



RCA Collaboration

We're in it together

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NORTHLAND TRANSPORTATION ALLIANCE



Risk-based WHY?

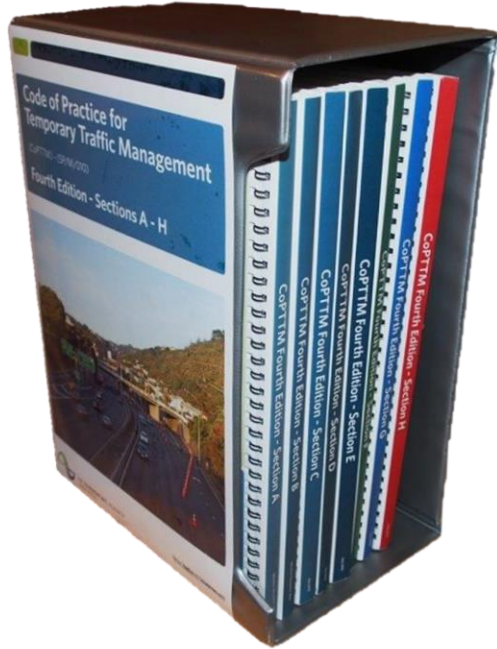
Between 2017 and 2021, there were 43 fatal crashes and 287 serious injury crashes at road work sites with temporary speed limits.

WORKSAFE Lessons Learnt

Mahi Haumarū Aotearoa

- Provide a **SOP** for an activity - and **clarify when TTM is required**
- **Site-specific risk assessment safety briefings** documented in onsite records
- Ensure that employees have a **clear understanding of the differing roles and responsibilities of Foreman and STMS**
- Ensure the worksite is appropriately managed in terms of an **approved TMP**
- Ensure **TTM is installed before any work activity commences.**

Compliance-based



Risk-based



The secret of change is to focus all of your energy not on fighting the old, but on building the new – Socrates



Objective

To **connect** and **represent** the TTM industry and **support the transition** from a compliance based to a risk-based traffic management system

Representatives

-  TTM Suppliers
-  Utilities
-  Contractors
-  Engineering Consultants
-  RCAs
-  Roadworkers

Workstreams

Industry working together

Training and Competency

- Contribute to PCBU's duty of care to ensure their people are trained and competent
- TTM Credentials Framework
- **27th March** Q & A session
- **5th April** Consultation closes

Communication and Engagement

- Website www.ttm-isg.org
- Resource hub for what is happening in the industry, trials, good practice documents, FAQs.
- Newsletter - Sign up
- Contact us: **info@ttm-isg.org**

Workstreams

Industry working together

Good Practice

- Defining Good Practice and development of a framework
- Focus on Practice Notes
- ISG Endorsement Process and Evaluation Committee

Assurance

- Defining Audit & Assurance
- Working on Framework

Commercial (Procurement)

- Commercial guidance for risk-based approach to TTM.
- Development of an initial procurement guidance document for industry.

RCA Collaboration

From Compliance-based TTM to Risk-based TTM

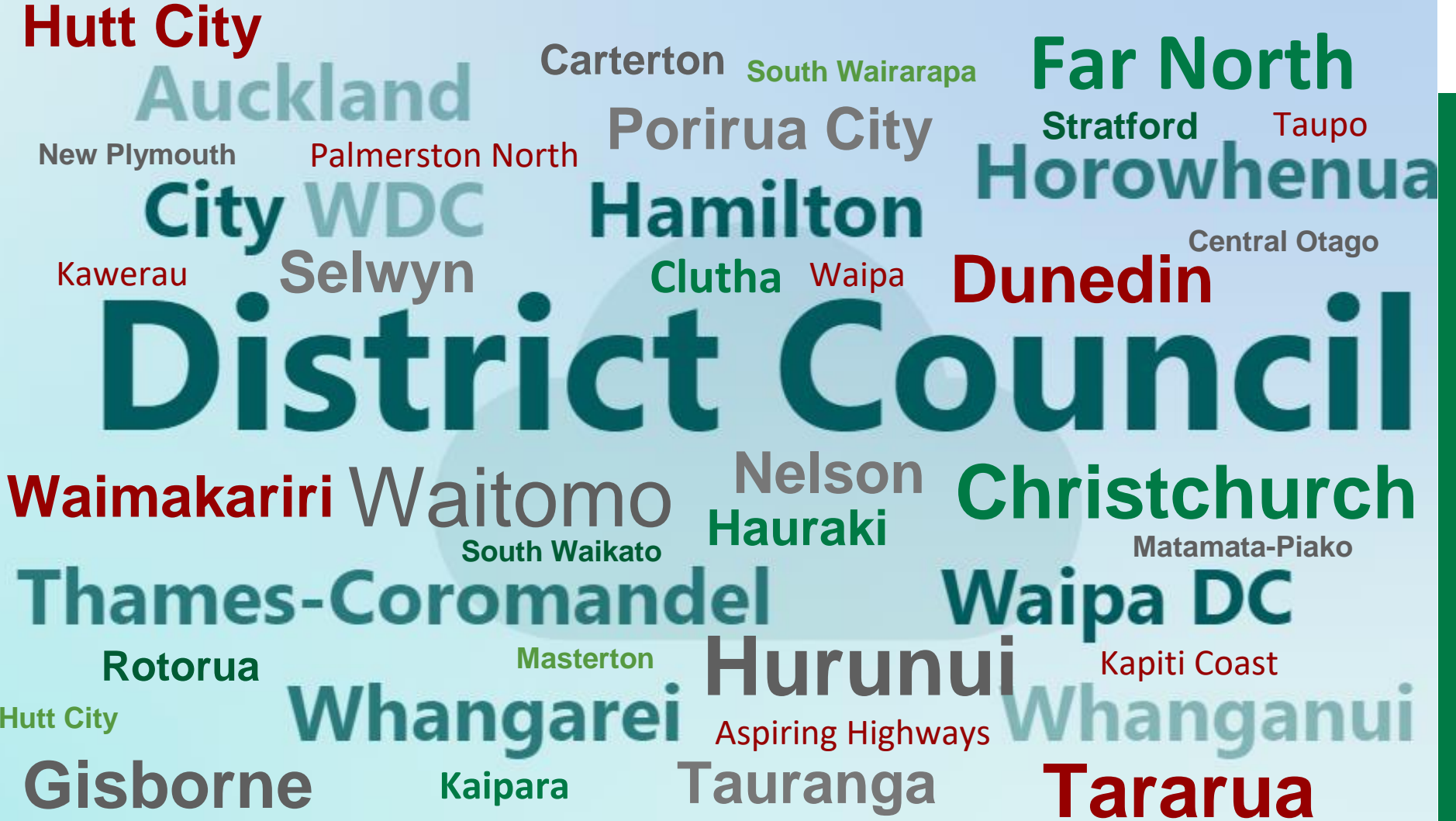
RCA TTM Journey

Challenges and overcoming them

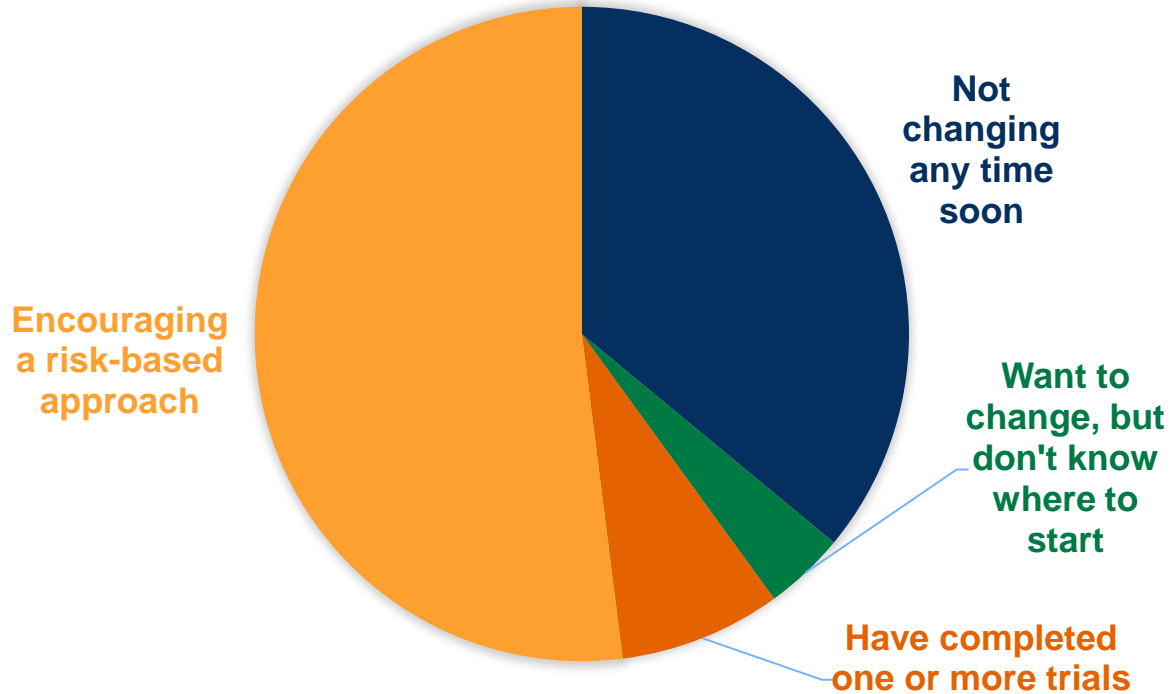
Hopes for Change

Good news stories

What you can do now to support change with RCAs



How far along **THE JOURNEY** to a risk-based approach to TTM is each RCA?



CHALLENGES RCAs have encountered and working to **OVERCOME** them

Managing
confusion from
industry

Contractors not
understanding how
to risk assess and
doing it poorly

Loss of
confidence in
RCAs

STMS, TMP
Designers and
Contractors stuck
on CoPTTM

PCBUs not willing
to engage or train
staff – too hard, too
costly

The squeezed
middle

Educate, Communicate, Collaborate

What **CHANGE** are RCAs most looking forward to?

Evidence of improved TTM safety and application

PCBU Contractors taking **ownership** and responsibility for TTM

TTM **controls** reflecting the risk need (less clutter)

Improved planning and understanding of site needs reflected in the TMP

STMS set up to succeed

Universal health & safety **language**

Trust in TTM, and compliance of TTM

Cones and signs that **make sense**

RCA GOOD NEWS stories?

Designers
incorporating
risks into
TMP



Same Health &
safety language,
better engagement



Pre-planning
start ups



Openness
about trial
lessons



Small RCAs
*“we’re no
longer alone”*



We’re talking about the
need to change and
improve

3Cs – Consult, Cooperate, Coordinate

TTM - we're all in this TOGETHER

Leaders
Set the Scene

Asset Manager
Budgets and
Planning

Project Designer
Safety in Design –
TTM Delivery

Procurement
Clear, concise TTM
info in tender
documents

Contractor/Tenderer
Price and Scope

TTM Supplier
All the Power?

TMP Designer
TMP has meaning

Engineer / PM
Job plan and
traffic safety

Dispatcher
Job plan and traffic
safety

**Corridor Access
Manager / TMC**
Network Impact

Foreman
Work with the
STMS

Site Visitor
All TTM has purpose.
If not, ask why?

STMS
Keeping everyone
safe

Thank you

