



Christchurch

Transport Operations Centre

A partnership of Christchurch City Council, New Zealand Transport Agency and Environment Canterbury
Keeping Christchurch Moving

Industry bulletin February 2020

To: Temporary Traffic Management Providers, Clients, Principal Contractors and Utility operators

Subject: CTOC Traffic Management Industry Bulletin February 2020

From: Simon Hodges – Team leader, CTOC Temporary Traffic Management Team

Date: 05 February 2020

BACK TO BASICS CAMPAIGN 2020

- 1 We are writing to communicate with the Temporary Traffic Management (TTM) industry of the approach that the Christchurch Transport Operations Centre (CTOC) TTM team will be taking in 2020.
- 2 We are implementing a “back to basics” approach with regards to Traffic Management Plan (TMP) applications, as well as the subsequent deployment of accepted TMPs on road. This approach is to assist the industry in addressing issues that have been observed and highlighted with TTM planning and implementation phases recently. We have been undertaking discussions on a one on one basis with individual companies within the industry over the last 3 – 6 months to educate and raise the standard of applications and onsite deployments.
- 3 CTOC will be focussing on helping contractors to “get it right” by working collaboratively to achieve a balanced outcome from a whole of city focus, making sure that compliant methodologies are presented and processed in a consistent and transparent manner. Key areas of focus for CTOC, both on road and in TMPs in the 1st quarter of 2020 are listed below.

Appropriate lead times for TMP submissions.

- 4 There is continuing trend of TMPs being submitted “just in time” with insufficient lead times to allow for processing of TMPs or to undertake any other required notifications. Insufficient lead times do not allow for appropriate time to review proposed methodologies fully, do not allow for time to organise any supporting activities that are needed for successful deployment of TMPs or to make sure that required safety checks and sign offs have been completed prior to TMPs being deployed onsite.
- 5 As per CoPTTM A7.6, where there is a requirement for public notification, or an EED, the TMP must be submitted a minimum of ten working days before it needs to be publicly notified.
- 6 Moving forward CTOC will be implementing an internal escalation process for when sufficient lead times have not been allowed for within submitted TMPs. Where a TMP has been submitted with insufficient lead time, there will need to be evidentiary support provided to CTOC to enable us to understand why the request is being made and whether the submitted TMP warrants an urgent review ahead of other TMPs that have allowed for sufficient lead time.
- 7 CTOC does understand that situations do arise that are unavoidable and may require an urgent review or sign off. Urgent reviews, or requests to undertake notifications prior to TMP acceptance, should not be a regular occurrence and CTOC will be recording how often and why these reviews are needed to inform us of decisions moving forward.

Public notifications

- 8 Recently we have been receiving calls regarding lack of notification to residents for road closures and one way systems. From March 2 2020, CTOC will once again require the letter drop notification, that is intended to be delivered to stakeholders, to be included within the submitted TMP for processing. Including the proposed letter will allow CTOC to make sure that messaging being delivered to stakeholders is consistent with the impact approved in the TMP. This will enable CTOC staff and other partner organisations to have the information at hand should we receive queries regarding works that have been deployed.
- 9 The template format for road closures prewarning signage has been updated to allow for night time closures and one way systems, after receiving requests for guidance from TTM providers. From 31 March 2020, all prewarning signs will need to meet the templates which are on the on the CCC website.
- 10 <https://ccc.govt.nz/consents-and-licences/business-licences-and-consents/temporary-road-closures/advertising-and-signage>.

Adherence to Accepted Traffic management plans conditions

- 11 There has been a notable increase in the amount of worksites that are not being deployed in accordance with the accepted TMP. Of 15 audits undertaken in the 2nd 2 weeks of January 2020, 15 sites were found to be not in accordance with the accepted TMP. Issues noted were: lack of delineation at change of surface condition, no accepted TMP for the works being undertaken, poor provisions for pedestrians and cyclists, excessive TSL area deployed, permanent speed signs not covered when TSL deployed, inadequate access for property adjacent to the works, no TMP documentation onsite, permanent line marking visible and in conflict with temporary configuration and required notifications not being undertaken.
- 12 This is a reminder to contractors that Accepted TMPS must be available on all attended worksites and that conditions on the TMP, including conditions noted on diagrams and notations made by the accepting TMC, must be adhered to. We will be focusing on the issues above in upcoming audits.

Engagement with CTOC

- 13 As always the CTOC team is open to discussions and willing to engage with contractors to achieve a best for customer, whole of city balance when considering works. Please feel free to contact one of the TMCs should you wish to discuss the matters above. Alternatively if you have any ideas on how we can collectively “get it right” and work collaboratively to achieve a balanced outcome, from a whole of city focus, please get in contact.

Regards

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