

Traffic Management Update



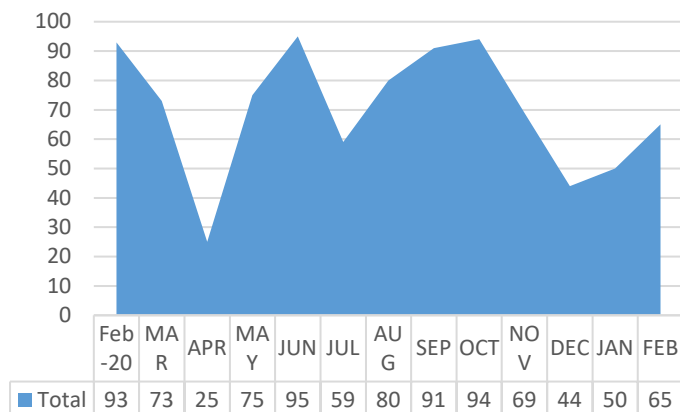
Welcome to the Selwyn District traffic management update for March.

State of the Nation

65 CAR submissions were made in the month of February. 14 Road Space Bookings were made in February. Please keep up the use of RSB's where required.

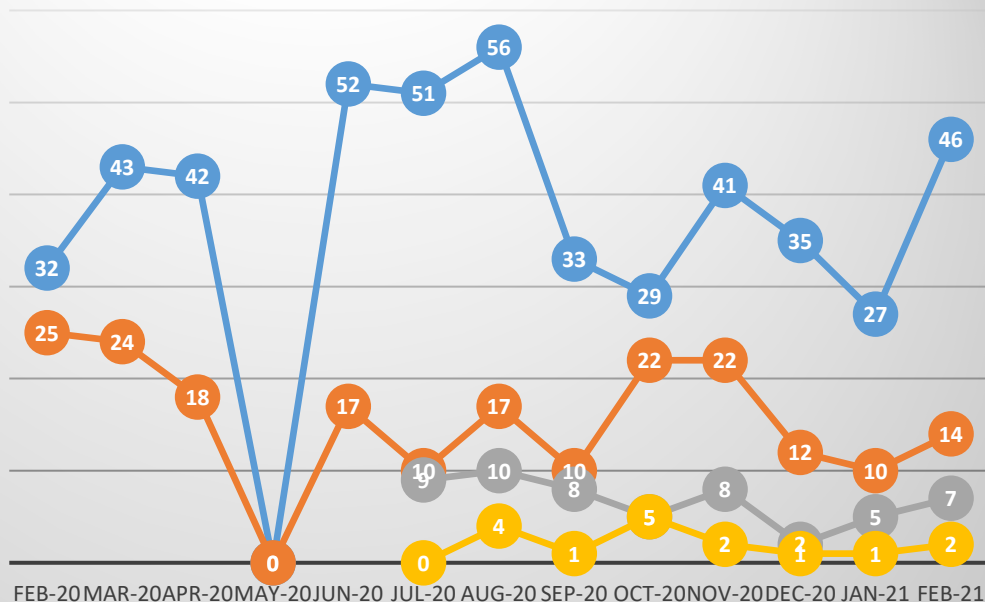
Average SCR Score	46
Active sites in February	56
Road Space Bookings for February	14
Number of Audits Conducted in February	14
% of sites audited	20%
5% of Actives sites	4
CoPTTM target (% of sites audited)	5%

Total Number of CARs Submitted per Month for the previous 12 months



Monthly average CoPTTM SCR score and number of audits carried out

CoPTTM Score/Number of audits



	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21
Monthly Average SCR Score	32	43	42	0	52	51	56	33	29	41	35	27	46
Number of Audits Completed	25	24	18	0	17	10	17	10	22	22	12	10	14
Unacceptable Audits						9	10	8	5	8	2	5	7
Dangerous Audits						0	4	1	5	2	1	1	2

Road Closed vs No Entry

There seems to be some confusion regarding the difference between these signs. It's not uncommon to see them substituted for one another in the belief that these signs equate to the same thing.

In some regards, yes they are the same thing. They both close a section of the road to prevent entry by motorists. However there is an important difference between the two that is outlined in CoPTTM B1.4.2 page 16-17.

No Entry RD2 is used where there is partial closure of the road and approaching vehicles are not permitted to enter a road section e.g. one direction is closed and the carriageway is temporarily made into a one-way road.

Road Closed RD3 closes the entire road to ordinary vehicular traffic for the purpose of facilitating road works or any other legitimate road activity. The Road Closed sign removes the legality of the road. Removing the legalities of the road is an important distinction to make for some activities in the road corridor. For example, motorsport would be unable to comply with legal speed limits on public roads if the legalities of the road remained in place during the event.

More importantly for contractors is with the legal status of the road temporarily removed, private insurance no longer applies for private vehicles passing through the site. Insurance companies will only cover vehicles on legal roads as this limits their liability for vehicles used for motorsport, off road purposes or other uses on non legal roads. As there is no legal status on the road, this means all speed limits would also no longer apply.



Please ensure that the correct sign is used for closures. While it can be tempting to grab the Road Closed sign when you've run out of No Entry signs it is best for the site to make sure that the correct signs are on site and being used.

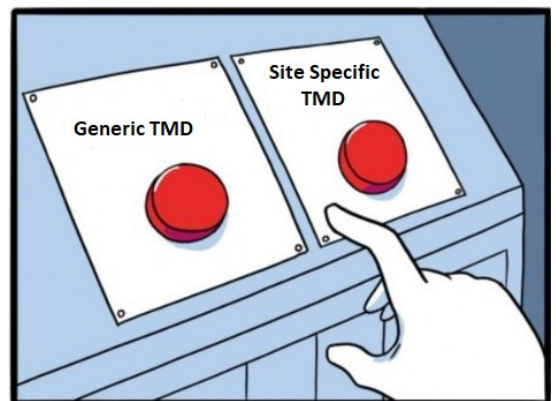
Generic Diagrams

Generics TMDs are quite prevalent in the traffic management industry. They certainly have their place in the industry, but they must be carefully used.

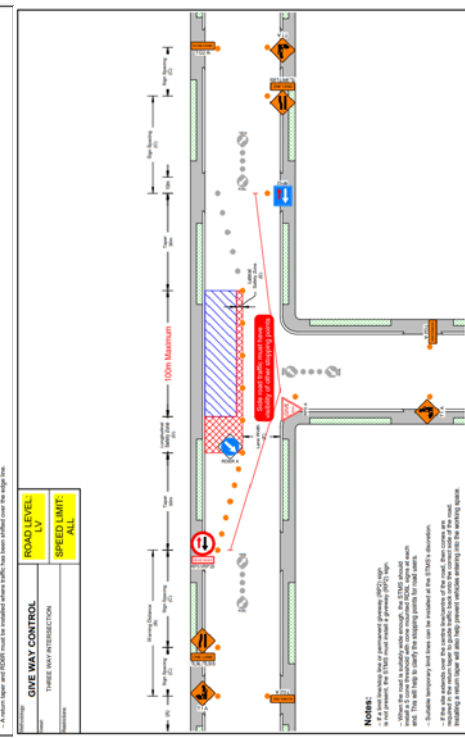
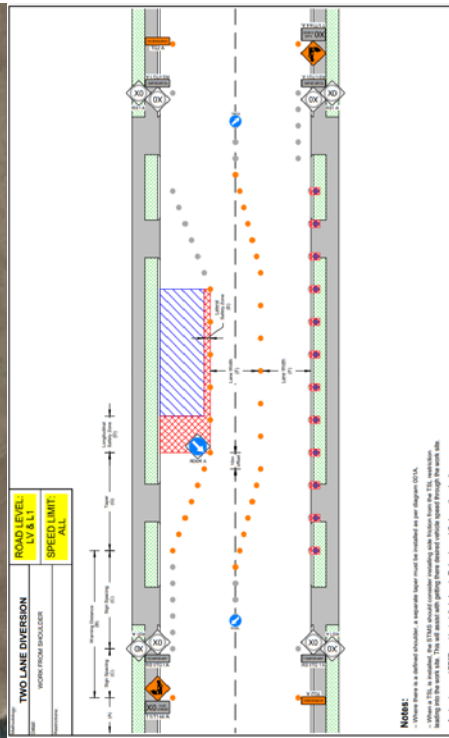
One type of TMP that is commonly seen is one where several generic diagrams are submitted with the intention for the STMS to decide on the day which is appropriate. As with the new guidance on how to write a TMP from NZTA, this kind of TMP is now being discouraged at a higher level. For those who attended the NZTA webinar on the TMP Planner process recently, this would have been evident in the responses given to the questions posed to them.

Generic TMDs, like any TMD, need to fit the road environment. If you do not have a generic TMD that fits the road environment, then a site specific is needed. Combining 2 or 3 TMDs, eg 1 footpath TMD and 1 carriageway TMD for instance, is also acceptable, if the TMDs are appropriate for the road environment.

There is some confusion in industry with people having the impression that Selwyn will not accept generic TMD as a part of a TMP. That is not correct. We will accept generics if they are fit for purpose. This has always been the case.



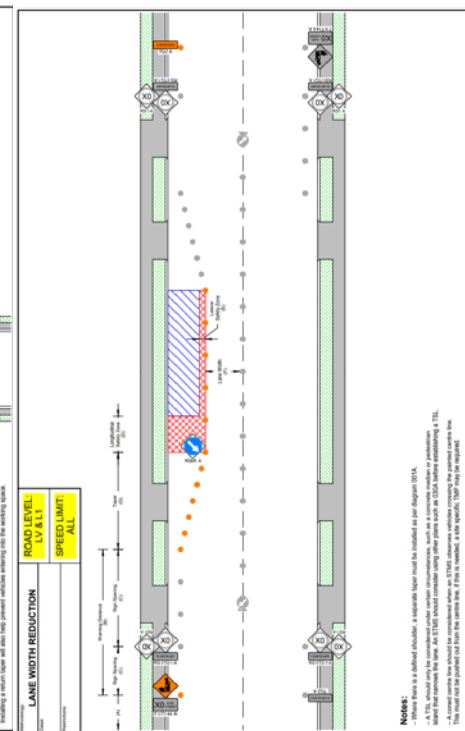
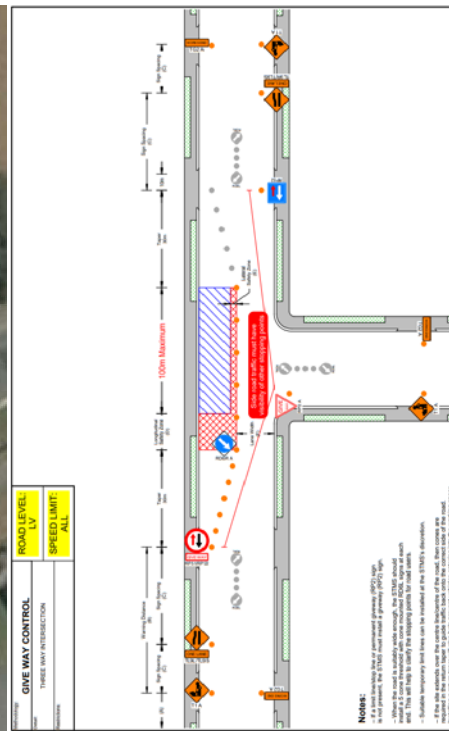
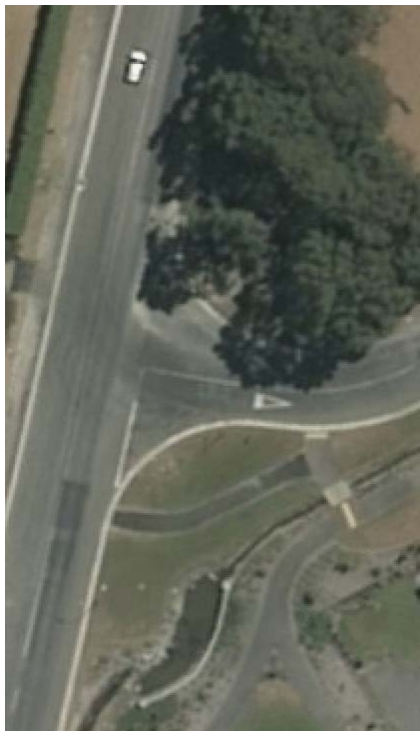
Below are two examples of using a generic TMD. Both show the use of a TMDs - one which is appropriate and one which would not be accepted – for two different sites.



Work environment

Appropriate Generic TMD

Inappropriate Generic TMD



Work Environment

Appropriate Generic TMD

Inappropriate Generic TMD

The generic TMD check sheet provided by NZTA is a great way to document generic TMD suitability on site. This check sheet should be included with any generic TMD and the STMS should be encouraged to use it. In the event of an incident, this is yet another way to demonstrate the decision making process clearly and concisely.

What to include in the Proposed Traffic Management Methods section



This section of the proforma is often one we see issues with in the TMPs received here in Selwyn.

As per the last newsletter, if you are attempting to put together a submission for the TMP Planner Practicing warrant, please make sure you read the marking guide in detail and ask questions. NZTA has stated they would like TMP Planners attempting the qualification to contact them at ttmp@copttm.co.nz if you have any questions. This gives them the opportunity to maintain the process and if there is a need for further clarification for the industry as a whole.

In the proposed traffic methodologies section of the TMP, is the opportunity to demonstrate risk management for the site.

For installation and removal methodologies this should include how to complete these processes ie what order are your signs going out? How will you carry out these processes? Will there be any checks before installation? After removal? The word reverse should not be included in your removal methodology.

For each of the attended and unattended fields, consideration should be given to how the site will be managed for each phase, if required.

If we consider *Attended Day* in the proforma, some of the information you might include here could be:

- Management of pedestrians, cyclists and other road users through and around the site
- Is the site affecting parking, particularly restricted parking? How will this be resolved?
- What day is rubbish day? How will rubbish day be managed?
- Are public buses affected? If so, Ecan approval is required to move the stop or alter the route
- Are school buses affected?
- Is there any kind of traffic that maybe more prevalent in this area eg is this a milk tanker route? How will this risk be managed?
- Is the site near a school? Retirement community? Businesses? Any other amenities that might increase risk of altering the road environment to the public, particularly for pedestrians?
- Is the site in a rural environment? Urban one? What are the risks of each environment?
- Will the site have drunk students passing through?
- How will visitors onsite be managed?
- How will the site be monitored?

This is not an exhaustive list of possibilities, but gives an idea of what kind of information should be considered and included. Similarly, the following sections should receive the same kind of detail and attention where applicable.

We will continue to support anyone seeking to gain the TTM Planner warrant. Tania has now submitted a TMP for assessment as we continue to seek to improve our processes. This should give further insight into the TMP Planner Practicing Warrant requirements.



Signing off work

In future, Grant will be more focused on CAR management and Tania will be focused on the TMC/Auditing roles. That is not to say there will be no overlap between the two of us or that we are not working together to achieve good outcomes in Selwyn.

As such, when signing off work, Grant will be the first point of contact. To move a CAR into warranty, the A9 must be completed and returned. This form is included in the CAR when it is approved and available from the Selwyn District Council website. It should be returned with any additional information required ie compaction tests, photos of the reinstated site etc.

Please ensure that this sign off process is complete because your CAR will not be moved into warranty until we have written notification and any other necessary documentation provided. If you are unsure, please contact Grant and he will advise you on what is necessary.

Notification is not putting a note on the CAR in Submitica. Notification requires returning the A9 to Grant via email.

RSB and Generic processes

There has been a few contractors that have come to us recently seeking to hold a generic TMP rather than a global CAR. We have listened and have a solution.

As you'll know, we use Submitica. Submitica has no support for global CARs or generic sets. This is a limitation of the software that we have brought to the attention of RAMM. Unfortunately, support for global CARs and generics in the software is some time off, if at all.

Which leaves us in a difficult position. The Road Space Booking system we have is not ideal for either contractor or approver. We are aware of the issue and what other solutions offer. The process to remedy the situation will not be instantaneous, regardless of the final solution.

In the meantime, we have a solution for generic TMPs which we will be putting out information on hopefully this week. This should address the gap for TTM providers particularly and offer other contractors an alternative.

This solution will utilize the Road Space Booking system in combination with site specific CARs. As such, it is a good opportunity to remind contractors that if you hold a global CAR, you are required to notify us via the Road Space Booking form that you intend to carry out works. Particularly if you are carrying out traffic impacting works. Some contractors have alternative arrangements due to high volumes of work, so please contact Grant if you need an alternative arrangement.

Compliance with the Road Space Booking system will be taken into consideration at renewal time. Those who have no, or very few, Road Space Bookings in their expiring global CAR will find their new global CARs are unlikely to be renewed as their work volume does not meet the requirement for a global CAR.

Sites operating under a global CAR without a Road Space Booking will be shut down until a Road Space Booking is made.

Detours and Generic TMDs



The subject of generic TMDs and detours has been raised in recent times. CoPTTM C9.3.1 states all detour routes must be agreed in advance with the affected RCA(s). As detour routes are specific to the work location, they will always require a site specific TMP.

There are some generic TMDs that may be suitable which could be considered when writing a TMP with a detour required.

As always, if you are unsure, please give us a call. Both Tania and Grant possess good local knowledge of the area and can advise if a detour route will be suitable.