

Road Works Safety Improvement Programme



What is Waka Kotahi's role?

We have four different roles.



RCA

We are expected to **contribute to an effective, efficient, and safe land transport system.**



Client leader PCBU

We are expected to **procure for health and safety outcomes.**



Regulator

We are expected to **improve safety in land transport. We administer TCD, and SOSL rules.**



Sector leader

We are expected to **develop our approach to TTM and inform the wider industry.**

Road Works Safety Improvement Programme



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As sector leader



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The future of temporary traffic management

- Compelling case for change:
 - 330 fatal and serious injury crashes at worksites 2017-2021
- vs.
- 130 fatal and serious injury crashes at worksites 2010-2014
- Waka Kotahi and WorkSafe guidance will
 - help organisations meet legal obligations under Health and Safety at Work Act 2015 and other Acts.
- Working with ISG



Road works safety improvement programme

Phase 1 - Waka Kotahi's work

	Project	Progress
1	NZGTTM and TTM library of supporting documents	● ● ●
2	Waka Kotahi TTM transition plan	● ● ○
3	Commercial framework	● ○ ○
4	WorkSafe Good Practice Guide alignment	● ● ●
5	TTM training and competency	● ● ●
6	Quality, assurance and control	● ● ○
7	Road works safety cameras	● ● ○
8	Health and Safety by design	● ○ ○
9	TTM case studies	● ● ○
10	TTM innovation	● ● ○
11	Industry-led TTM steering group	● ● ●
12	Safety culture steering group	● ● ○
13	WSP research TTM survey	● ● ●
14	Road worker safety education campaign / videos	● ● ●



Recap of the NZGTTM

The purpose of the guide – more focus on TTM planning, less on TTM operation.



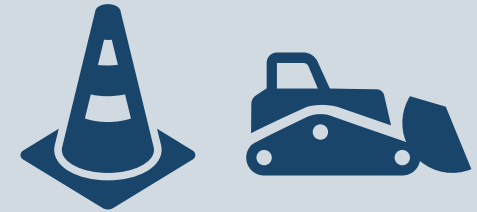
Focus is on **better planning upfront**

Impacted roles:

- TTMP
- Engineer/designer
- Corridor manager
- TM Manager

New Zealand guide to temporary traffic management

All workers and road users go home safe every day



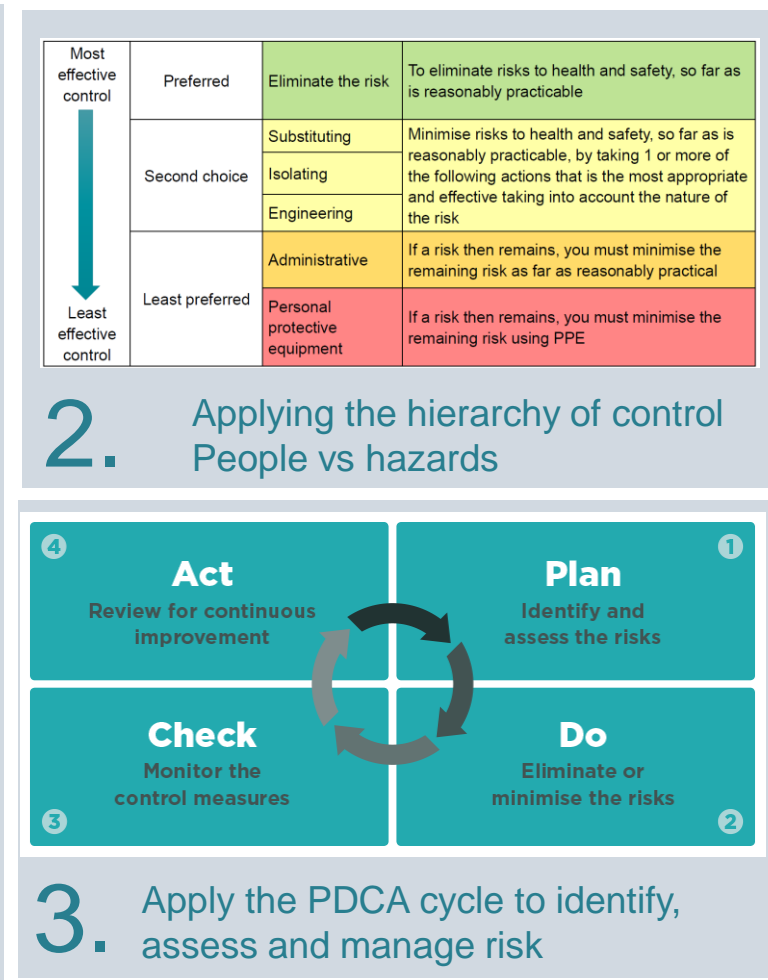
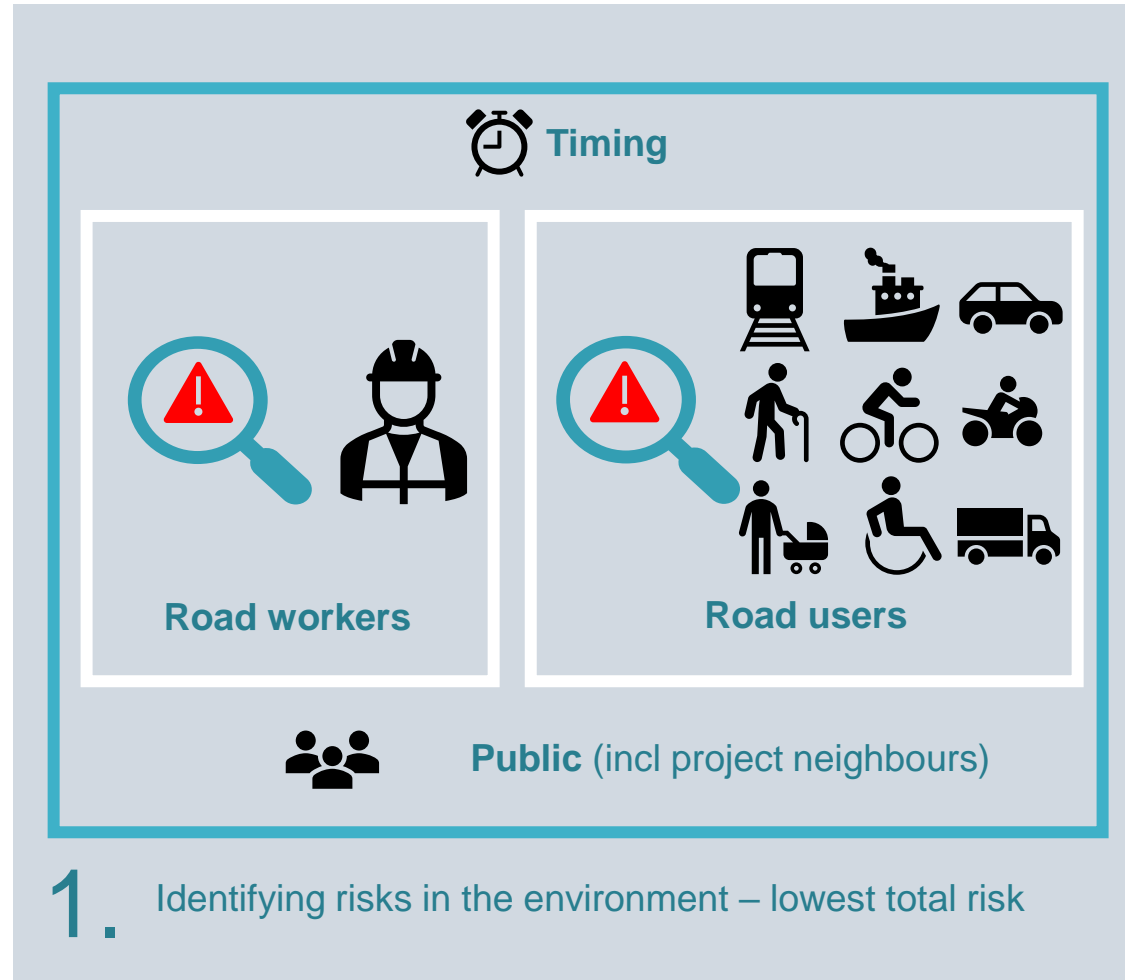
Some changes for **TTM engineering and TTM operations**

Roles include:

- STMS
- Worker

Risk based approach

3 key elements



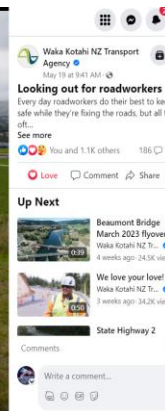
Road works safety improvement programme

Phase 2 – Embedding the risk based approach



RWSIP Governance Group 12 month outcomes

- Capacity of the sector – move as fast as we can, as slow as we need to, to be safe onsite.
- Learn via trials and iterate.
- Maintain a focus on culture change – sector and community.



Waka Kotahi NOC Pilots



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Waka Kotahi's journey

TTM ISG approach to transition

Big picture overview

Pathway to adoption

THE
5Gs



Starting point

Where the individual is coming from

1. Grow Learning

Helping educate and grow understanding about the why and what of the risk based approach

2. Giving it a go

Supporting desktop or physical pilots for the application of risk based approach through contracts, projects or specific work-sites.

3. Gearing up systems

Sharing knowledge and helping set up processes and systems on projects and for organisations to be able to implement a risk-based approach to TTM

4. Go live!

Supporting suppliers and RCAs to fully implement and adopt the NZGTTM approach for their organisation or contracts

5. Good practice

Reinforcing the good practice of the risk based approach, recognizing, sharing and rewarding good practice

Waka Kotahi transition to the risk-based approach

- As sector leader, Waka Kotahi are adopting the new guidance at our own worksites first
- Fulton Hogan, Downer, Higgins, HEB and WSP are early adopters
- Pilots underway – from planning to TTM setups on the road



NOC pilots

Agreeing on outcomes and objectives to ensure we work towards the same goal

Vision	All workers and road users go home safe every day
Outcomes of these pilots	We are able to: <ol style="list-style-type: none">1. have shared understanding of the TTM process flow under the NZGTTM2. apply a risk assessment to a variety of TTM scenarios that result in the lowest total risk3. identify the gaps in terms of technical capabilities as well as behaviour / mindset change that are required to successfully apply a risk-based approach in TTM4. define a realistic implementation timeline to include the NZGTTM in all remaining NOC contracts
Objective	To understand the associated change impacts in delivery models and relationships when implementing the risk-based approach, working towards implementation across all Waka Kotahi M&O contracts.

NOC pilots

The objectives specified for each of the three focus areas

Focus areas	Operations	<ol style="list-style-type: none"> 1. Confirm NZGTTM process flow 2. Understand impacts on selection approach of adequate risk controls 3. Understand impact on operational processes, systems and tools/ materials required for maintenance contract work activities; 4. Understand impacts on timeliness of programme delivery 5. Development draft operational practice notes in a NOC Contract setting (supporting material – practice note guide)
	Commercial (incl. procurement)	<ol style="list-style-type: none"> 1. Understand potential impact on cost on project delivery 2. Identifying issues and opportunities to inform variations to current M&O contracts 3. Identifying issues and opportunities to inform development of future M&O contracts*
	People & Culture	<ol style="list-style-type: none"> 1. Confirm roles & responsibilities matrix and assess impact on existing roles and responsibilities for all organisations and directly impacted staff involved in the implementation of risk-based approach 2. Understand impact on mindset, attitudes and beliefs required to successfully transition 3. Understand how critical behaviours (3 C's) can be successfully reinforced 4. Understand impact on lead times required to implement a risk-based approach across other contracts. 5. Understand impact to road users, including subgroups such as freight, over dimension/weight, emergency services, vulnerable road users and others

* Note - this will inform capital contracts also, however that is not the primary focus

A nighttime photograph of a construction site on a road. In the foreground, a large sign with a red and white chevron pattern and a blue circle containing a white arrow pointing down and to the right is illuminated. The road is lined with orange and white traffic cones. In the background, a car with a license plate that reads '8TAWMH' is visible, along with other construction equipment and lights. The overall scene is dark, with the primary light sources being the construction site's lights and the car's taillights.

TTM Industry Steering Group

A brief summary

Big picture overview

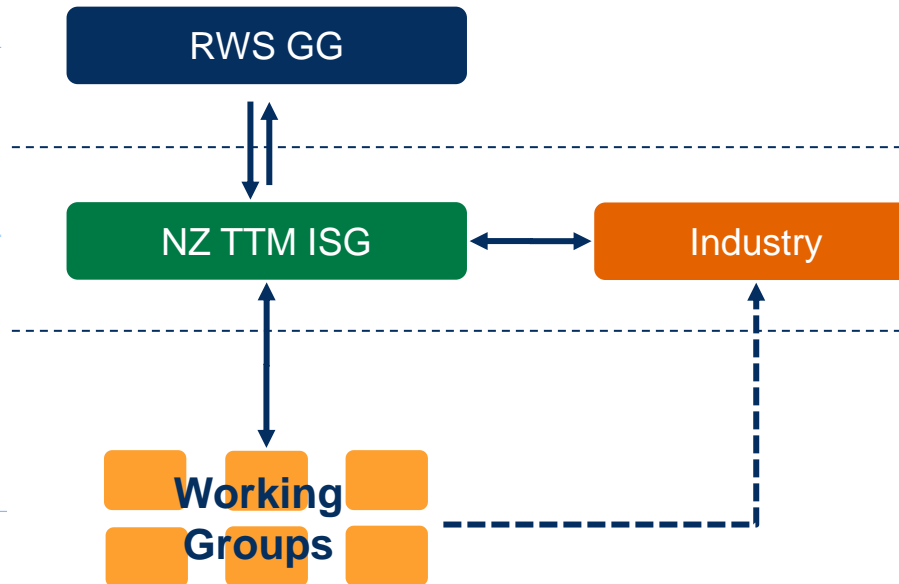
Linking it all together

Roles

Road Worker Governance Group comprising senior leaders from RCAs and Contractors as sounding Board for the TTM ISG

Industry Steering Group comprising representatives from across the TTM sector

Working Groups supporting key transition needs for the collective industry



Communication

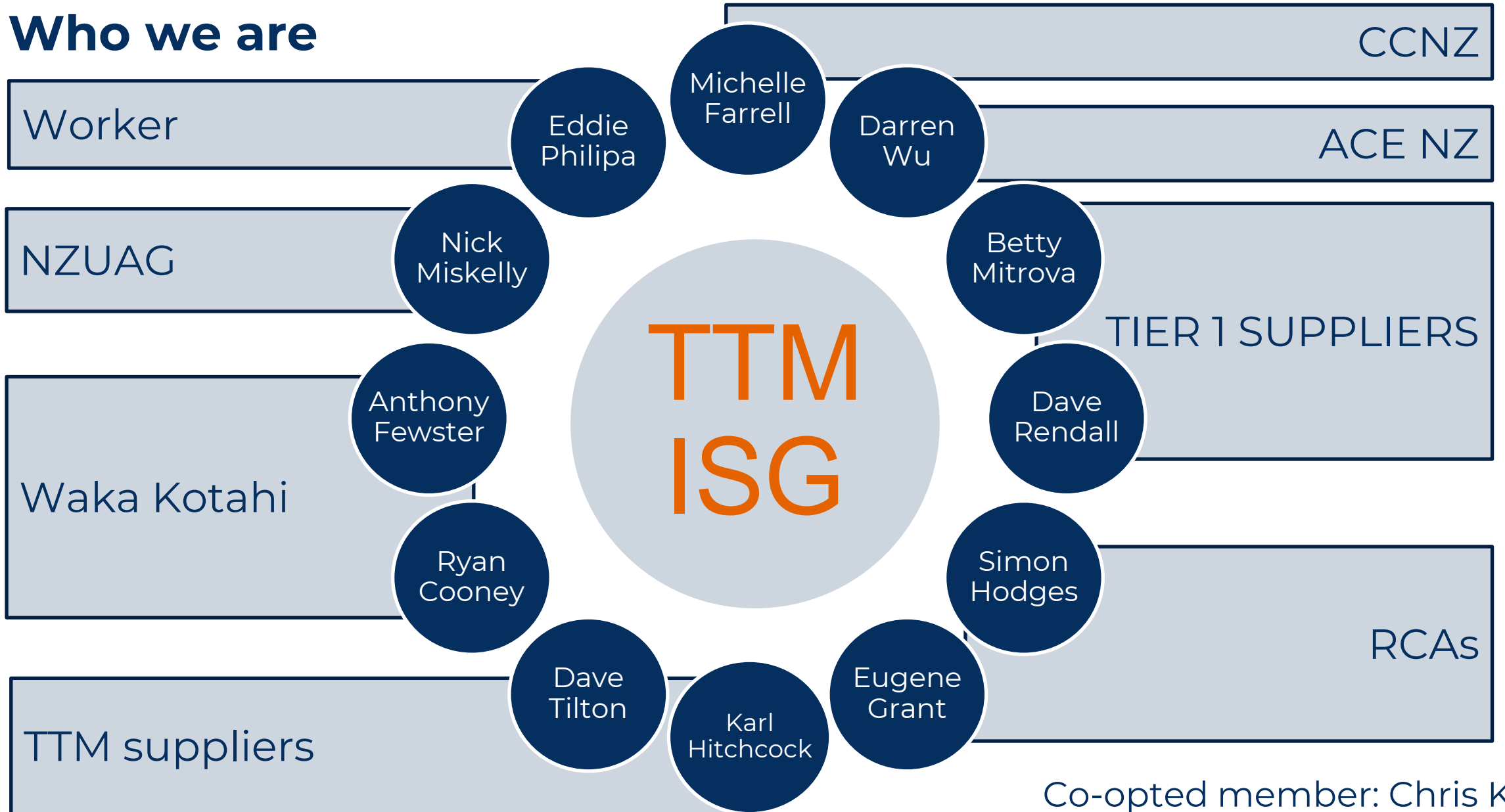
No direct communication to TTM industry other than the leadership role they already have

- TTM Industry Steering Group has the lead in communication to TTM industry.
- Members of the TTM ISG support the communication (previous slide)

Communication from working groups to TTM industry will always be channelled via TTM ISG.



Who we are



Co-opted member: Chris Kerr

Our focus

Communications & Engagement

Training & Competency (Credentials Framework)

Commercial (Procurement)

Assurance

Good Practice

Culture & the 3Cs

6

Workstreams

Summary



Key points



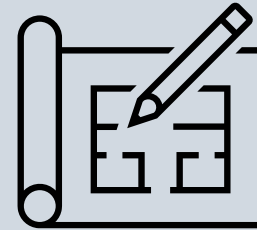
**Phase 2 of the
Road Works Safety
Improvement
Programme**

In development



**Pilots
underway**

*M&O
ID projects*



**Focus on
planning**

Safer sites



Transition

*We are working
through our transition*