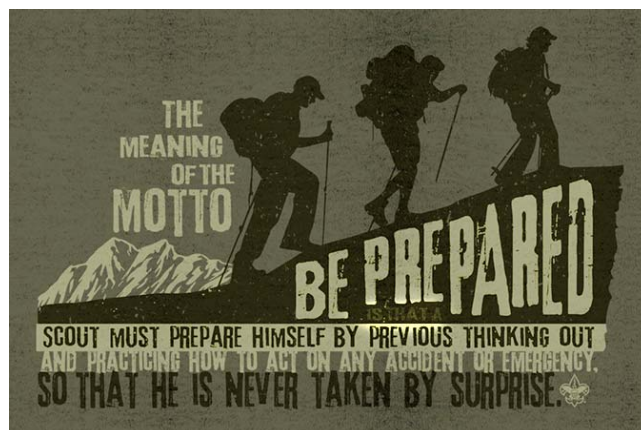
Two sessions are currently scheduled Friday March 5th at 1pm and Tuesday March 16th at 9am. The session is expected to last about an hour.

This will assume that we are at level 1. If we are at level 2 on either day, then the sessions will be postponed. If you wish to attend, please advise us as there is limited numbers and we can then advise directly of any rescheduling if necessary.

Contingency TTM

Over the last few weeks, there has been a few audits carried out on sites where there was no plans made for contingency. This was particularly notable around sites using portable traffic lights.

Emergency situations can arise at any time and portable traffic lights are like any piece of equipment, they can be in need of a little assistance from time to time. While it's not always possible to have excessive amounts of TTM on site for every situation, having equipment like two way radios and MTC paddles for an emergency or if the lights are in need of a reset manages the situation far more effectively. Safety in an emergency situation should always be the first priority.



SIGNS			Weighting	Tally Box	Total
A1	Missing	Sign	5		0
A2	Position	Sign	2		0
A3	Not visible/fallen over	Sign	5		0
A4	Wrong sign	Sign	5		0
A5	Condition unacceptable	Sign	4		0
A6	Permanent sign	Sign	5		0
A7	Unapproved sign used / too small	Sign	4		0
A8	Non-compliant support / sign too low	Support	2		0

Tips for CoPTTM Audits

This month will look at the signs section of the audit.

A1 – Missing is self-explanatory. Is a sign missing from site? Common signs missing from site are pedestrian signs such as arrows or signs instructing pedestrians. Works end signs are required in Selwyn and these too are often omitted from site.

A2- Position deals with sign spacing. It is not necessary to exactly measure out the site, nor is it practical. But distances can be determined by counting the number of centre lines or pacing it out are some suggestions. When counting the centre lines, there is 10 m from the start of one centre line to the start of the next centre line. The line itself is 3 m and the gap is 7 m. This is also useful for determining the length of a work site, particularly for priority give way. Points are awarded where signs are spaced too far apart or where they are too close together. In Selwyn, this is seldom marked on audits and generally this is done well across all contractors.

When a sign falls over, then points are awarded at A3. Signs need to be properly weighted in high winds to avoid falling over (this can become a hazard to road users should they fall) and part of why site checks are so important. A TSL can only be enforced when the signs are gated, meaning if one falls over the TSL is no longer valid. Use of sand bags is required rather than other make shift weights like stacks of cones or concrete blocks. CoPTTM compliant sand bags are available and should be made available to STMSs on site.

A4 – wrong sign is one that crops up particularly on priority give way sites where give way signs are substituted incorrectly for priority arrows. Signs cannot be substituted, only those in the TMD should be deployed. If an additional sign is required, the request should be relayed back to the TMP designer who can seek an alteration to the TMP through the RCA.

A5 – condition unacceptable where most points are awarded during an audit. Signs need to be readable, reflective and flat. Where the information on the sign is no longer immediately communicated i.e. arrows no longer look like arrows, then these signs should be cycled out.

Permanent signs that conflict with temporary signs such as speed limits need to be covered. A6 – Permanent Sign is checked for every conflicting permanent sign on site not covered.

A7 – unapproved sign used/too small is seldom used in Selwyn as all roads in Selwyn require L1 sized signs.

A8 – Non-compliant support/sign too low is used when a non-compliant support is used. All bases must be the collapsible CoPTTM compliant ones.



TMP Standards

A few contractors have asked to what standard their TMPs should be to. NZTA has now set the standard for TMPs. The TTMP Planner warrant deadline of the 30th of April is fast approaching and all TMPs should be aiming for this high standard. TMPs form a legal health and safety document as well as a set of instructions to the STMS on site. Therefore they need to be of sufficient standard to comply with both these requirements.

Those who are endeavouring to complete their TTMP Planner assessments need to make sure they advise their TMPs are for assessment purposes. If you are seeking guidance on how to complete your assessment TMP, please consult the marking schedule and make sure you TMP meets all those requirements. If you are still in need of further clarification NZTA has instructed applicants to email ttmp@copttm.co.nz for further information and support.

Local Operating Procedures

Currently, the local operating procedures for traffic management are under review in Selwyn. We are working with Christchurch City, Waimakariri and Hurunui to create a universal document across all 4 districts.

When the local operating procedures are complete, they will be put out to the industry for comment.

Information to be Provided with the CAR Application

As the NZUAG Code of Practice is the legislation that governs all CAR applications. The NZUAG Code of Practice prescribes what information is to be provided with a CAR Application. This information can be found under section 4.3.3 in the code and reads as follows:

1. Unless otherwise agreed between the Corridor Manager and Utility Operator the following information must be submitted with a CAR:

a) a Traffic Management Plan that:

- i. is site-specific, is designed by a suitably qualified person and approved by a different suitably qualified person for the purposes of CoPTTM or other approved local standard; or
- ii. Has been pre-approved by the Corridor Manager for use as a generic TMP and replicates the road layout and proposed Work Site; and
- iii. Demonstrates how safety and other impacts on affected Parties and the Public will be managed; and
- iv. complies with CoPTTM or other approved local standards and any reasonable requirements of the Corridor Manager;

b) a plan indicating the proposed scope and scale of the Works, including depth and route of proposed Utility Structures and the location of nearby Utility Structures, kerbs, Footpaths trees and street furniture;

c) Details of other Utility Operators that may be affected and evidence they have been consulted;

d) Details of when the Work is scheduled including times of day as well as dates; and

e) Proposed location of any chambers or above-ground Utility Structures.

2. Additional information may be required when:

a) The location of the Work Site moves to a position not described on the WAP or CAR; or

b) The Utility Operator does not complete the Works within six months of the issue of the WAP (or other period agreed between the Parties).

Over the coming months, we will be working towards meeting these requirements under the NZUAG Code of Practice. For consistency, this list will be used as a guide for all CAR applications, particularly project CARs.

Not all CARs will require this level of detail. For example event CARs do not need to provide evidence of consultation with utility operators. Where there is uncertainty, please contact us to clarify the requirements.

Making Sure Everyone Is In the Know

When submitting a CAR, there is a tendency for all the participants' fields to be populated with the same person's contact information. This can be particularly problematic for TTM contractors if remedial works arise in the warranty phase.

To make sure everyone is on the same page and receiving information in a timely manner, make use of the participants' fields to add in anyone of relevance. Project managers, TTM contractors and other affected parties can benefit from being added into the CAR emails. A wide range of roles can be added to the participants' area of the CAR.

When alterations are made to a CAR in Submitica, emails are sent out. Please ensure they are not going to spam or there may be delays to processing your CAR.

Sharing the Road

The road network exists for use by the public to travel across our district. The public can access the road network in a variety of different ways. TTM alters the way that the network functions and the job of the TMC is to consider how that network will function with the alterations in place.

The public do not get the benefit of wearing high visibility clothing or hard hats when they pass a site. They are not briefed before the start of works or perhaps even aware a site is active before they happen upon it.

As CoPTTM moves in a direction that seeks address risk more thoroughly in the process of developing a TMP, it then becomes important to consider how that risk is transferred. While your site might be CoPTTM compliant, it may still be unsafe because it transfers risk elsewhere.



To illustrate this, if Springs Road was to be closed during morning peak hour on the Lincoln side of Prebbleton, then there would be several thousand more vehicles having to find their way to work via alternative routes which are already congested. While the risk is significantly reduced for the workers on the site, the public using the roads would face a greater risk from making unsafe turns onto roads such as Shands Road. Which means as planners and TMCs, we need to consider the whole picture, not just the site itself.

Furthermore, this lends to the idea that TTM needs to be clear, simple, and tidy when deployed on site. The majority of the general public will have no training in traffic management and they are ultimately the end customer. We are communicating to them how to safely make it from one end of the site to the other and we need to make sure they understand what is required of them to achieve that.

We all have our part to play in the process to ensure the safety of everyone, both contractor and public. Everyone who interacts with the site needs to go home safe and we should always try to frame our decisions with this at the forefront.



Goal Zero

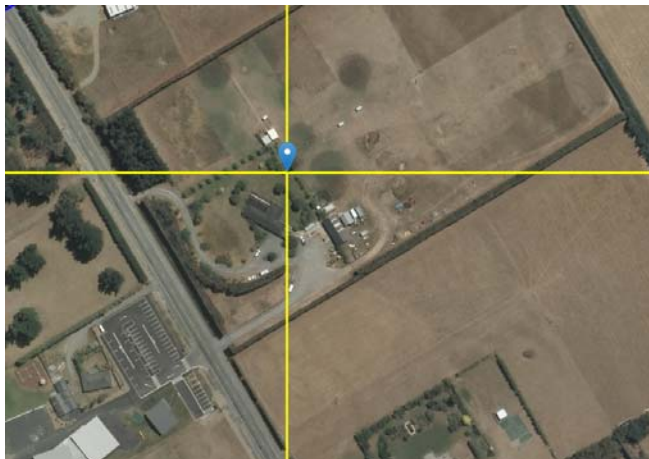
In Selwyn, we have a goal to see consistently high performing TTM audits. The goal is to give out zero scores during audits. This can only be achieved through assistance from everyone out on the network, both in the office and on the tools.

If you require any assistance to achieve this goal, please do not hesitate to contact us. As always, you can request a toolbox talk on TTM from us. If you wish to join in the auditing process, a joint audit can be arranged.

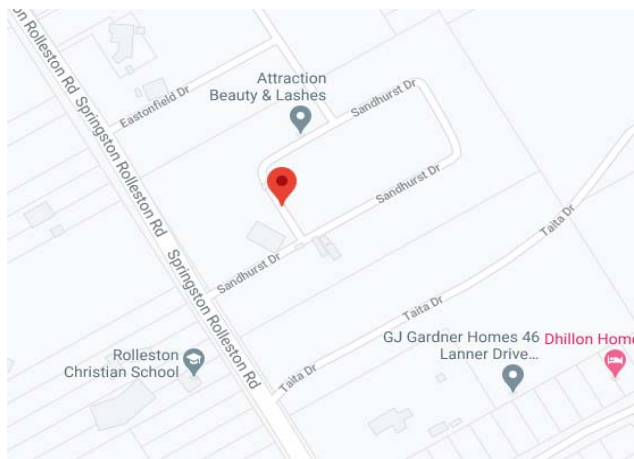
Working together, we can achieve consistent zero scores during audits. Traffic management is part of the health and safety not in the work place but of our community.

Accuracy of Mapping

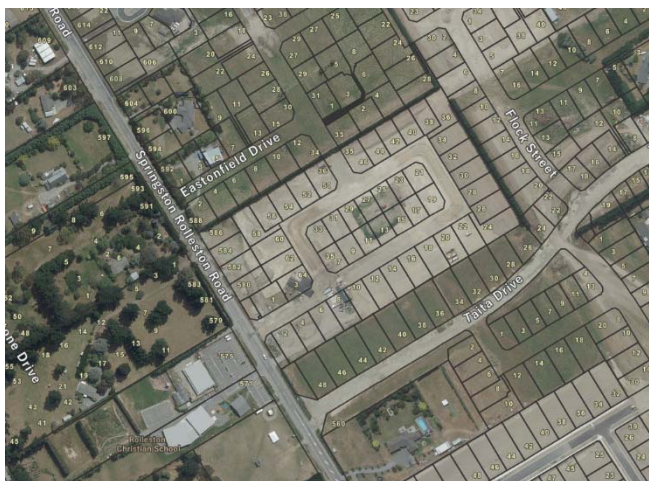
When constructing a TMP, having access to online mapping tools is a huge advantage. However these images are only a snap shot in time and often do not accurately represent the road environment, particularly in areas like Rolleston where development is happening at a phenomenal pace. This means that aerial views are very quickly outdated. To highlight this, below is a screen shot of one particular section of Rolleston from three different mapping websites.



Mobile Road



Google Maps



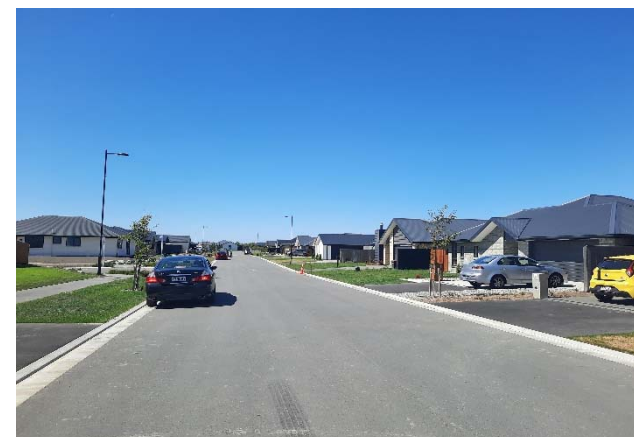
Canterbury Maps



Google Maps – Satellite View



Google Maps - Street View



Present Day (taken 17/02/2021)

It is therefore important to keep in mind that while online mapping is an important tool, the information may be outdated. When in doubt, it pays to check.