

Temporary Traffic Management in Wellington City

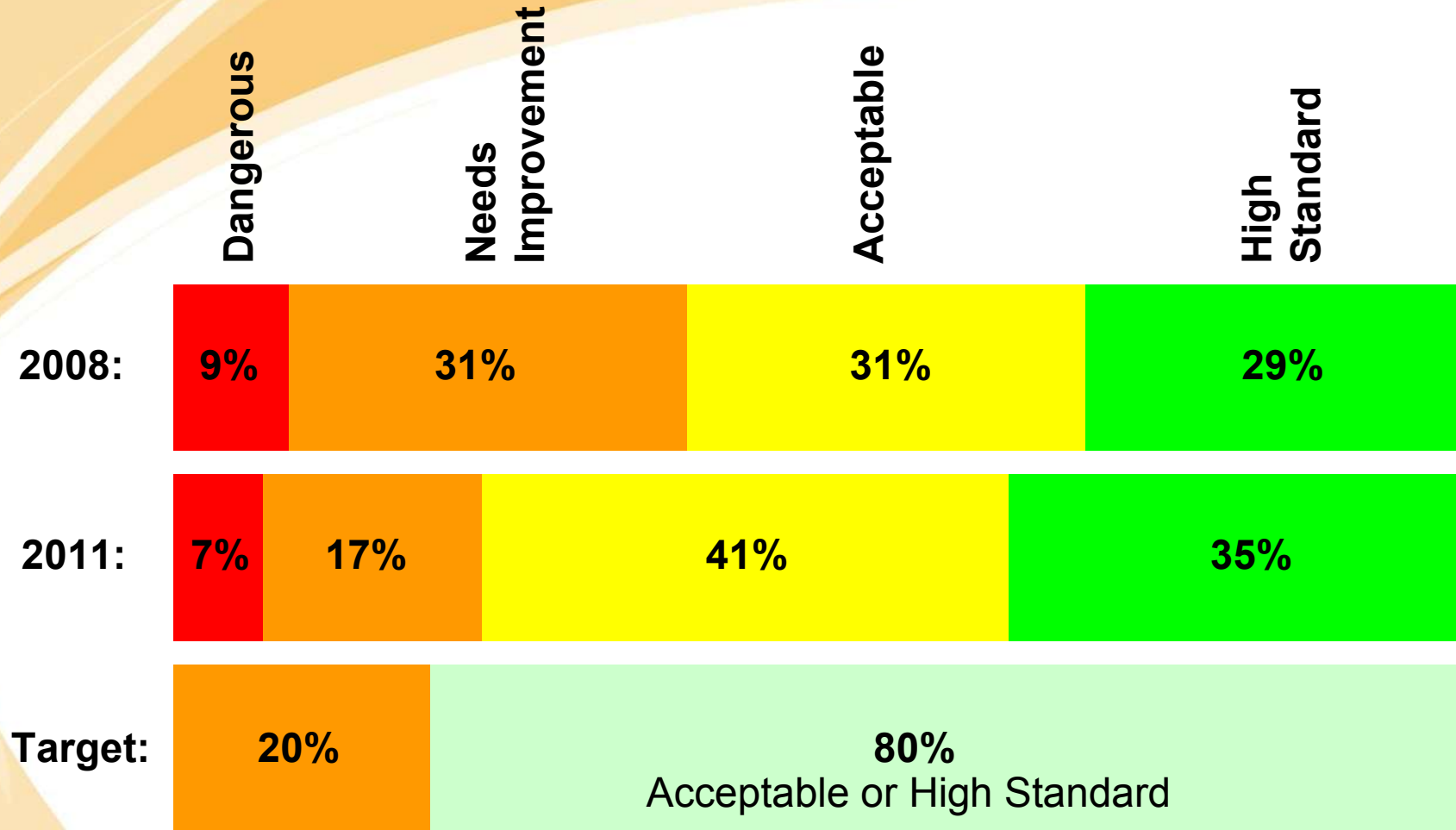


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Background

- 2007 WCC adopted new Code of Practice.
- July 2008 completed baseline audit of construction sites, indicating significant risks.
- Set targets for expected level of risk.
- Used audit data to prioritise improvement.

Audit Results



Codes of Practice

- Moved from WCC CoP for Temporary Traffic Management to Local Roads supplement of TNZ CoPTTM.
- WCC CoP for Working on the Road – soon to be substantially replaced by National CoP for Utilities' Access to the Land Transport Corridor.

Why do we have these Codes?

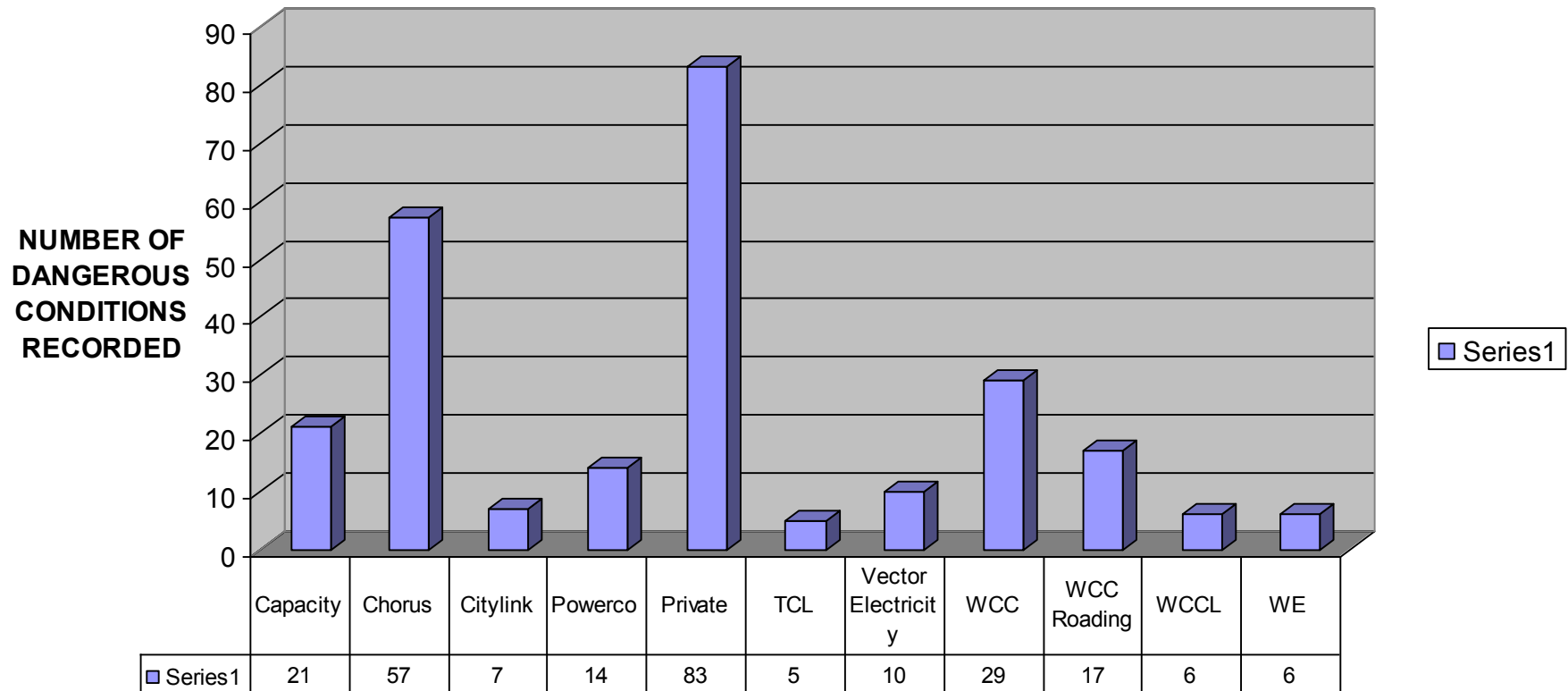
- Protect the safety of the public as well as the workers.
- Minimise disruption and impact on the network.
- Protect the asset.

What have we done?

- Adopted the CoPTTM for Local Roads
- Delegated powers to contractors
- Established an audit system
- Analysed base data
- Developed improvement plan & targets
- Focussed on high-risk activities/contractors

Performance by Utility

**RAW NUMBER OF DANGEROUS CONDITIONS RECORDED ON WORKSITE
TTMP AUDITS BY UTILITY**



Key Areas of Focus

- Improved standards of signage and personal protective equipment.
- Increased regard for pedestrian traffic management/needs.
- Increased presence of Traffic Management Plans and STMS on sites.

What next?

- Significant improvements made, but still a concerning number of dangerous sites.
- Need more random sampling and independent audits to fine-tune.
- Have worked with the contractors to modify acceptable approaches where appropriate.

Discussion Point

- Same contractors perform differently for different clients. Why?