

Traffic Management Update

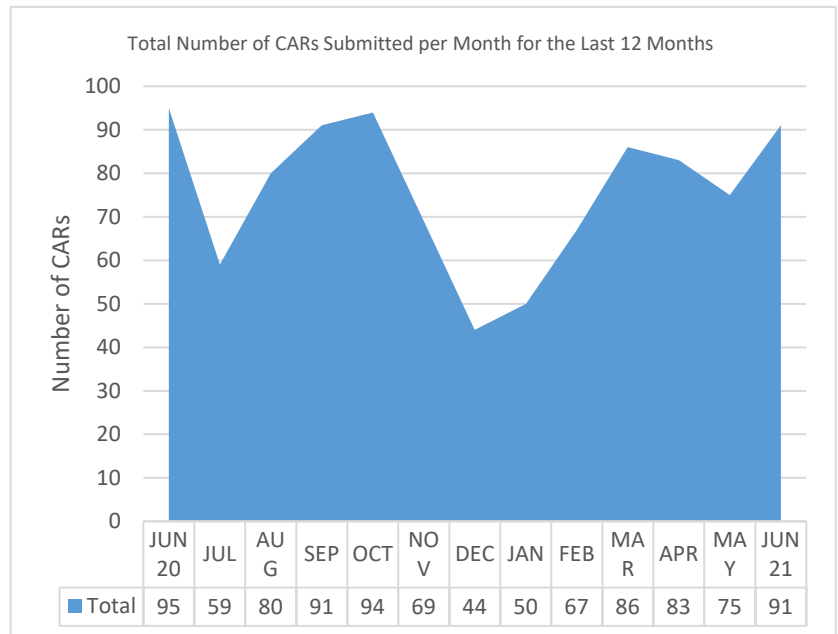


Welcome to the Selwyn district traffic management update for July 2021.

State of the Nation – June 2021

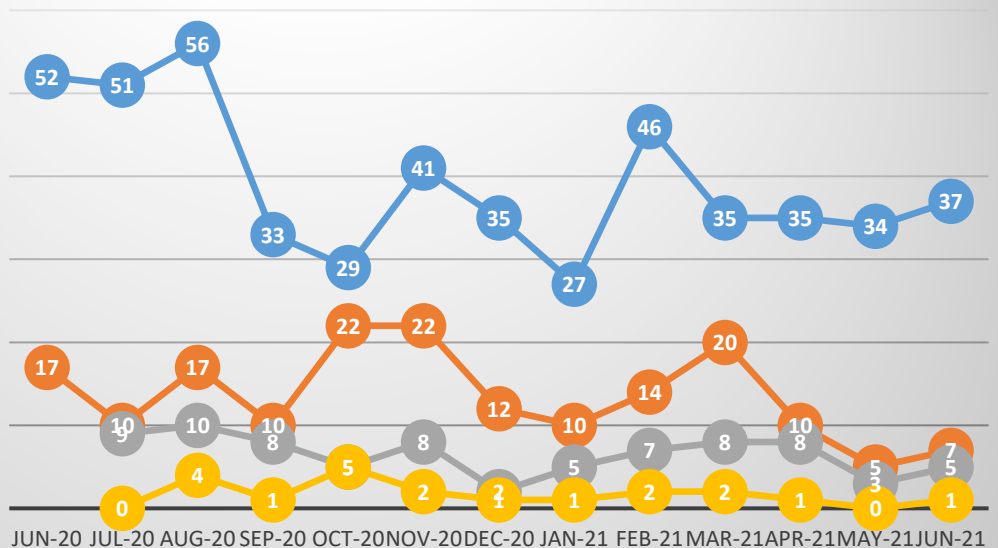
Applications for access to the road network have increased in recent months. A total of 91 CAR submissions were made in the month of June as well as 7 road space bookings.

Average SCR Score	37
Active sites in June	86
Road Space Bookings for June	7
Number of Audits Conducted in June	7
% of sites audited	8%
5% of Active sites	5
CoPTTM target (% of sites audited)	5%



Monthly average CoPTTM SCR score and number of audits carried out

CoPTTM Score/Number of audits



	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21
Monthly Average SCR Score	52	51	56	33	29	41	35	27	46	35	35	34	37
Number of Audits Completed	17	10	17	10	22	22	12	10	14	20	10	5	7
Unacceptable Audits		9	10	8	5	8	2	5	7	8	8	3	5
Dangerous Audits		0	4	1	5	2	1	1	2	2	1	0	1

Well done to Spraymarks for achieving a score of zero in June on one of their audits. It's great to see some zeros coming through as the STMS who received this score had done an outstanding job of keeping his site orderly, tidy and had even spotted a few areas for improvement. Keep up the good work.

Priority Give Way

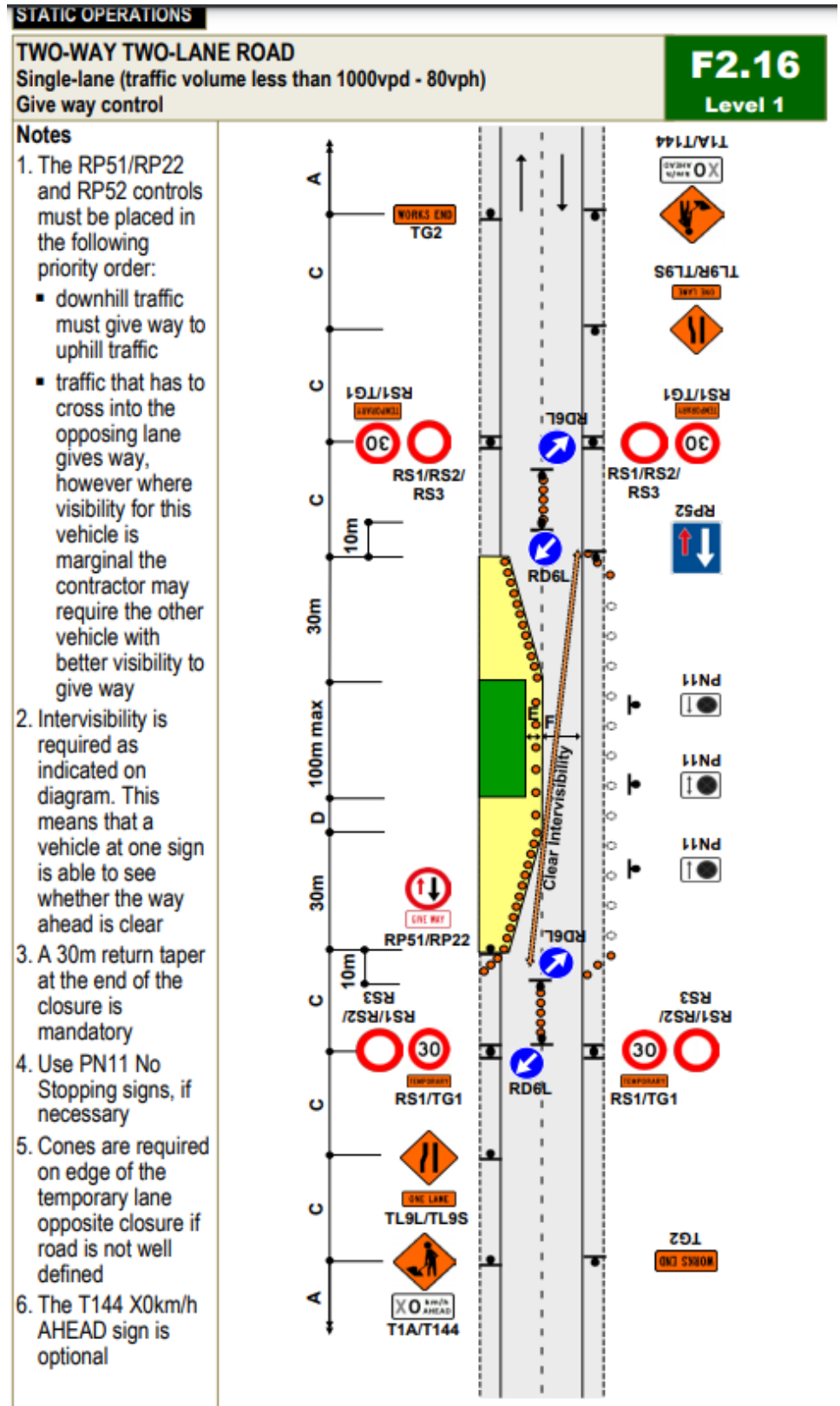
Priority give way is a set up commonly used on roads with lower traffic volumes.

Selwyn is home to a lot of roads with traffic counts less than 1000 vpd yet are also high speed environments. Priority Give Way is found set up across our network in a variety of locations and situations.

This set up should be used with care. The STMS or other TTM staff on site are not in control of this set up, as they would with manual traffic control, and the judgement over a vehicle entering the site is left up to the public. This may be, but not necessarily, of lesser consequence if that decision is made incorrectly in a low speed environment like on a local street, but at higher speeds, this could prove deadly.

When setting up a priority give way, a careful assessment of the road environment must be done before setting up. It is too common to see this set up used incorrectly and resulting in a dangerous site.

Priority give way MUST have clear sight distance from one end of the site to the other. Which makes this set up unsuited to use on corners, no matter the AADT of the road. Priority give way cannot have a work site length of greater than 100m due to line of sight.



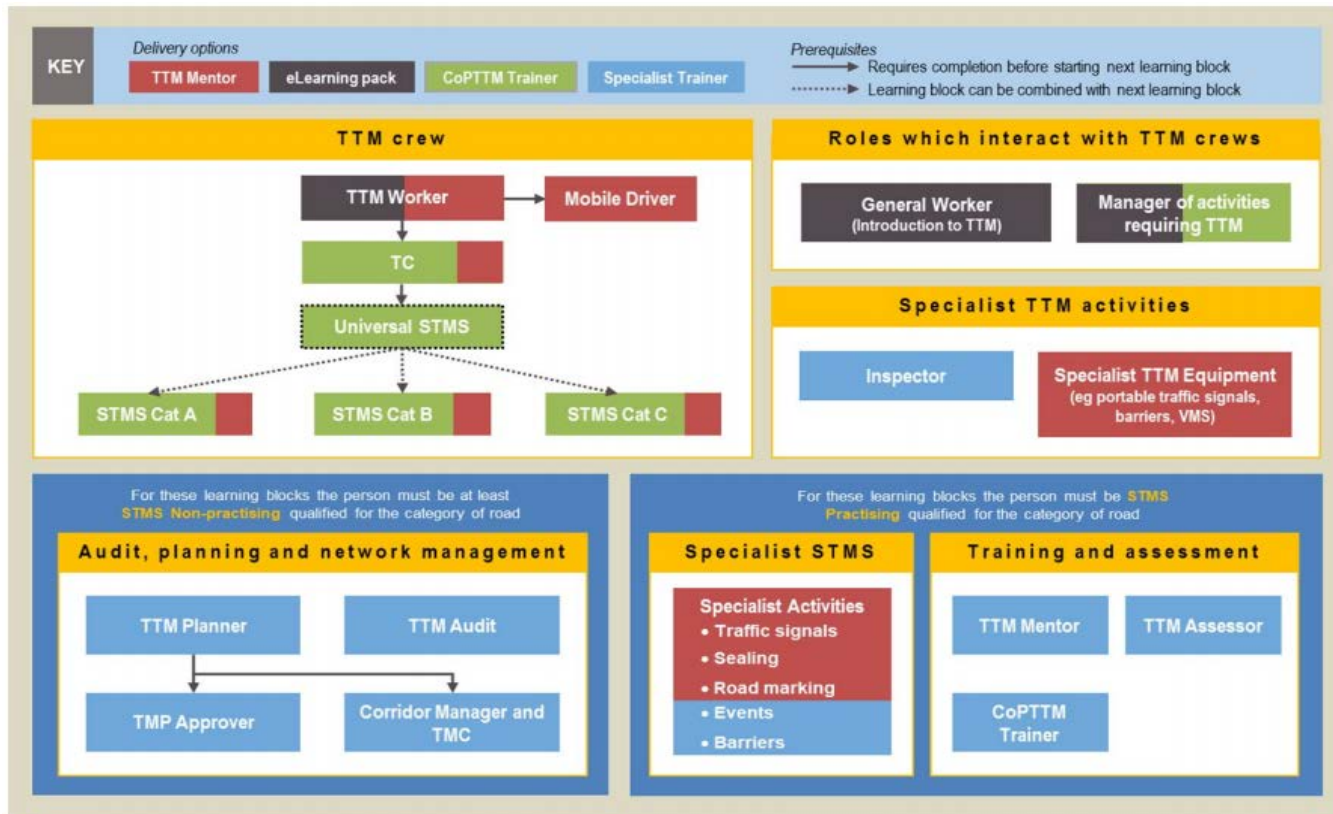
Caution must be used with a priority give way and it should not be substituted for an MTC set up where clear sight distance cannot be maintained. MTC should always be considered a contingency for this site should the traffic volumes increase or change.

Thought should be given to using a TSL even with the LV set up. It takes only a few moments more to install a few extra signs and a TSL can be requested by contacting Tania or Grant.

STMS Cat A/Cat B

With all the changes coming to CoPTTM and STMSs, it can be difficult to keep up!! The industry is fast approaching the point where we are switching over to the new STMS qualifications.

Below is the training map supplied by NZTA regarding the new qualifications. Not all qualifications are currently on offer, but the STMS ones are now in place. Any new STMS or STMS renewing their qualifications will be going through this process now.



As of the 1st of October, a TC/TMO will no longer be able to set up and remove TTM that impacts the lane at static work sites or lead a mobile operation, among other changes.

It is a great idea for those who manage TTM staff to have a read of the following document and make sure they are aware of the changes and limitations to the various roles ahead of the October 1st cut off.

<https://www.nzta.govt.nz/assets/resources/code-temp-traffic-management/docs/2021/CoPTTM-Notice-implementation-of-TC-model-V1.0.pdf>

Worksafe Road and Roadside Worker Health and Safety Good Practice Guidelines

Worksafe has put out for consultation their draft good practice guidelines for working on the roads. For those interested in taking a look at the document and making a submission, the document can be found at the following link:

<https://www.worksafe.govt.nz/laws-and-regulations/consultations/road-and-roadside-worker-health-and-safety-good-practice-guidelines/>



Problem solved!