

TARMAC Connect

*TTM Industry
Steering Group
Update*

Presented by Anthony Fewster & Darren Wu

It's official – We're Incorporated



- Enables us to establish an independent organisation representing the voice of the industry
- A commitment to a long-term outcome to improve the TTM sector
- Adds accountability to our operation
- Allows for future aspirations for industry memberships

Our Why

The TTM Industry Steering Group **champions collaboration and representation** in the TTM sector. We strive to **improve the safety and efficiency** of roadworks by encouraging **best practice and shared responsibility**, helping enable **safer outcomes** for New Zealand's road workers and users.

Who we are



Dave Tilton
ISG Chair
TTM Suppliers Rep



Darren Wu
Deputy Chair /
Treasurer
ACE NZ Rep



Nick Miskelly
Secretary
NZ UAG Rep



Michelle Farrell
CCNZ Rep



Ryan Cooney
NZTA Rep



Anthony Fewster
NZTA Rep



Betty Mitrova
Tier 1 Contractor Rep



Dave Rendall
Tier 1 Contractor Rep



Simon Hodges
RCA Rep (South Is)



Rachel Taylor
RCA Rep (North Is)



Karl Hitchcock
TTM Supplier Rep

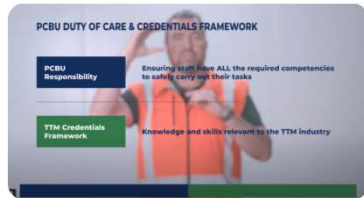


Scobie Te Pono
Worker Rep

What's happened since TARMAC '23



Dec '23: Our 1st e-newsletter



Feb '24: The Credentials Framework for T&C went live for consultation



May '24 - Present: Our Industry roadshows have so far reached 8 locations around NZ promoting discussion and learning about risk



Feb '24: The TTM ISG website went live

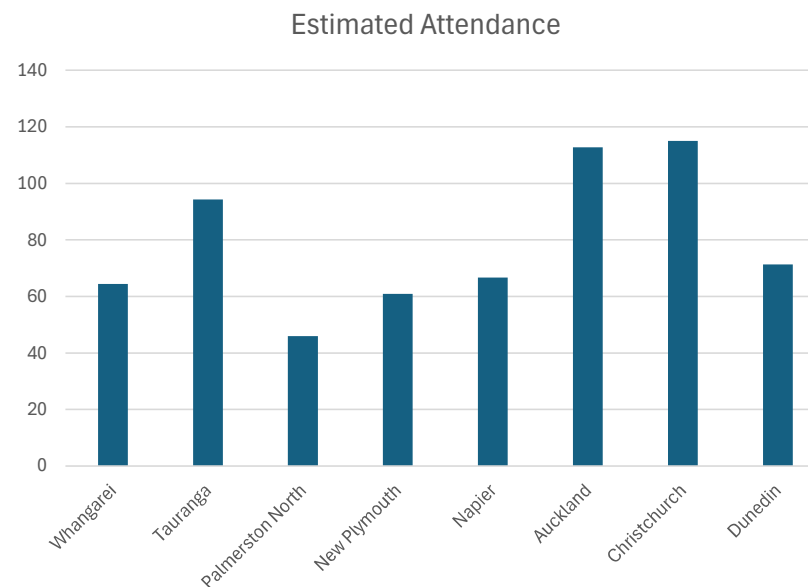
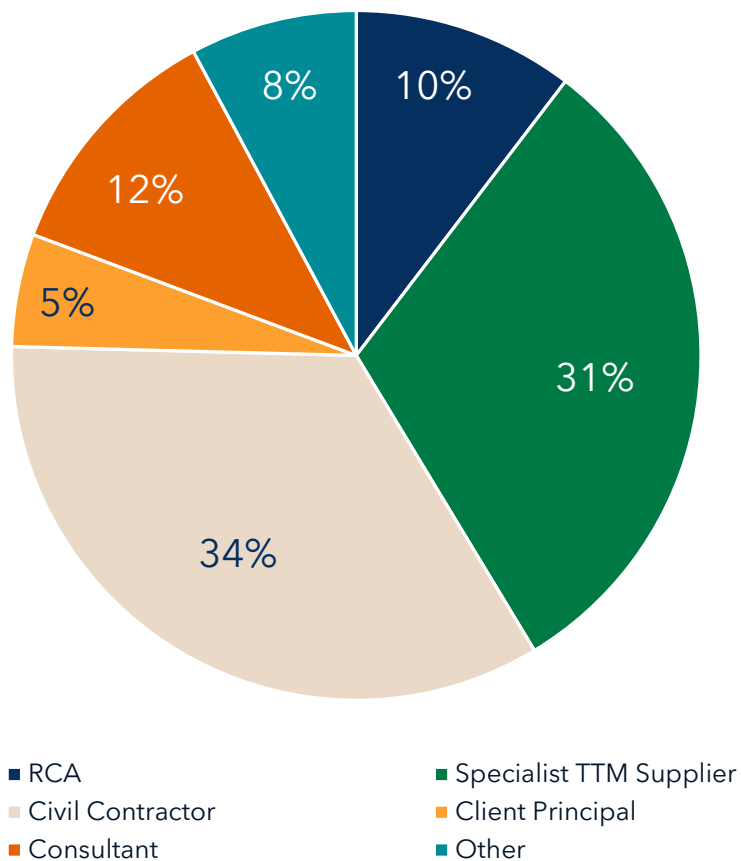


Mar '24: Dave & Darren represented the ISG and presented at TMAA Conference Australia



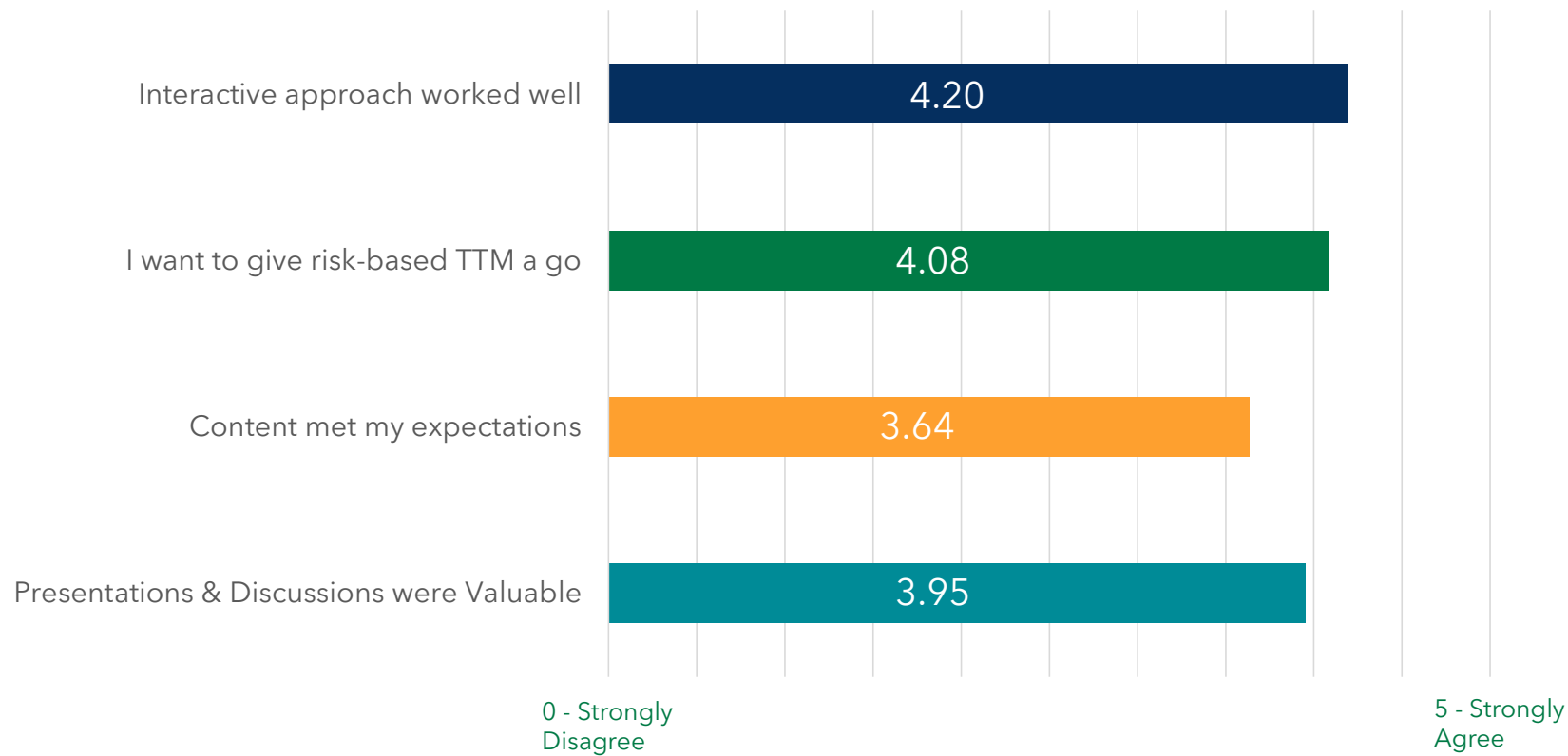
May '24: Meetings with Minister of Transport and Workplace Relations & Safety

Roadshows Feedback / Insights



Total Estimated Attendance
600 to 650 people

Roadshows Feedback / Insights



Roadshows Feedback / Insights

What would you like to see from the TTM ISG?





Where is the Industry at right now?

What part
of the
risk-based
approach
to TTM do
you need
help with?

Roadshow Insights

How will
training work
for roles going
forward?

How will
TTM
planning be
different?

CHANGING
CULTURE

Direction
and timing
of change

Cross
sector
buy-in

Right
sizing risk
analysis
needed

How will
auditing work
and will it be
much more
subjective?

Guidelines to
show what
good and bad
look like

EVERYTHING

Understand how roles
might change and who
does what

Will changes
work for smaller
companies

How can we be
consistent across
the sector

THE 5Gs

PATHWAY TO ADOPTION

- NZTA setting up contracts and audit processes
- Some RCAs planning for this

- Lots of keen learners
- Currently limited places to access learning

START

GROW LEARNING

Find out more about the why and what of the risk-based approach. Ask lots of questions!

GEAR UP SYSTEMS

Sharing knowledge and setting up project and organisational systems and processes that support the implementation of a risk-based approach to TTM.

GOOD PRACTICE

Reinforcing the risk based approach by recognising, sharing and rewarding good practice.

GO LIVE!

Let's GO! Full implementation of a risk-based approach within your organisation and contracts.

GIVE IT A GO

You don't need to go from 0-100 in one go. Have a look at what others are doing and start small if need be. Consider how a site, job, task, etc, might look different with a risk-based approach, compared to using COPTTM.

No sector framework in place yet. Few examples

NZTA looking to start in October '24

- NZTA NOC Pilots
- RCA Trials
- Contractor Testing

The Transitional Period



Suppliers

Clients

RCAs

Differing timeframes and pace of progress

Different parts of the organisation might have different views to the change requirements

Responding to different requests depending on client and RCA

Figuring out what they want with risk-based TTM

Grappling with where to start and how to bring suppliers along

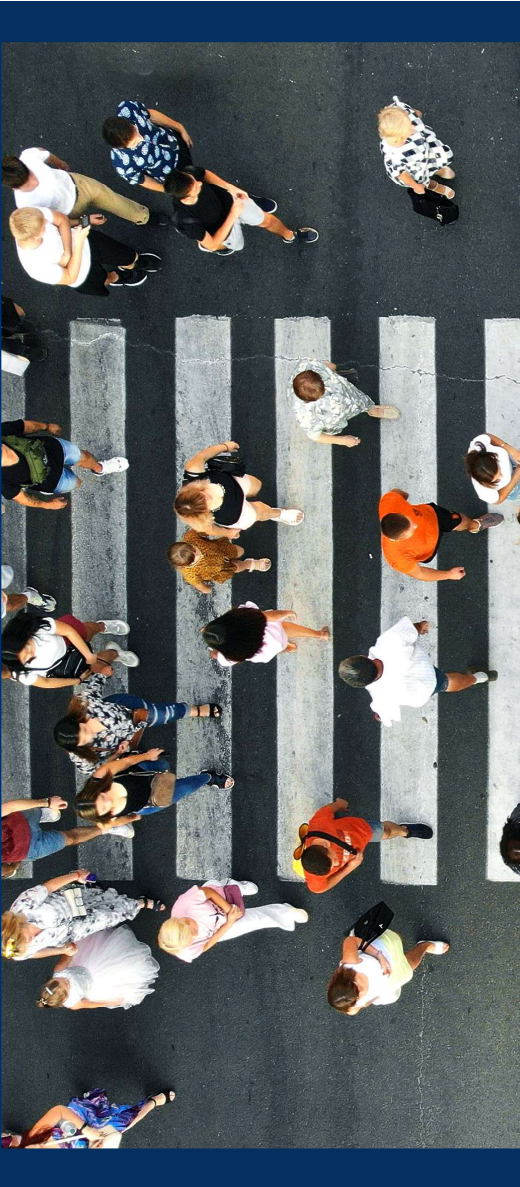
Assessing training and skills for your team

Planning how to achieve risk-based TTM through projects & suppliers

Thinking about consistency and how processes and roles will change

Planning who and how risk-based TTM will be done

Starting with trial and error changes to contracts & projects

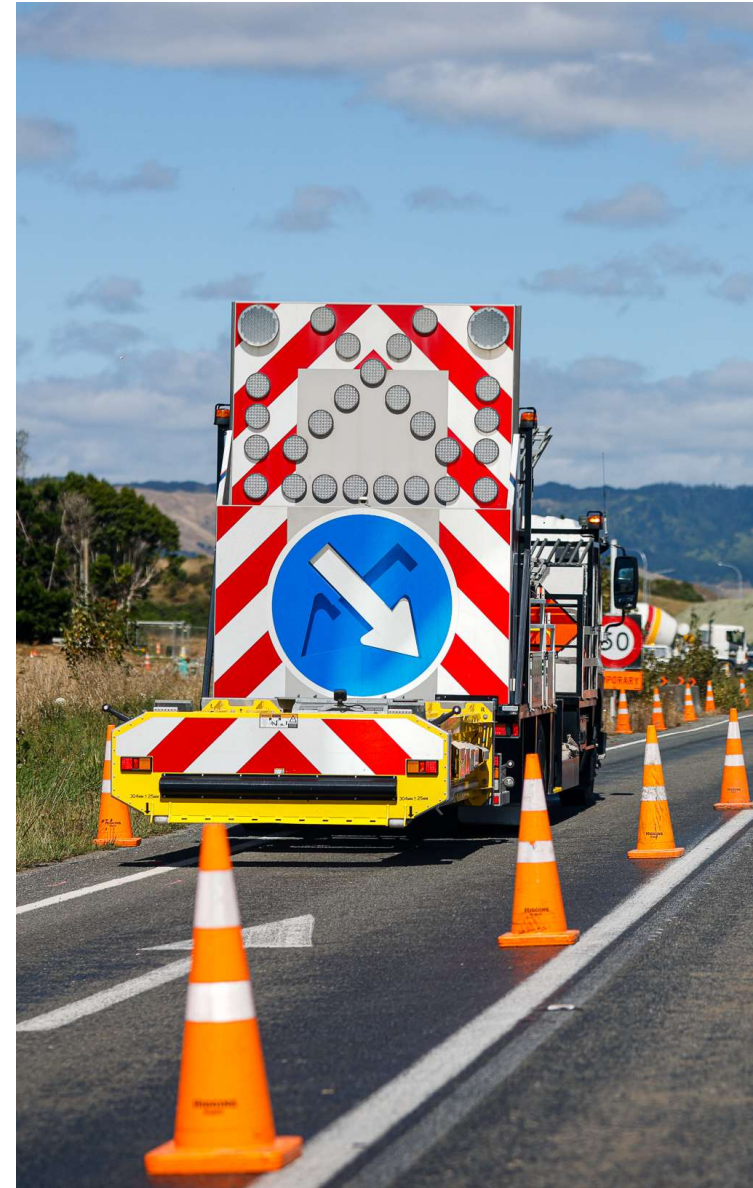


What is NZTA doing to roll out the NZGTTM?

Safe, efficient and effective TTM

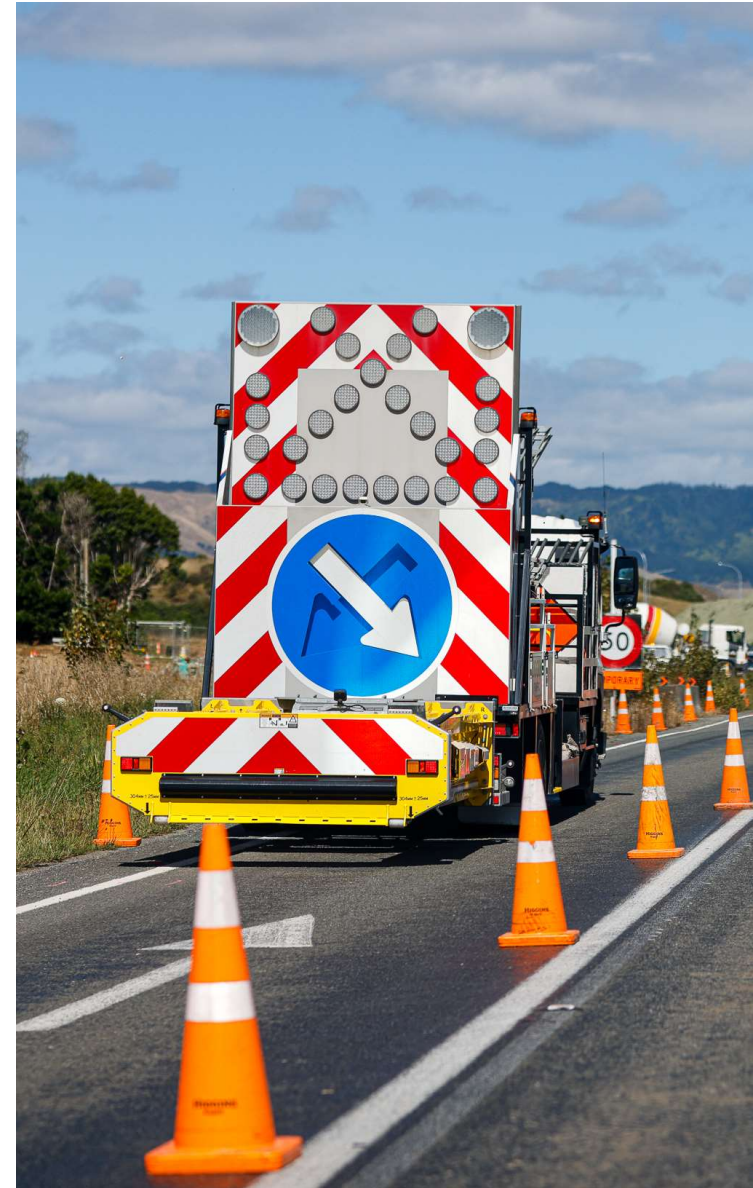
NZTA will continue to play a role within the TTM sector by:

- **Adopting NZGTTM across state highways** with our construction partners to improve safety and value for money to meet the expectations of the GPS.
- **Working with the TTM industry steering group and REG** to share knowledge with other RCAs to encourage them to adopt the new risk-based guidance.
- **Start reporting cost, safety and performance** metrics - GPS directs NZTA and all other RCAs to start reporting their TTM costs, the first report is due early-September 2024.



Our recent national review

- Maintenance and Operations team reviewed 800 worksites on our state highway network.
- 69.8% were unattended - due to either reseal sites under aftercare or nightworks sites visited during the day.
- 26% of unattended sites were not needed.
- Improvement Plan during the 2024/25 summer renewal programme will re-check issues.
- Safety data and audits showed consistent themes.



Our response – NZGTTM rollout

Activity	Timeframe
<ul style="list-style-type: none"> M&O national TTM review – sites are safe, efficient, leftover TTM is removed. Feedback to suppliers. Capital projects TTM review. Continuous improvement plan implemented. 	February – March 2024 May 2024 2024/25 summer renewal programme
4 x NZGTTM pilots – testing to adoption.	March – July 2024
Change contracts (convert from CoPTTM to the new risk-based guidance).	April 2024 (identify changes) From May 2024 (new capital contracts) From 2025 (M&O contracts)
Trial and implement new state highway assurance programme (will replace current audit programme).	September 2024 (to start the 2024/25 summer maintenance season)
Support new national training and competency framework.	From end-2024

Faster adoption of the new risk-based guidance means NZTA will retire CoPTTM in October 2024. This means NZTA will no longer use CoPTTM as the basis of our decision-making for TTM at worksites on our state highway network.

Our response – pilots on the state highway network

Maintenance and Operations team working with suppliers to road test the risk-based approach to TTM:

1. Northland NOC, Fulton Hogan
2. Horowhenua Manawatu NOC, Higgins
3. Marlborough Roads NOC, HEB/Fulton Hogan joint venture
4. North Canterbury NOC, Downer NZ



Image: Northland pilot for cyclic vehicle with no lead or tail vehicles just the team with all road work signs on the vehicle.

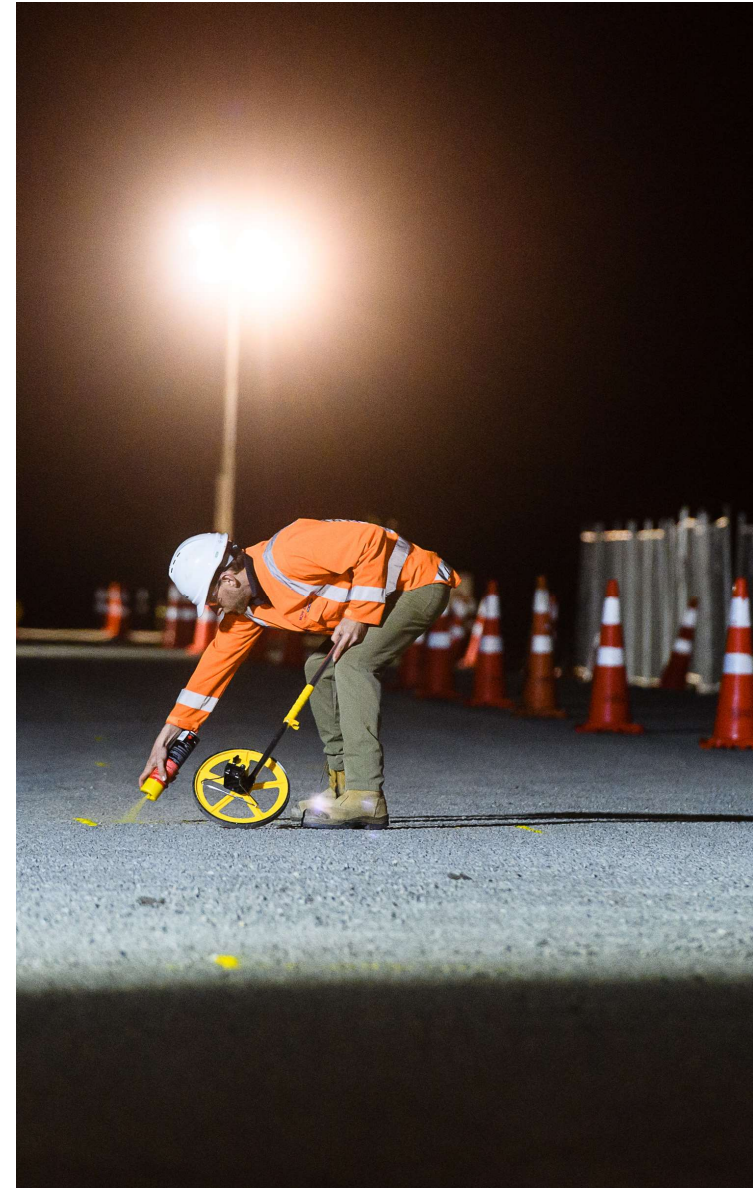
Our response – what we're learning from the pilots

- Different contractors are bringing different ideas.
- Good understanding of risk at management level, however road crews still require training.
- Implementation of risk is varied across contractors.
- The 3 C's need to be fully understood.
- Contractors finding it difficult to move away from following prescriptive documentation.
- Implementation will take time – taking a staged approach to ensure success.



Our response – assurance instead of auditing

- Auditing will change to an assurance programme.
- New approach will be trialled over winter:
 - Self-reporting by contractors and RCAs
 - Safety Systems & Process audits including planning and design, effectiveness in the field, monitoring and action follow up.
- New auditing programme launched September 2024.
- NZTA will start reporting back in September.



The background of the slide is a collage of construction-related images. On the right, there's a close-up of several orange and white striped traffic cones. Behind them, a red crane is visible against a clear blue sky. In the distance, several wind turbines are silhouetted against a lighter blue sky. The left side of the slide is dominated by a large, semi-transparent blue triangle that serves as a backdrop for the main text.

What will the ISG be up to next?

1

Good Practice

- Develop good practice framework
- Establish ability to endorse good practice

2

Assurance

- Follow NZTA's new assurance model
- Cross-pollinate learnings and feedback

3

Training & Competency

- Continued development and implementation of credentials framework

4

Commercial

- Facilitate shared development of commercial requirements for risk-based TTM

5

Comms & Engagement

- Enable consistent and meaningful communication and engagement with the sector
- Targeted sector engagement to progress shift





#smartplanning

Good stories about change

- A new campaign focussed on promoting positive shifts and changes towards a risk-based TTM approach to road works
- Emphasis on 'smart planning' where road work is much more considered and therefore right sized to the environment and the work being done
- Broaden understanding that risk-based is not always about the no. of road cones or the cost
- Build positive public engagement and respect for TTM arrangements



Thank You



Temporary Traffic Management
Industry Steering Group



www.ttm-isg.org



info@ttm-isg.org