

NZGTTM webinar series 2025

Webinar 1: Introducing the NZGTTM

25 March 2025

Opening karakia

Tūtawa mai i runga

Tūtawa mai i raro

Tūtawa mai i roto

Tūtawa mai i waho

Kia tau ai

Te mauri tū, te mauri ora

Ki te katoa

Haumi e, hui e, tāiki e

Come forth from above,

below, within,

And from the environment

Vitality and wellbeing for all

Strengthened in unity.

What we'll cover today

- Purpose of today's session
- How we approach risk / NZGTTM
- Roles and responsibilities
- Practical examples of the NZGTTM
- Open Q&A – answering your questions

NZGTTM webinar series 2025

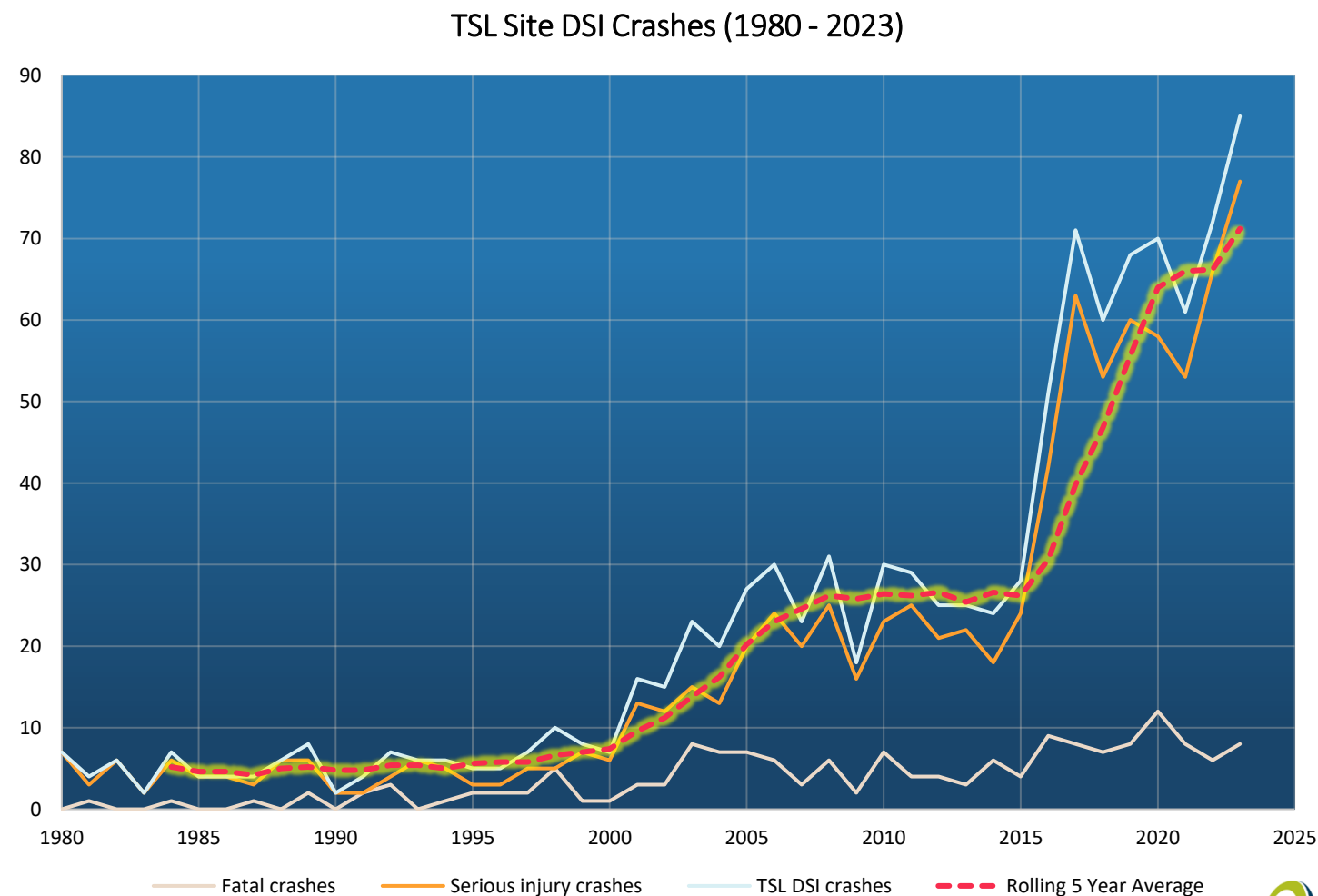
Webinar	Topic	Date
Webinar 2: TTM Training and Competency Framework - overview	For anyone who wants to learn about the TTM Training and Competency Framework development, micro-credentials available now, and what you can expect in 2025.	Tuesday 8 April 2025, 2:30pm
Webinar 3: TTM Training and Competency - what you need to know now	From a practical perspective, we'll discuss what people need to do right now to show competency.	Wednesday 30 April 2025, 2:30pm
Webinar 4: Procurement	Primarily for clients and project managers; but may be of interest to supplier contract managers.	Tuesday 20 May 2025, 10:30am
Webinar 5: How to do a risk assessment	A step-by-step session explaining the importance of risk management and practical exercises to teach people how to do risk assessments.	Tuesday 10 June 2025, 10:30am
Webinar 6: Assurance	While every PCBU should have their own audit and assurance programme, we look at what's happening in this space across the sector.	Tuesday 1 July 2025, 2:30pm
Webinar 7: Wrap-up session	Dedicated open FAQ session.	Tuesday 15 July 2025, 2:30pm



Webinar 1 - purpose

- How the NZGTTM has changed our approach to TTM and thinking about risk – what this looks like and what it means for the sector
- Understanding roles and responsibilities
- Shifting to a more risk-based approach to TTM – what are others doing and what have we learnt

Compelling case for change – improving safety for everyone



NZGTTM has changed our approach to TTM and thinking about risk

MORE INFORMATION

<https://www.nzta.govt.nz/roads-and-rail/new-zealand-guide-to-temporary-traffic-management/>

Prioritisation and improvement of safety for all through focus on risk management

More flexibility to plan and manage risks across a wide range of activities

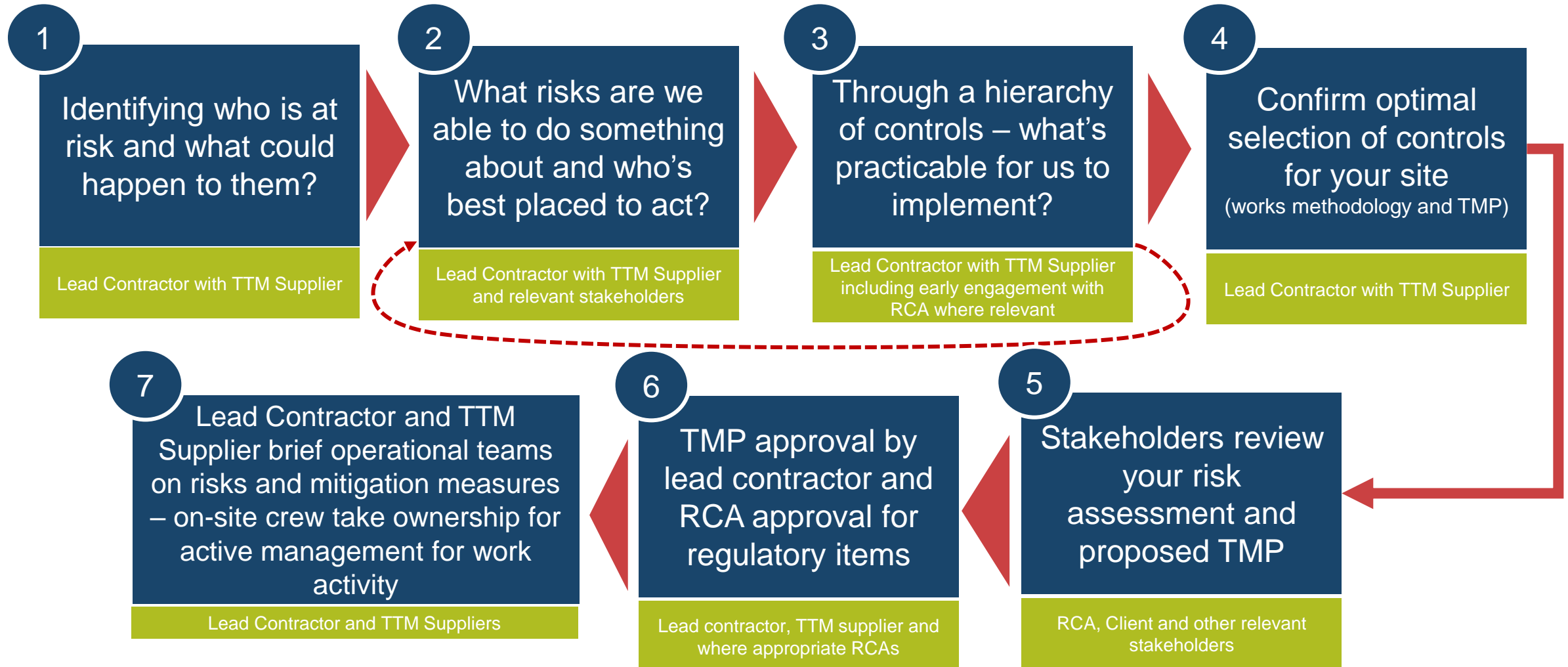
A shift in perceived accountabilities, role clarity and how we work together

*Under the Health & Safety Act 2015, **risk hasn't changed**, it just might feel like it has*

*Moving to the NZGTTM **does not change our obligations** to manage risk to workers and the public*

Risk management in practice

Example of how risk consideration takes place – this is not a fixed process



Roles and responsibilities

There are multiple PCBUs. They do not all have the same duties

If you create the risk, you manage the risk

Everyone in the contracting chain is responsible for H&S

Contracting PCBU (client)

- Ensure safety in design is considered and the project can be delivered, maintained and operated safely.
- Uses procurement practices that promote health and safety outcomes.
- Checks the contractor has in place, and is using, H&S systems, procedures and policies, and is implementing risk controls as planned.

Lead contractor PCBU

- Prepares site risk assessments and the TMP, including consulting, coordinating and cooperating with other PCBUs.
- Deploys the TMP and ensures safety at the worksite; implementing risk controls.

Supplier / sub-contractor PCBU

- Contributes to the design of the TMP to make sure their needs and risks are covered.
- Follows and applies risk controls.

RCA (NZTA and local councils)

- Peer reviews and may provide feedback on TMP / risk assessments.
- Provides regulatory approval for TMPs.
- Can remove regulatory approval and stop a TMP from being implemented if they think its too risky for road users and concerns are not addressed.
- Responsible for safety of those using the road (under LGA/GRPA) until a worksite. Once worksite in place, not responsible.

MORE INFORMATION

TTM system – responsibilities

<https://www.nzta.govt.nz/assets/Roads-and-Rail/nzgttm/docs/New-Zealand-guide-to-temporary-traffic-management-part-2.pdf>

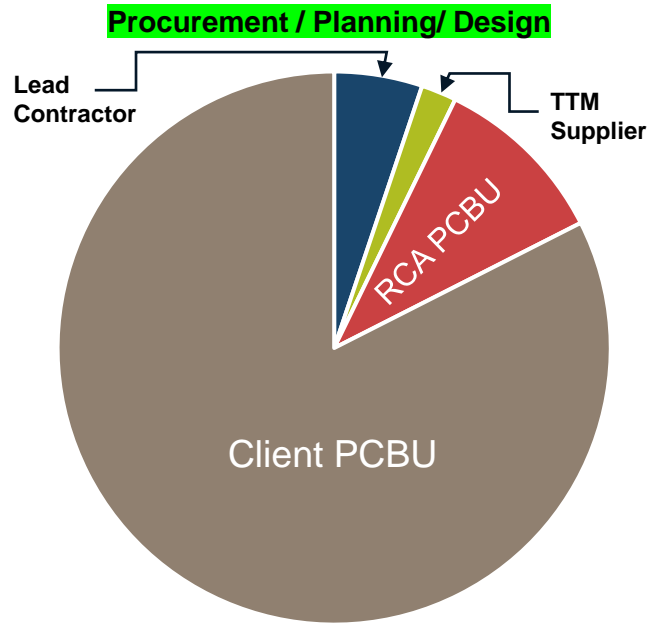
Overlapping duties:

<https://www.worksafe.govt.nz/managing-health-and-safety/getting-started/understanding-the-law/overlapping-duties>

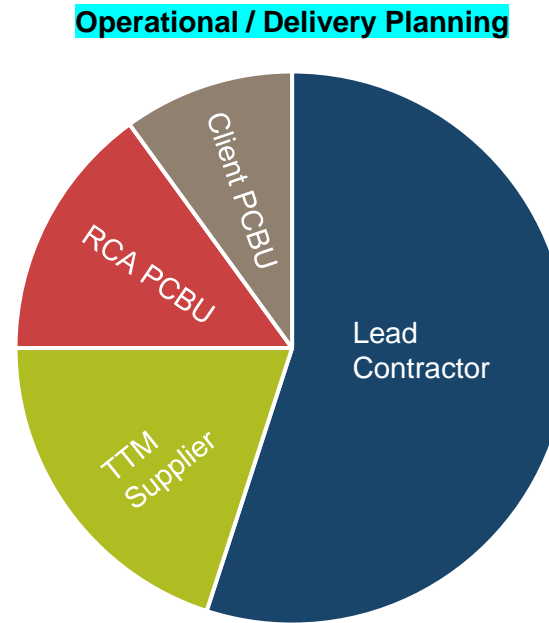
Roles and responsibilities

A look into responsibilities relating to TTM safety at different project lifecycle stages

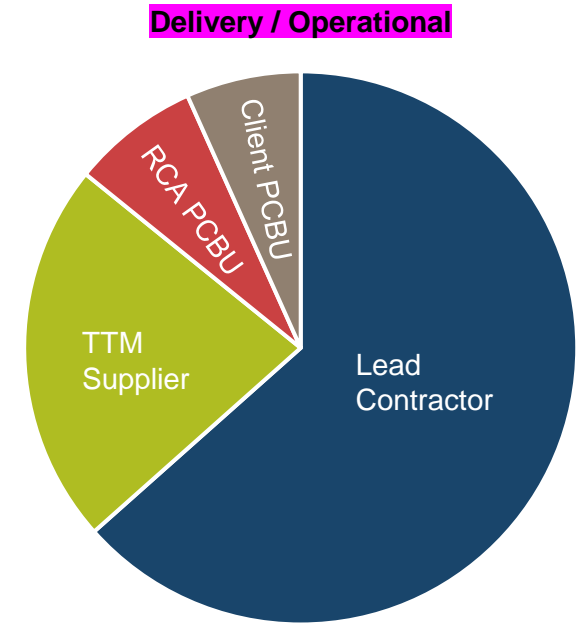
There are multiple PCBU's. They do not all have the same duties



- Client has greatest responsibility during this stage
- Where complex – the RCA PCBU will likely be involved early also
- Lead contractor and TTM supplier may only be involved in certain circumstances



- Lead contractor and TTM supplier have greatest ability to plan for TTM safety of the work activity
- RCA PCBU also has important input regarding network outcomes and risks
- Client focus on process, system and outcomes



- Lead contractor and TTM supplier have greatest ownership for work site safety
- RCA and Client PCBU's will likely have diminishing input

Examples

Improving TTM efficiency and effectiveness

Risk Assessment	Key outcomes from the risk assessment process that tells us what we need to do
Process	How the planning process incorporated risk considerations
People	Who was involved and what were their roles
Outcomes	The benefits (or disbenefits) with the process and TTM work activity

Waipuna Bridge Joints Replacement

Risk Assessment	<ul style="list-style-type: none">• Full closure of Eastbound or Westbound traffic would require significant detours across the Tamaki River and increase response times for emergency vehicles• Proposed work programme would include disruption of the 1st week back to work after New Years – up to 3000 vehicles per hour during the peak period• Business disruption over Boxing Day for Sylvia Park and other prominent shopping locations
Planning	<ul style="list-style-type: none">• Traffic Impact Assessment tested potential disruption and effects – this informed the scale of the problem• Bridge joint work methodology optimisation workshops were carried out• Alternative controls tested leading to discovery of removable median concrete barriers
People	<ul style="list-style-type: none">• Early identification of key stakeholders including the Auckland Transport Operation Centre, Auckland System Management (ASM) and TTM Sub Contractor• Planning workshops with all relevant parties allowed for collaborative design of TTM controls
Outcomes	<ul style="list-style-type: none">• Contraflow arrangement allowed two-way traffic flow at all times• Active monitoring and management of traffic using real-time data and VMS board messaging• Reduced construction programme to avoid all commuter peak period disruption saving \$5.9M of economic cost



SH1 Tūrangi to Waiouru – 110kms

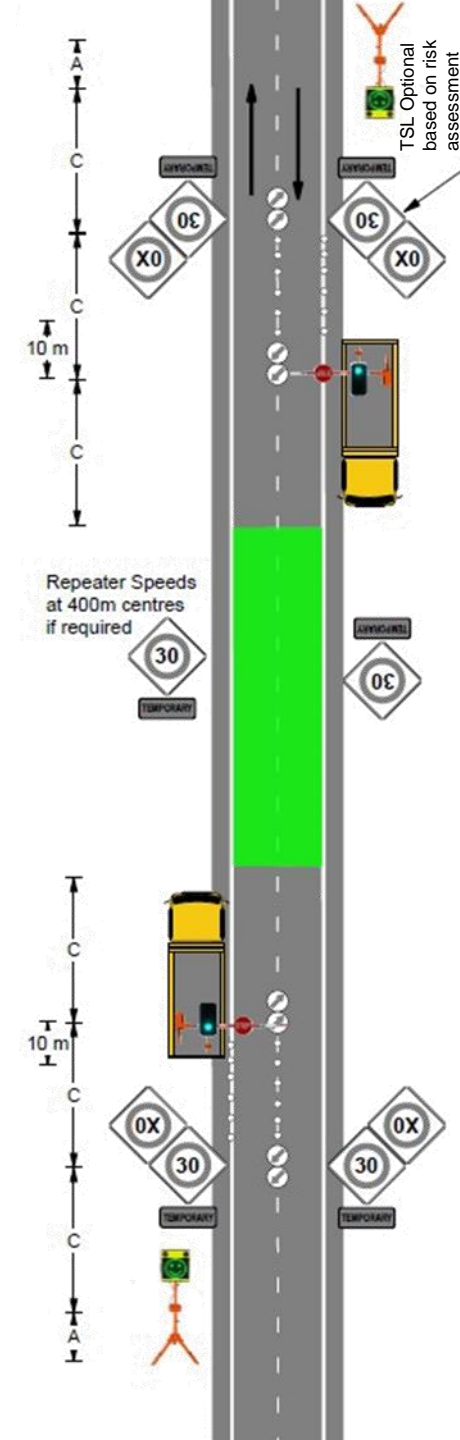
Risk Assessment	<ul style="list-style-type: none">• Significant programme of activity with long term disruption required on SH1 corridor to facilitate the work• High risk of deteriorating behavioural compliance for drivers travelling through temporary traffic management resulting in reduced safety for road workers and users
Planning	<ul style="list-style-type: none">• Length of work activity tested considerations for reducing exposure of road workers to live traffic during set up and pack down – opportunity for innovation• Whilst the core work was to rebuild the pavement – additional coordination with other maintenance activity was incorporated e.g. bridge deck replacement, drainage maintenance and vegetation maintenance.
People	<ul style="list-style-type: none">• Integrated TTM and works methodology planning between RCA, client, engineers and TTM team• Opportunity staff of all organisations to practice risk-based approach to TTM
Outcomes	<ul style="list-style-type: none">• Considerable programme savings from <u>four years</u> down to approximately <u>16 months</u>• Full closures in blocks to facilitate safer environments for road workers• Innovative TTM controls including automated traffic cone truck, significantly reduced numbers of cones (2/3 less) and labour (80% less) for trafficking and eSeries stop/Go• Improved road quality that will require less maintenance



T2W: Safer, smarter, more efficient TTM



Downer social media video 13 March 2025.



Utilities example

Risk Assessment	<ul style="list-style-type: none">• There was a need to connect a customer via aerial, access was needed into the cabinet and the pole adjacent.• Risk from work activity was easy to isolate• Site was seen as complex due to t-intersection, blind corner, bus route, local pedestrians
Planning	<ul style="list-style-type: none">• Tested a typical CoPTTM solution that required advanced warning, works end, closing the footpath, creating a significant impact to the road.• Review of proposed activity and TTM solution highlighted that most of the risk was in the installation of TTM and not in the work activity itself.
People	<ul style="list-style-type: none">• Reviewed solutions with clients, RCA and lead contractor onsite.• Discussed effectiveness of controls in relation to risk reduction.• Collaborative approach helped to discuss risk and risk appetite in real time.
Outcomes	<ul style="list-style-type: none">• Simple cone barriers were used with pedestrians managed through a spotter and the vehicle parked off the road and no other TTM equipment



Manawatū – signs maintenance

Risk Assessment	<ul style="list-style-type: none">• Manual Stop/Go set up and pack down to facilitate cyclic signs activities exposed road workers to live traffic for up to 90-120 mins per sign• Set up time for TTM at each site was longer than the work activity itself• Disruption to traffic by Stop/Go set up and pack down led to increased driver frustration and poor compliance of TTM
Planning	<ul style="list-style-type: none">• Maintenance crew and TTM team worked closely to test more effective ways to undertake sign maintenance activity• Tested the status quo use of mobile closures under COPTTM• Iterative process between maintenance work activity planning and TTM controls before confirming final generic TMP
People	<ul style="list-style-type: none">• Client support of different approaches to be considered with focus on efficiency without compromising safety outcomes• Learning journey with RCA – were involved with risk assessment and provided network outcomes feedback• H&S involved in later stages to understand risk• Led by Higgins National TTM team to drive process
Outcomes	<ul style="list-style-type: none">• Sign maintenance activity split into two traffic movements – first is for the removal of the sign and second to reattach the fixed sign• Use of rolling blocks have been adopted for both traffic movements – significantly reducing disruption to public during set up / pack down• Works better in locations where there are greater restrictions to access e.g. narrow shoulders



Changing resealing approach

Risk Assessment	<ul style="list-style-type: none">• Narrow road corridor as narrow as 4.0m width meant it was challenging to safely facilitate reseal activity• Many parts of the Banks Peninsula network did not have detour route options available and therefore road closures options were limited• Risk assessment was done by both the client and the contractor• Disruptive work activity that required full road width space at times
Planning	<ul style="list-style-type: none">• Consideration for options to reduce risk to workers and road users• A number of options were considered
People	<ul style="list-style-type: none">• Christchurch City Council and Fulton Hogan collectively worked together to test risk-based approach• Collaborative approach balanced considerations for risks by different parties
Outcomes	<ul style="list-style-type: none">• eStops were used at both ends of chip sealing sites to stop traffic in both directions for up to 20mins while bitumen was sprayed and chip spread• Rolling new chip was completed with alternating flow, traffic following the roller with a pilot vehicle to direct vehicles around roller



Your questions

Helpful resources

WORKSAFE

Mahi Haumaru Aotearoa

[A to Z topics and industries](#) >

Managing health and safety >

Notifications >

Research >

[Home](#) › [A to Z topics and industries](#) › [Road and roadside](#) › [Keeping healthy and safe while working on the road or roadside](#)

Road and roadside

Keeping healthy and safe while working on the road or roadside

These guidelines provide advice for PCBUs on how to keep workers healthy and safe while working on the road or roadside.

FACTS & GUIDES



The New Zealand Guide to Temporary Traffic Management (NZGTTM) outlines how to use a risk-based approach to plan and mitigate the risks to road workers and road users to keep them safe. The guide provides advice to organisations on how to put risk assessment and planning first before equipment are made. The new risk setups are as safe as possible for the road users. The guide is useful for road construction and maintenance, or any activity where a temporary traffic management is required.



CLICK HERE FOR LINK

WORKSAFE
Mabi Hauman, Antares

These guidelines provide advice on how to manage the health and safety risks road and roadside workers are exposed to while at work. They can help persons conducting a business or undertaking (PCBUs) to meet their duties under the Health and Safety at Work Act 2015 (HSWA). The guidelines are grouped into five parts:

Part A - has a general introduction to applying a risk management approach in the road and roadside work environment, and guidance on how to provide for road and roadside worker health and safety throughout the contracting chain.

Part B - offers good practice advice for managing common health risks for road and roadside workers.

Part C - offers good practice advice for managing common safety risks for road and roadside workers.

Part D - offers good practice advice regarding work

Appendices 1-6 include a glossary of terms and more information about the duties of key health and safety roles under HSWA.



NEWS



Getting used to the NZ Guide to Temporary Traffic Management



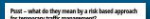
Getting used to the NZ Guide to Temporary Traffic Management

CLICK HERE FOR LINK



Temporary traffic management changes – keep calm and carry on

CLICK HERE FOR LINK



Pssst - what do they mean by a risk based approach for temporary traffic management?

CLICK HERE FOR LINK

WEBINARS

TTM webinar 9: jointly hosted by NZTA and the TTM industry steering group

Monday 16 and Wednesday 18
October 2023

We hosted two webinars with members of the TTM industry steering group (ISG) and industry guests

CLICK HERE FOR LINK



Links to resources

WorkSafe guidance:

<https://www.worksafe.govt.nz/topic-and-industry/road-and-roadside/keeping-healthy-safe-working-road-or-roadside/>

New Zealand guide to temporary traffic management website:

www.nzta.govt.nz/roads-and-rail/new-zealand-guide-to-temporary-traffic-management

TTM industry steering group website: <https://www.ttm-isg.org/>

CCNZ website: [TTM interactive resource guide](#)

Closing karakia

Unuhia, unuhia,

Unuhia ki te uru tapu nui

Kia wātea, kia māmā,

Te ngākau, te tinana, te wairua

i te ara takatā

Koia rā e Rongo,

Whakairia ake ki runga

Kia tina! TINA! Hui e! TĀIKI E!

Draw on, draw on,

Draw on the supreme sacredness

To clear, to free

Our heart, body and soul

Our pathway prepared

Lo, there is peace

Suspended high above

Manifest, draw together!

Affirm!