New Zealand guide to temporary traffic management:

Activity and environment information

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The following table contains examples of the information that should be sought about the activity and its context. This will allow robust input into the risk assessment and planning to be completed.

Data category	Data source	Suggested types of input data
Client – contractor, event organiser, etc	Direct from client	**Activity duration**, start and finish dates. **Project staging** and sub-stages requirements. Gather information on as many stages as possible. **Site requirements** such as: • Site access locations, movement numbers and vehicle types including plant operating zones. • Vehicle and worker movement plan within the site, for example vehicles needing to pass each other, building of construction trains (basecourse stabilisation, paving, security detail for VIP, etc). • Storage locations for materials, plant, site buildings etc. • Work sequencing.
Community	Adjacent and nearby land uses, for example schools, rest homes, businesses, health facilities, residents, venues.	**Schools** – start and finish times, school bus routes and events held on school grounds including out of hours. **Local businesses** – trading hours, and overall operations hours including deliveries, maintenance, and cleaning. **Property access** – property access that may be affected, whether permission to restrict access can be gained in the time available, visibility of alternative access points. **Special events** – such as school fetes, sporting events and community events which may lead to road closures. **Cultural or sporting venues** which can have high demands on weekends or evenings, or at irregular intervals. **Needs of various groups of people in the community** – including nursing homes and aged care facilities that require more frequent emergency vehicle access, community facilities such as hospitals and emergency services that may require a guaranteed level of access to the network, and local government services such as rubbish collection. **Rural community needs** – harvest times, stock movements times, seasonal deliveries/exports.

Data category	Data source	Suggested types of input data
Road users	Direct from road controlling authority and public transport operators	**Traffic** – total amount of traffic and the patterns, including peak hours, unusual periods of high demand, mix of vehicle types including over-dimension and/or over-weight vehicles and other permit-approved vehicles. **Public transport** – impact on public transport stops, routes, and access to stations and stops. **Pedestrians** – total amount of pedestrians and the patterns, including peak hours, unusual periods of high demand. **Cyclists** – total amount of cyclist and the patterns, including peak hours, unusual periods of high demand. **Vulnerable road users** – likelihood of increased numbers of disabled, family or elderly users particularly relevant with proximity of specific facilities e.g. hospitals, care homes, kinder-gardens. **Emergency vehicles** – how they can be accommodated should they wish to navigate through the site, including how the site staff will respond. **Full range of road users** – tourists who may not be used to driving on the left side of the road.
Site	Direct from road controlling authority, locals, and any other relevant source	**Weather** – matters that may affect visibility and risk, for example visibility, skid resistance, extreme temperatures. Information may include sun position (sun strike), fog, rain, snow, ice, temperature. **Crash history/road risk rating** – safety of different routes (if considering detours). **Proximity of facilities** for TTM staff (toilets, food, etc). **Pavement condition**. **Detour routes** – network elements that may affect suitability for example: does road width and height and weight carrying capacity accommodate over dimension vehicles (curves, traffic signals, poles, bridges (weight and height restrictions), widths). Does the detour have sufficient capacity and appropriate safety features for the proposed traffic volumes. **Road layout and geometry** (upstream, downstream and at site) including: • permanent speed limits • sight distances, • existing signs, • lane configuration, • intersection control types, • lighting, • permanent access ways, • vulnerable road user facilities (pedestrian crossings) • special vehicle lanes (cycle lanes, bus lanes) • tram/railway lines, • posted speed limits.

Te Kāwanatanga o Aotearoa
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