



## Effective Temporary Traffic Management

### WHAT HAPPENED?

A number of our projects across the grid require a Traffic Management Plan (TMP) to ensure effective separation of people, plant and vehicles. Where required Temporary Traffic Management (TTM) will be used and must be designed by a qualified traffic management provider and periodically audited by a qualified person. The TTM documents the details of work activities in the road corridor that will be carried out and controls required to keep workers safe whilst minimizing inconvenience to road users.

TTM, if not effectively controlled, can result in major consequences to our workers and/or to the public road users. A small portion of road users are unpredictable (exceeding speed limits, being distracted and contacting barriers), this can create a significant risk to workers.



*Note: Photo taken from the Auckland Transport website.*

### LEARNINGS

#### Controls required to protect the worksite:

- A Risk Assessment is completed for the site (including any worksite on roads). More information can be obtained from the [New Zealand guide to temporary traffic management](#).
- An approved TMP in-place with clear traffic management diagrams.
- Barrier selection (e.g. concrete, water filled or steel) to isolate the worksite from the live lane must be in accordance with the [Code of practice for temporary traffic management \(CoPTTM\)](#).
- Workers implementing the TTM (e.g. Site Traffic Management Supervisor (STMS)) are competent and qualified for the task.
- The TTM is periodically audited by a competent TTM Auditor. Check with NZTA or your local Councils to verify their competencies (e.g. [Auckland Transport Verified TTM Auditors](#)).

#### Other risk controls in a worksite with TTM:

- The TTM workers (i.e. STMS and Traffic Controllers) need to be aware of key risks on-site such as movement of vehicles, plant and machinery, excavation and overhead lines.

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