

TTM Transition & Credentials Roadshow

April – May 2026

An ISG-led, NZTA-supported industry workshop series



Regional Roadshow

A collaboration between **Temporary Traffic Management Industry Steering Group (TTM ISG)** and the **NZ Transport Agency Waka Kotahi**.

Agenda

- ✓ Welcome and introduction to tonight's agenda
- ✓ Updates from the TTM-ISG
- ✓ Updates from NZTA
- ✓ Credentials Framework Working Group



Our Mission

The TTM Industry Steering Group **champions collaboration** and representation within the TTM sector by **fostering excellence in practices that enhance safety and efficiency on the roads**. We aim to **advance the industry** by nurturing a culture of shared responsibility, supporting **safe outcomes for New Zealand's road workers and road users**.

Our Purpose



CONNECT

Connect people, businesses and clients to understand important focus areas for the TTM sector



COLLABORATE

Collaborate to enhance effective management of risks from activities impacting road corridors



ADVOCATE

Advocate on behalf of the TTM sector to improve real and perceived value of TTM



SHARE

Share collective learning to nurture continual improvement of safety and efficiency of TTM

Who we are

The ISG Committee is made up of up to **12 voluntary members** who represent different parts of the sector including:

- NZTA
- RCAs
- TTM Suppliers
- Tier 1 Contractors
- CCNZ
- Utilities Advisory Group (UAG)
- Association of Consulting Engineers (ACE) NZ
- Worksafe



LEADERSHIP TEAM



Simon McManus
CEO



Darren Wu
Chair
ACE NZ Rep



Nick Miskelly
Deputy Chair
NZ UAG Rep



Tracey Berkahn
Treasurer
RCA Rep (North Is)



Ryan Cooney
Secretary
NZTA Rep



Levi Anderson-Crewther
TTM Supplier Rep



Wayne Clarke
TTM Supplier Rep



Betty Mitrova
Tier 1 Contractor Rep



Dave Rendall
Tier 1 Contractor Rep



Simon Hodges
RCA Rep (South Is)



Ketan Chandu
WorkSafe NZ



Arne Corrie-Johnston
CCNZ Rep



Monika Wakeman
NZTA Rep



Helen Majorhazi
NZTA Support



Shannyn Hiroti
ISG Comms & Engagement Manager

Thinking Ahead for 2026

In **2026**, the TTM ISG will step up our PUBLIC ↔ SECTOR activities that supports & builds trust and confidence to enable the sector as the experts to deliver their jobs.

High Priority Initiatives

'Use it or Remove it' Campaign

Sector led first response to tidy up TTM across NZ roads

Industry Summit & Awards Dinner

Stepping stone conference & launch inaugural awards

Public Campaigns

Behavioural shift and rapport building campaigns

A Voice on behalf of the Sector

Continued advocacy and strengthening of relationships politically

Industry Engagement

Regional Connect

In-person conversations regionally to enable collaboration

'Road Worker Safety'

Support Survey and Cross-Sector Working Group, effect meaningful contribution to improving safety

Conferences

Shape and deliver industry networking and learning

Learning & Resources

Develop and collate resources and communicate

Organisational Building Blocks

Paid Staff

- CEO
- Comms
- Other Support Staff

Memberships

Work towards demonstrable value and setting the foundations for memberships

Resilience

Increasing resilience for the TTM ISG

Delivery Accountability

Setting up and being accountable for commitments by the ISG

Our Make Up & Partners

Continually testing and building the right partnerships and make up of our committee

2026



Thinking Ahead for 2026

Workstreams

Communications and Engagement

Develop calendar to support workstreams, sharing of resources and engagement

Procurement

Develop guidance for client PCBU. Communicate and review

Training & Competency

Deliver roadshow to drive understanding and adoption, develop more programs/ framework

Assurance

Complete and deploy tool. Communicate, review and improve

Good Practice

Develop, collate and communicate guidance for suppliers and clients

Sector Stakeholders

TTM Contractors and Suppliers

Increase online and face to face engagement (events). Strengthening partnership.

Councils / RCAs / NZTA

Increase specific guidance for change planning, Training needs (from transition plans). GM focussed comms to initiate and support change leadership

Utilities

Increase online and direct engagement e.g. regional koreros

Wider Stakeholders

Nurture understanding and opportunities (e.g. planners, clients)

All

Case studies and support “Systems Thinking”, remove silos, and build effective community to collaborate on solutions

2026

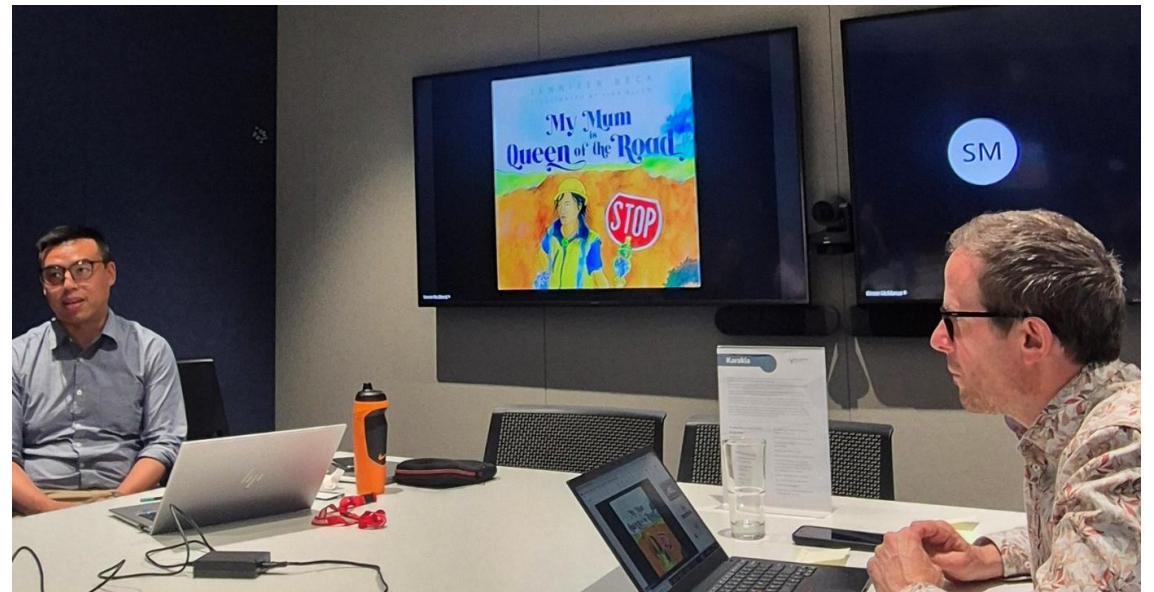


Our Working Groups

- Credentials Framework
- Assurance
- Best Practice
- Procurement
- Communications
 - Cross Sector Working Group

For more info on Working Groups:

www.ttm-isg.org/about



News & Resource Library

- Keep up to date with latest news
- Links to guidance
- Practice notes
- Case Studies
- Risk Assessment tools
- Webinar Recordings
- Working Group outputs

Resources Library:

<https://www.ttm-isg.org/resource-library>



RESOURCE LIBRARY

Useful tools, guidance, resources and supporting information to support the transition to a more risk-based approach to TTM.

Filters: All news, Assessment, Article, Case Study, Compliance, Event, Practice Note, Recording

- Downer TTM Case Study - Micro Credential in TTM Risk Assessment Level 4 - US32503253**
8 April 2026
This case study outlines the benefits of undertaking the Comens Temporary Traffic Management Risk Assessment micro credential, based on feedback from Chris Lacey, an Advanced TTM Designer for Downer NZ.
- Event Recording: Rob Fisher - From Compliance to Confidence: Making Proportionate, Risk-Based NZDTM Work in Practice**
8 April 2026
A recent NZTMA operation seminar from 30 network sites in the South Island has highlighted the ongoing sites used by other network through worksites.
- Practice Note: Planned Public Events that Impact the Road Network**
12 March 2026
Guidance for planning and managing traffic impacts from public events on the road network.
- Webinar Slidespeak: Risk-based TTM for Community Events and Parades**
24 February 2026
A practical overview of applying risk-based temporary traffic management for community events and parades. To access the full recording, email shannyn.hiroki@ttm-isg.org.
- Kickstart Webinars for Local Councils and RCAs**
19 December 2025
The Council Kickstart Webinar Series has been developed to help councils prepare for the shift to the risk-based approach outlined in the New Zealand Guide to Temporary Traffic Management (NZDTM). These sessions provide guidance for senior leaders, officers.
- Good Practice Assessment Application**
18 December 2025
Good Practice Assessment Application to be used in conjunction with the checklist.
- Good Practice Checklist - WORKING DRAFT**
18 December 2025
These criteria have been developed to assist those developing Good Practice Notes and Guidance by setting out what aspects should be considered in the development of such documents.
- Water NZ Low-Risk, Low-Impact Practice Note**
18 December 2025
Practice note released by Water NZ to assist adoption of a risk-based approach to temporary traffic management in the water sector.
- NZDTM Case Studies**
18 December 2025
- Applying Risk-Based TTM - Factsheet Series**
2 December 2025
This includes links directly to NZTA - Vikia Kaitiaki's factsheet series showcasing real-world applications of risk-based TTM, useful for practitioners wanting quick, visual examples to support planning, approvals and onsite decision making.

1 2 >

Sign up for our newsletter
Sign up using the form to receive our future e-newsletters.
[email input field] [Sign up]

Copyright TTM-ISG 2026. All rights reserved. About News Resource Library Contact Us

NEWS

News and updates from the TTM Industry Steering Group and the temporary traffic management sector.

Filters: All news, Assessment, Article, Case Study, Compliance, Event, Practice Note, Recording

- Police Target Speeding Through Roadworks in South Island Operation**
27 March 2026
A recent NZTMA operation seminar from 30 network sites in the South Island has highlighted the ongoing sites used by other network through worksites.
- New TTM Supervision Qualification**
27 March 2026
The first New Zealand Certificate in Temporary Traffic Management Supervision Level 4 is set to commence leading to a significant increase in the TTM workforce while creating career advancement pathways for people working.
- TTM ISG Launch TTM Transition & Credentials Roadshow!**
13 March 2026
The Temporary Traffic Management Industry Steering Group (TTM-ISG) will host a nationwide industry roadshow throughout April and May 2026.
- Meet the ISG: Shannyn Hiroki**
24 February 2026
We're pleased to welcome Shannyn Hiroki to the Temporary Traffic Management Industry Steering Group (TTM-ISG) as Operations and Engagement Manager.
- Road Works Safety - Cross Sector Working Group**
24 February 2026
The Working Group brings together representatives from NZ Transport Agency - New Zealand, New Zealand Police, Auckland Transport, WorkSafe New Zealand, ACC, Civil Contractors New Zealand, Transporting New Zealand, and.
- Rob Fisher - From Compliance to Confidence: Making Proportionate, Risk-Based NZDTM Work in Practice**
18 February 2026
The Temporary Traffic Management Industry Steering Group (TTM-ISG) is hosting an industry leaders breakfast featuring Rob Fisher. Based on their experiences, case-based approaches to safety can be applied in practice.
- NZUAG | Improving Coordination Across the Road Corridor**
18 February 2026
The New Zealand Utilities Authority (NZUAG) is undertaking a cross sector review focused on improving coordination, planning, and delivery of safety across the road corridor.
- Risk-based TTM for Community Events and Parades - Free Webinar!**
27 December 2025
Community and public events require temporary traffic management (TTM) to keep the public, event staff, participants, and event users safe.
- 2025 AGM Chair's Report**
18 December 2025
Kia ora and welcome to the first full Annual General Meeting report for the Temporary Traffic Management Industry Steering Group (TTM-ISG).
- Meet the ISG - Levi Anderson-Crewther**
17 December 2025
Levi Anderson-Crewther is one of the TTM supplier representatives on the industry Steering Group. Outside he works with Te Kaitiaki as the General Manager of Te Kaitiaki Group Ltd.

1 2 3 4 5 6 >

Sign up for our newsletter
Sign up using the form to receive our future e-newsletters.
[email input field] [Sign up]

Copyright TTM-ISG 2026. All rights reserved. About News Resource Library Contact Us

Road Works Safety Cross Sector Working Group

- Traffic Controller Safety Survey 2025 – an opportunity for advocacy
- Data Gathering
- Short and Long term initiatives
 - Communications Campaigns
 - Technology
 - Enforcement



Shelley Easton
NZTA



Ketan Chandu
Worksafe



Toni Barlow
AA



Arne Corrie-Johnston
CCNZ



Craig Brown
NZ Police



Simon McManus
TTM ISG



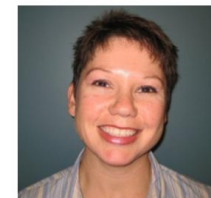
ACC



Teresa Burnett
AT



Mark Stockdale
Transporting NZ



Helen Majorhazi
TTM ISG



Darren Wu
TTM ISG



Shannyn Hiroti
TTM ISG

Analysis of Crashes at Temporary Traffic Management (TTM) Worksites

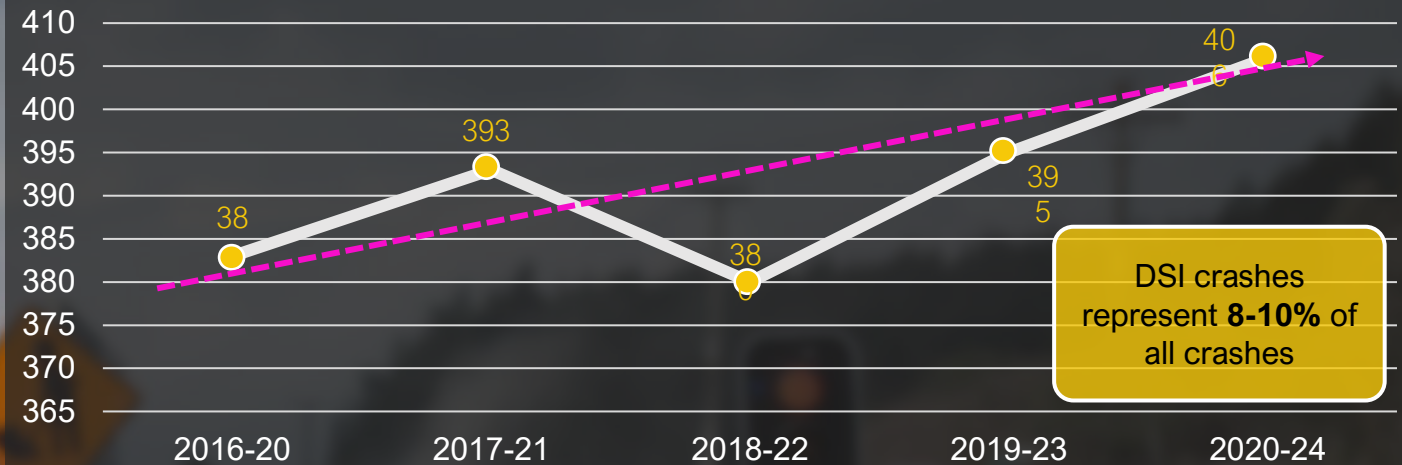
Purpose

To understand how and why people are being seriously injured or killed at road works across New Zealand, and to use these insights to inform safer planning, design, and operation of Temporary Traffic Management for everyone travelling through these sites.

Headline Observations

- Head-on, lost control and rear end crashes accounts for 79% of all DSIs for TTM-related crashes sites on **State highways**
- Lost Control, Intersection and Vulnerable Users accounts for 83% all TTM-related DSI crashes on **local roads**
- DSIs at TTM-related sites are approximately **5X greater** than those on local roads

Rolling 5 Years DSIs at TTM sites on State Highways



State Highways & Local Roads vs Total Network

The following table compares the proportion of each crash type against total network crashes and shows whether they are on par, higher or lower for TTM sites.

Crash Type	State Highway	Local Road
Lost Control	≡	↑
Head-on	↑	↓
Intersection	↓	↓
Rear-End	↑	≡
Other	↓	↑

≡ Similar proportion ↑ Higher crash proportion ↓ Lower crash proportion

DEEP DIVE



Unattended Sites

81% of all DSIs occur at unattended sites

49% of all DSIs are at an unattended site where a vehicle was going too fast

29% of all DSIs are at an unattended site in twilight or dark conditions where a vehicle was going too fast



Loss of Control

43% of all DSIs result from Loss of Control crashes

30% of all DSIs are loss of control on loose surfaces

24% of all DSIs are Loss of Control in twilight or dark conditions



Rear Ending

Rear-end crashes occur 2X more at TTM worksites

14% of crashes at TTM sites are rear-end vs 6% for all of network reporting

Rear-end crashes primarily occur at stop-go locations

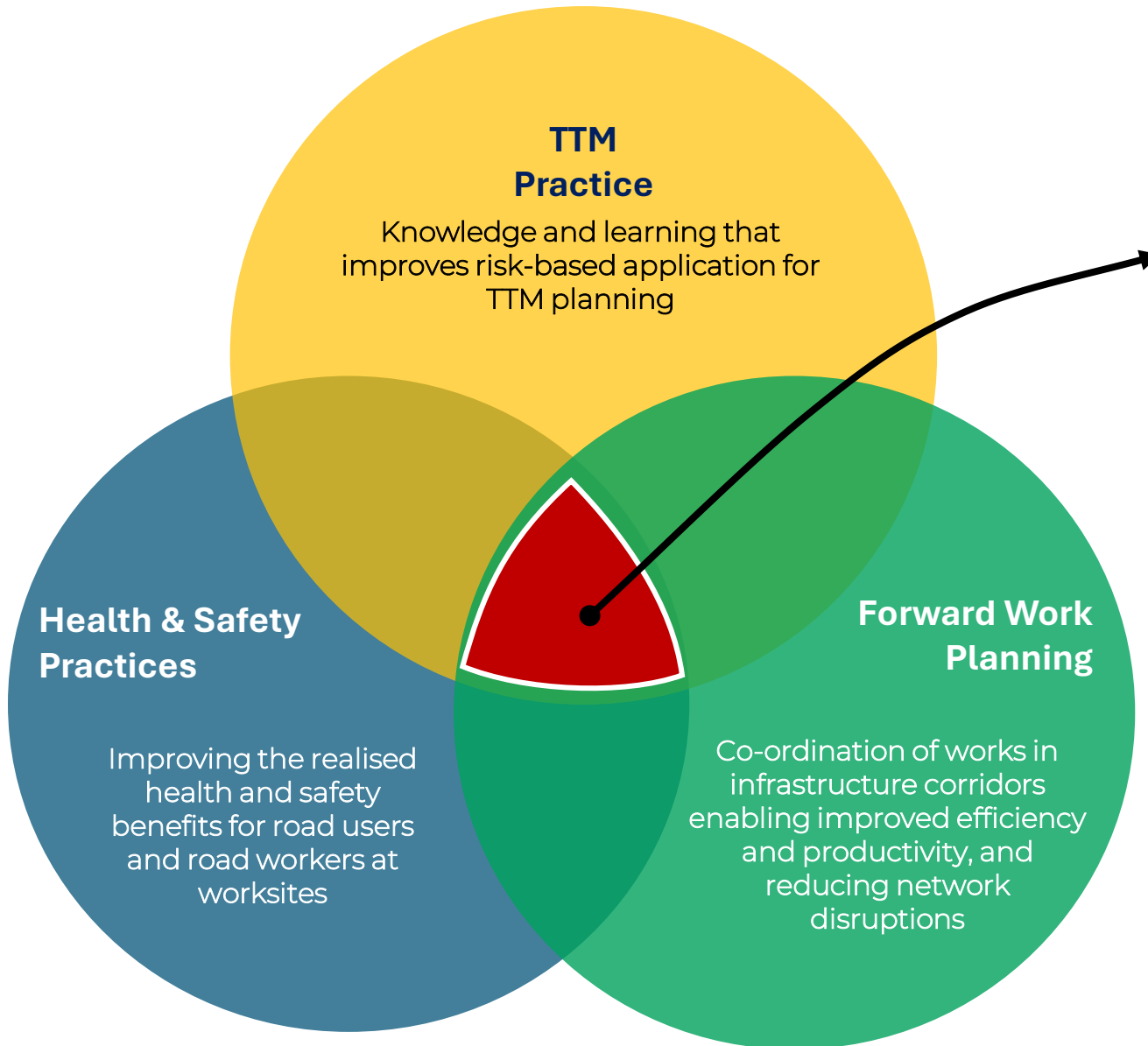
Note: statistics are based on information available from the crash reports that were reviewed

What is this telling us?

- The evidence based findings offer a chance for improving safety outcomes at road work sites
- There is clear correlation between DSIs at road work sites and some common crash types and/or environments
- The correlations reveal opportunity for our consideration of key risks when planning road work activities and areas of mitigation that can be applied

Where to next?

This work has sparked helpful conversations and has been shared with the road works safety cross-sector working group. By bringing together data from partner organisations such as ACC and the AA, we are building a clearer picture of where safety and operational improvements at road work sites could be made. We welcome further data and ideas from others, and will continue to refine the information so it can be shared more widely.



Foundation for Industry Leadership

Fostering excellence, advancing the delivery of works in infrastructure corridors



Clearway Conference & Awards 2026

3 September 2026 | Auckland
SAVE THE DATE!

- ✓ An opportunity to connect, collaborate, advocate and share
- ✓ Fostering Excellence & Advancing the Industry
- ✓ Single day conference with keynote speakers
- ✓ Awards Ceremony to recognise excellence in the industry
- ✓ Exhibition opportunities for TTM Suppliers and Technology Providers

A dark blue banner with white and orange text. The word 'Clearway' is in a large, white, sans-serif font, with 'way' in orange. Below it, 'Conference & Awards 2026' is in white. Underneath, the tagline 'Where systems and strategy meet the streets.' is in a smaller white font. To the right, there are decorative elements: a yellow and white curved line, a yellow arrow pointing right, and a yellow plus sign. At the bottom left of the banner, the text '1 Day Conference + Awards', '3rd Sept', 'Shed 10 Auckland', and '15+ Speakers' is displayed in orange and white. Below this, a thin orange line separates the text from 'REGISTRATIONS AND PROSPECTUS COMING SOON' in a smaller orange font.

Clearway
Conference & Awards 2026
Where systems and strategy meet the streets.

1 Day Conference + Awards
3rd Sept
Shed 10 Auckland
15+ Speakers

REGISTRATIONS AND PROSPECTUS COMING SOON



TTM-ISG Sector Survey & Feedback



New Zealand guide to temporary traffic management (NZGTTM)

NZTA update



NZGTTM programme update

Actions and progress so far

- April 2023 – NZGTTM published
- July 2024 – TTM costs reporting commenced
- November 2024 – NZTA adopted NZGTTM for all new projects and NZTA retired CoPTTM
- July 2025 – Funding conditions for all RCAs approved
- October 2025 – RTTMC stood up and all NOC's adopted NZGTTM
- *May 2025 – NZTA data into national Forward Works Viewer*
- What's next – refining Forward Works Planning, procurement, contract management and RCA functions.

Funding conditions for all RCAs

NZGTTM is now mandatory for all RCAs receiving NLTF funding



To support RCAs with plan development, a checklist and supporting material was provided. The checklist focused on four key areas:

- Client (contracting PCBU)
- RCA (approving and coordinating network access and helping applicants to undertake robust risk assessments)
- Employer (ensuring staff safety)
- Forward works planning (a funding requirement for a subset of 12 RCAs).

Funding conditions for all RCAs

All RCAs have submitted plans

- All RCA's agree to transition to NZGTTM

The best plans provide

- Clear actions, with target dates and an action owner
- A clear governance structure that reflects how the organisation operates
- Evidence of understanding “why” these changes are happening.

State highway learnings

- Good procurement improves delivery.
- Contract requirements are important – correct requirements set the contractor up for success. Avoid passing the problem downstream.
 - NZTA contracts templates (SM030 and SM031) have been updated.
- All parties continue to require support with the risk based approach. NZTA clients representatives and many lead contractors are still learning how to:
 - Described risks (risk = hazard/event + person + consequence)
 - Apply the hierarchy of controls (most TTM is administrative or PPE, must consider higher levels of control first)
 - Note - NZTA asks for preliminary versions of these in a Traffic Risk Management Plan at tender phase.

Risk statements

An uncertain **event** from a **cause** resulting in a **consequence**

A worker on foot is struck by a vehicle,

that leaves the carriageway,

resulting in fatal blunt force trauma.

Why is a risk statement important

The risk therefore only occurs if:



A worker is on foot, and a car is present, that leaves the carriageway, and hits the worker with force.

The risk statement is important as it enables us to identify risk control options:

We could change the work:

Worker not on foot

We could remove the car from the road:

Road closure

We could prevent the car from leaving the carriageway:

Barriers

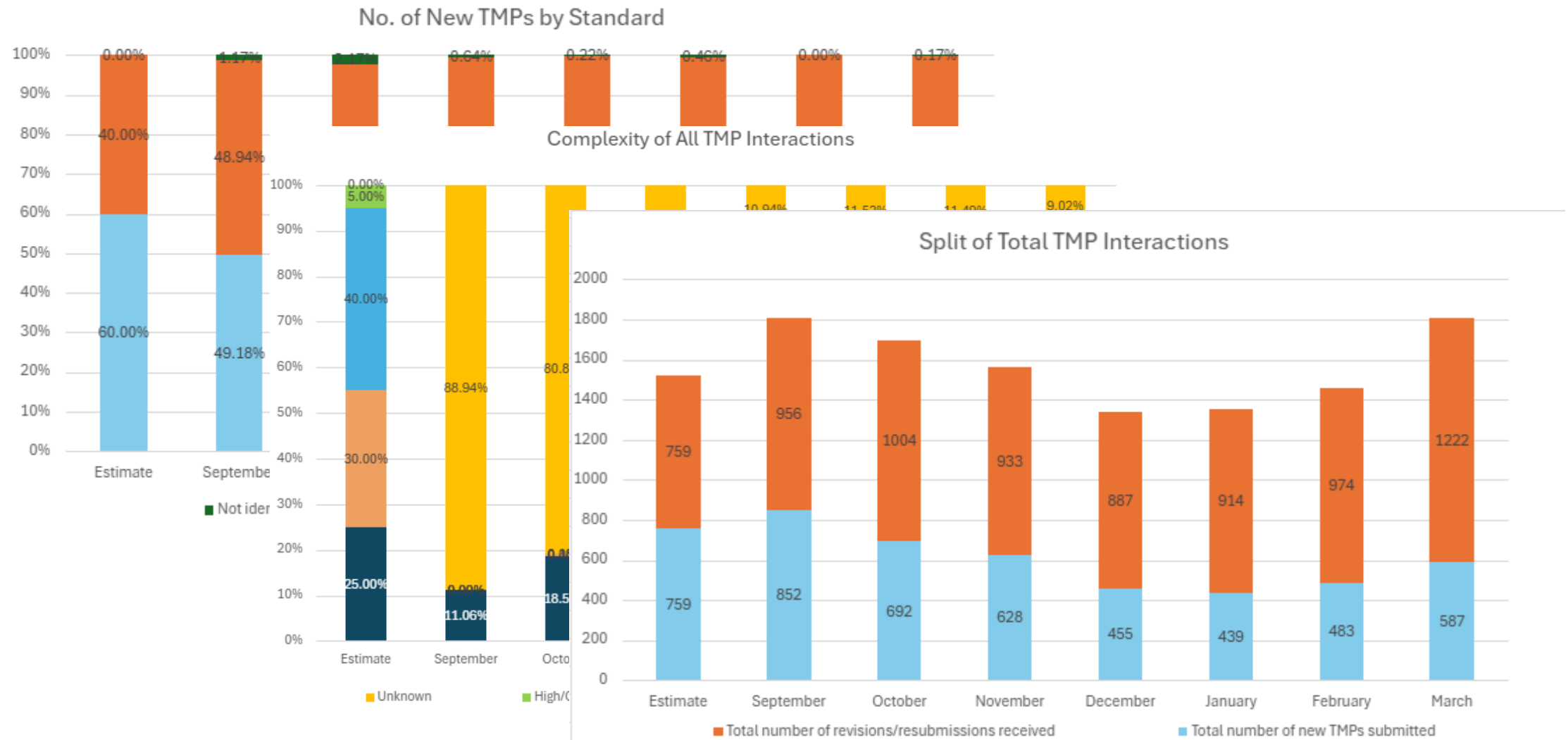
We could reduce the force:

Speed reduction

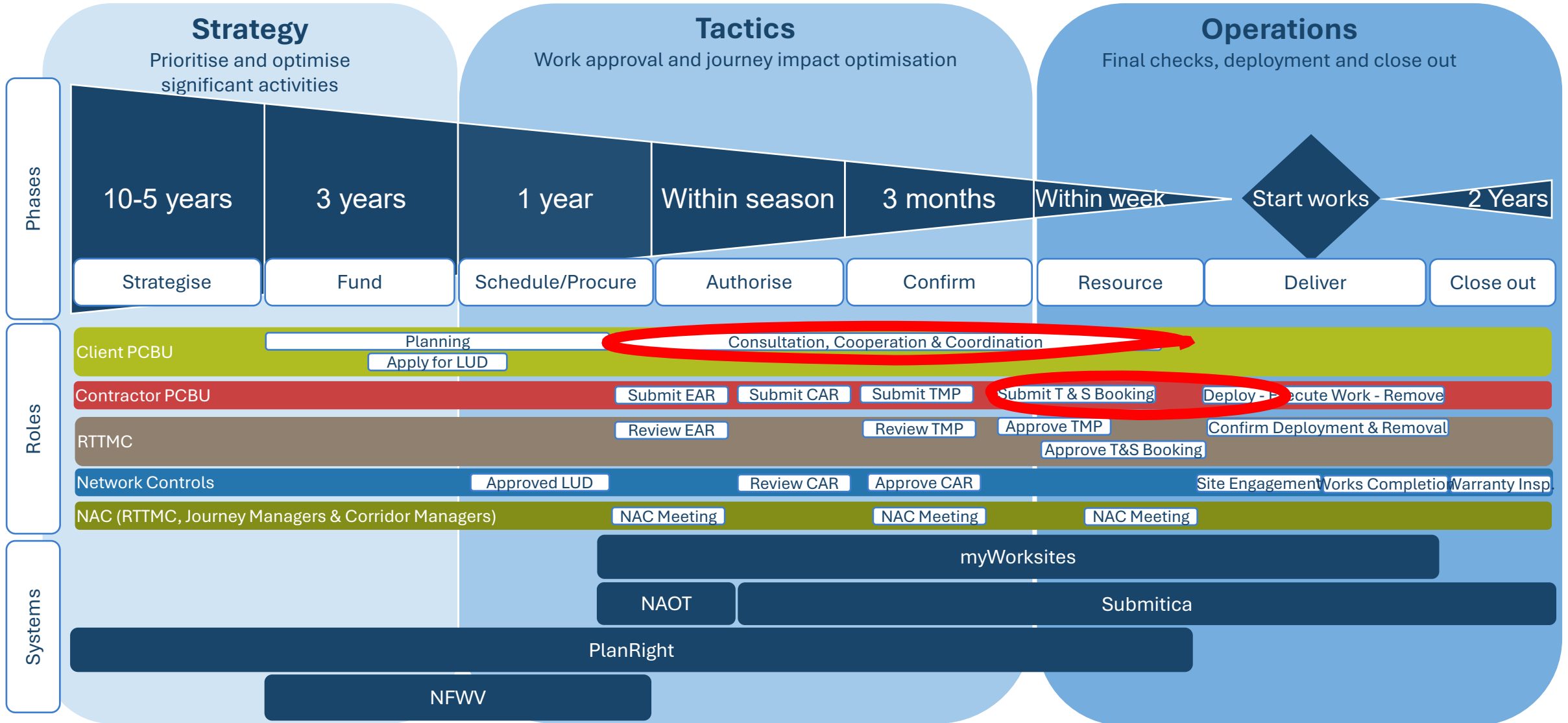
NZTA observations and improvements

RTTMC data and system upgrades

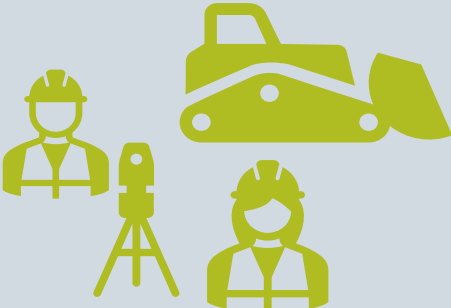
What is NZTA seeing



Network Access Lifecycle



Benefits of the 3 C's



Contractor PCBU

- Situational awareness
- Confidence of approach
- Faster approvals
- Reduced rework requirements
- Clearer scope expectations
- Understanding of overall risk
- Stronge stakeholder relationships
- Fewer compliance surprises



Client PCBU

- Delivery alignment
- Common methodology
- Less project delays
- Predictable programme outcomes
- Clear accountability boundaries
- Better value for money
- Reduced operational risk

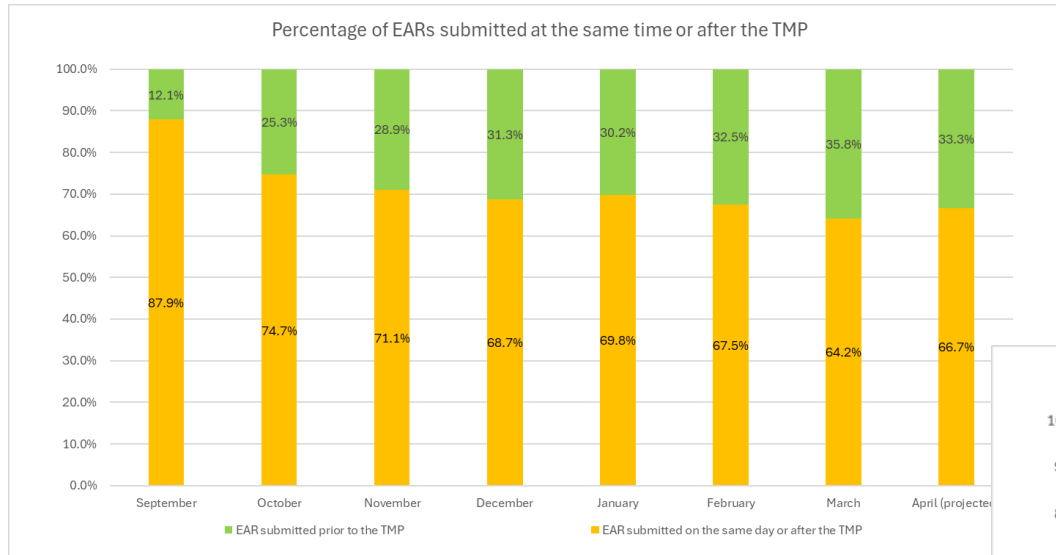


RCA

- Network alignment
- Understand approach
- Less review
- Consistent network standards
- Improved public safety outcomes
- Reduced reputational risk
- Streamlined corridor coordination

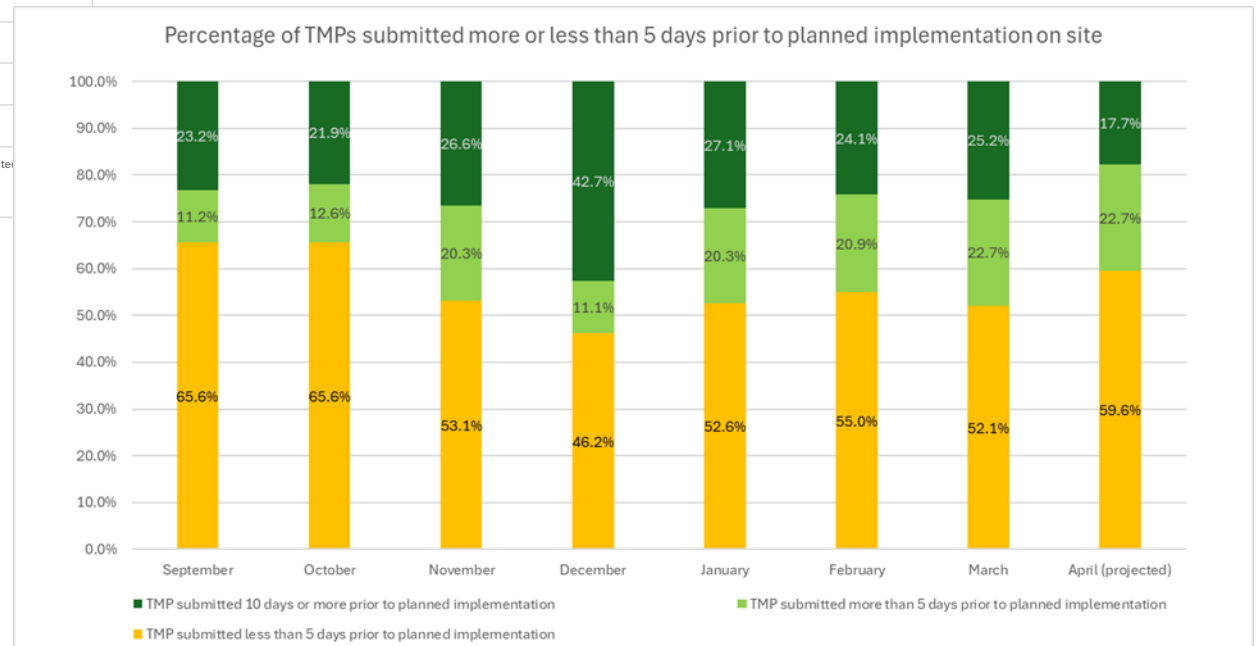
3C's discussions

Most TMP's are submitted with little to no 3C's taking place



- **Yellow** = EAR submitted same day or after TMP (2/3rds)

- **Yellow** = TMPs submitted 5 working days or less prior to the intended start date on site. (55%)



Bringing the 3 C's to life

What's changing - Early Access Requests (EAR):

The EAR is a triage tool only and is used to determine:

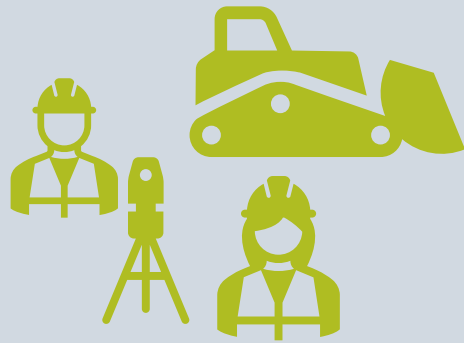
- Network Access Requirements
- Methodology complexity / impact
- Level of 3Cs discussions required
- Intention to occupy corridor space

The new EAR process:

1. Once the EAR has been received by the RTTMC it will need to be checked and validated as accurate.
2. Should the information not align and the EAR require updating, then the RTC administrator will RFI the EAR and request the applicant update the information.
3. Otherwise, if the information appears correct and has triggered the correct outcome, then the RTC administrator will acknowledge receipt of the EAR
4. An email will be sent to the applicant outlining the requirements to be provided access and the level of 3C's engagement required



Benefits of deployments



Contractor PCBU

- Network availability
- Reduced access conflicts
- Improved workforce safety
- Fewer work stoppages
- Clearer escalation pathways



Client PCBU

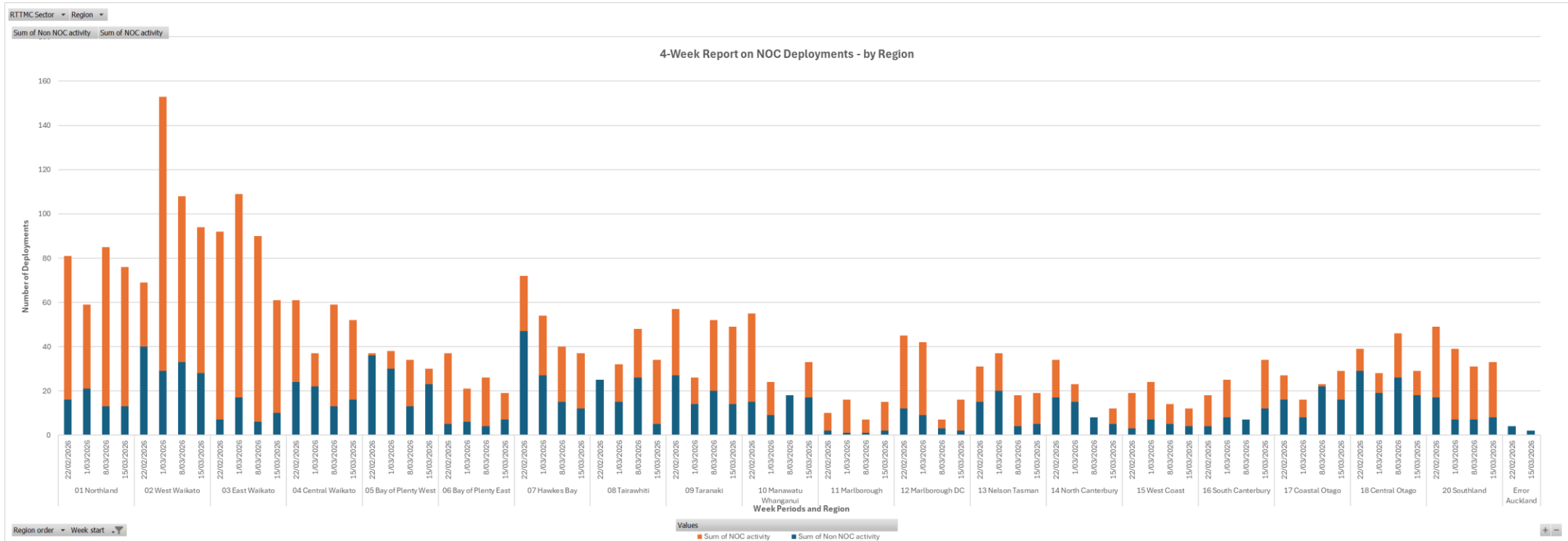
- Programme progress visibility
- Performance assurance
- Reduced delivery risk
- Improved reporting confidence
- Early issue identification



RCA

- Coordinated corridor management
- Conflict-free work scheduling
- Improved incident response planning
- Consistent public communications
- Reduced reactive network management

What is NZTA seeing



- Red and Blue = Notification of deployment is a small percentage of all works (30%)
- Blue = Capital, 3rd parties and sub-contracted works notification of deployment (10%)

Missing = 66% of sites are not being notified of deployment.

What's on the horizon

What you need to know

A new **Road Space Booking (RSB)** model is coming to myWorksites, replacing Layouts with a smarter, rules-driven approach.

RSBs separate methodology approval from scheduling, so timing changes no longer trigger TMP revisions.

RCA conditions set at the TMP level apply automatically to every booking — low-risk work flows through, high-risk gets oversight.

Contractors activate an RSB on site, creating a live picture of what's actually on the network.

Want to find out more?

If you're an existing myWorksites user, follow our product updates in the app and reach out to us anytime via the in-app support tool.

If you're not yet on myWorksites, get in touch with your Corridor Management or Traffic Management & Coordination team, or contact us at support@myworksites.com



Road Space Booking & Real-Time Deployments

Roadmap

How we got here

Six-month cross-RCA working group co-design with NZTA, AT, and CCC. Direct input from contractors and STMS.

Q1 2026 (now)

RSB concept confirmed. Interfaces being finalised. Platform changes underway.

Q2 2026

Pilot core RSB scheduling and deployment workflow with a small control group. Learn before scaling.

Q3-Q4 2026

Gradual sector rollout. Additional capabilities: automation, schedule confidence, deployment data quality, information flow.

What this means for RCAs

Fewer revisions — timing changes handled at booking level, not TMP level.

Rules enforced automatically — your thresholds applied consistently across every booking.

Earlier visibility — indicative RSBs give a forward view before dates are confirmed.

Live operations picture — field activation replaces guesswork with real network status.

Full lifecycle recorded — audit-ready data from approval through disestablishment.

Data that flows outward — reliable deployment data reaching operations, road user navigation, and emergency services.



Pilot launch June 2026
Broader rollout Q3-Q4 2026



A smarter way to manage road space is coming →

RSB brochure for Road Controlling Authorities | March 2026

Three questions that matter

Approvals are the foundation, but coordination, operations, compliance, and public information all depend on **scheduling** and **real-time data** too.

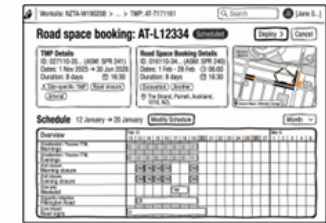
✓ Answered today	✗ Gap today	✗ Gap today
What is allowed to be on the road?	What is scheduled to be on the road?	What is actually on the road right now?
Methodology approval and TMP conditions	Planned dates, times and network segments	Live deployment status from field activation

What is a Road Space Booking?

An RSB is a request to occupy a defined section of road network for a specific period. The TMP continues to hold how work will be done. The RSB holds **when and where**.

Key characteristics:

- A TMP can have multiple RSBs
- Early submission encouraged
- Progressive certainty captured easily
- Supported by smart data capture tooling
- Rules and thresholds are configurable per RCA
- Flexibility to suit low-risk maintenance work, planned work on a busy road or state highway



RSB Lifecycle

RSBs have their own lifecycle, independent of TMPs

Drafting	Submitted	Accepted	Deployed	Completed
Being created. Not visible to RCA.	In review. Low-risk bookings within approved TMP conditions may be auto-accepted.	Confirmed. Plan around it, communicate publicly, prepare signal adjustments.	Site is live. Operations teams get a real-time signal. Respond and monitor.	Road space returned, record closed.

Stakeholder benefits

A system that answers all three questions enables earlier coordination, real-time network management & compliance, and trustworthy information to road users and the public.

Parties working in the road can count on flexibility for low-risk work, smarter tools that cut admin, and better scheduling that surfaces clashes before they reach the ground.

Road users get accurate, up-to-date information about when works will start, and for how long.



RSB brochure for Road Controlling Authorities | March 2026



Auckland Transport



NZ TRANSPORT AGENCY WAKA KOTAHI

Christchurch City Council



Kia ora rawa atu
Thank you.



Credentials Framework Working Group

Presentation – Part One



What we'll cover today



The TTM Credentials Framework Working Group



Betty Mitrova
Tier One
Chairperson: TTM CFWG



Leigh Pratt
NZTA – Waka Kotahi



Bruce Goodall
Road Marking Federation



Marie Cross
Energy & Infrastructure
Industry Skills Board



Wayne Clarke
North Island TTM
Suppliers



Lina Tyrell
Worker Representative



Melanie Muirson
ACE NZ



Paul Tyson
Tier One



Jo Allan
South Island TTM
Suppliers



Melissa Fletcher
Connexis



TTM Credentials Framework Working Group

Our Objectives

- ✓ The CFWG has been dedicated to designing a new framework aligned with the **NZGTTM** to replace the previous NZTA Training and Competency Model.
- ✓ CFWG members and other TTM SMEs have worked with the **Energy and Infrastructure Industry Skills Board** (the Standard Setting Body) to ensure the development and quality assurance of the new assessment standards and credentials are in line with NZQA requirements and industry expectations.

TTM Credentials Framework

Credential Name	NZQA Ref #	Level	Release Date
TTM Design (including US 33254)	MC 4922	L4	26 October 2024
TTM Risk Assessment (including US 33252 & US 33253)	MC 4923	L4	26 October 2024
Apply control measures to low risk, low impact activity (including SS 40231)	MC 5148	L3	20 May 2025
Perform mobile operations (including SS 40232)	MC 5150	L3	20 May 2025
Assist with TTM within the road reserve (including SS 40233)	MC 5149	L3	20 May 2025
TTM System: Foundation Principles (formally TTM Knowledge) (SS 40515)	MC 5285	L4	31 March 2026
TTM Mobile Supervision (including SS 40232 L3, 40517 L4)	MC 5287	L4	31 March 2026
Monitoring TTM Controls (including SS 41506)	MC 5286	L4	31 March 2026

Key Notes

- We recognise that a “**one size fits all**” doesn’t suit all PCBUs
- The Credentials Framework training is not **mandatory**
- Expect PCBUs to “**pick ’n’ mix**” credentials that are applicable for their people & roles
- Can use different training providers for different credentials, **there are no limitations**
- Assessment of Prior Learning (RPL/RCC process) is managed directly through PTE’s
- It’s up to each PCBU to decide on the best training to suit their people’s needs

The way forward

Warrants are now no longer offered and existing unit standards will be discontinued 2026 (31958-31963)

Even though the credentials are accredited for life and do not need to be repeated, **every PCBU has an obligation to ensure ongoing verification of competencies.**

This could be through **continuous on the job training and testing** as well as relevant professional development

There will be ongoing review of the framework, so **we rely on constructive industry feedback** to identify gaps

Examples of Micro-credentials in action



Case Study | Coastline Markers



New T&C Framework, Massive Improvement

- Old**
- Rigid, prescriptive framework
 - Largely classroom based
 - Inflexible material
 - Limited dates for courses
 - Expensive and disruptive
 - Targeted at TTM organisations

- New**
- Flexible, pick 'n mix framework
 - Multiple delivery mediums
 - Material tailored to sector / customer
 - Learning **fully flexible**
 - Cost effective, mostly OJT
 - Supports all business with TTM connection



Case Study | Coastline Markers

Specific improvements for Operator TTM Training



- Old**
- A year or more to achieve STMS(p)
 - Over \$10,000 when wages added to training costs
 - Our operators trained and assessed on closures they never implement
 - Massive waste of time and money

- New**
- Operators under training as soon as induction complete
 - **10%** of previous costs
 - Training tailored to the types of closures we implement
 - Produces graduates that are actually ready for operations



Case Study | Coast Line Markers

By Industry, for Industry

- Connexis spent day on road filming mobile closures in action with Coastline Markers for Mobile Worker qualification material
- OJT – learners are practicing the skills required in their own workplace
- New Framework perfect for all sectors that have TTM component, not just TTM specialists
- Online, internal trainer or fully external – choose what works for you





**Contact your training
provider and get into it!**

COAST / LINE
MARKERS



TTM Case Study | Vocationally Supported Pathways

Vocationally Supported Pathways

- Clear, structured, practical career pathways
- Supported by supervisors, coaches & systems
- Strong focus on real-world work experience
- Competence built through experience, not just theory

Learning in the Workplace (“FH Way”)

- Hands-on, on-the-job skill development
- Includes eLearning, virtual and classroom sessions where relevant
- Integrated into daily workplace activities
- Immediately relevant and applicable to role
- Continuous feedback and assurance
- Use of systems like KnowHow for task-based learning
- Competency-based, on-the-job assessments

TTM Case Study | Vocationally Supported Pathways

Link to Credentials Framework

- Aligned with industry standards and qualifications (where applicable)
- Ensures consistency, quality, and compliance
- Supports safety, legal, and organisational requirements
- Strengthens credibility with clients and regulators
- Partnerships with PTEs for assessment and credentials

What's Changed & Early Outcomes

- Turnover stable, slight improvement observed
- Improved retention, wellbeing, and fairness
- Clear link between effort, skills, and recognition
- Reduced long-term training waste and costs
- Early signs of stronger capability and trust

TTM Case Study | Vocationally Supported Pathways



Case Study | Tailored TTM Credentials



Background & Context

SouthRoads utilise the TTM Credential Framework. It is applied progressively and is tailored to individual experience and role requirements.

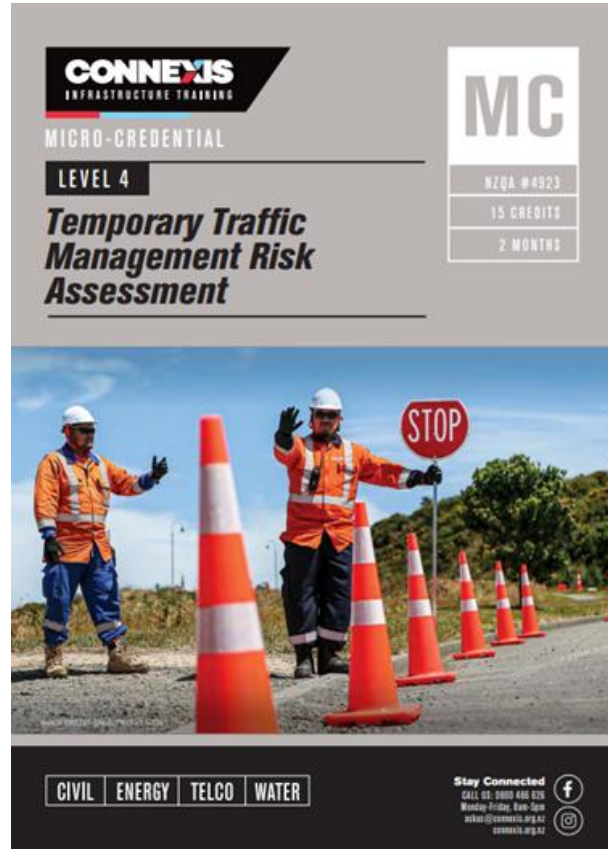
Internal training packages have been developed for new employees with no prior TTM exposure, then they enter the TTM Credentials Framework at the Level 3 skill standards. For the utility staff they begin with the Low Impact Low risk Micro Credential.

Those working in the TTM crews start with TTM Work, then flow through the other qualifications as they develop skills and experience.

Feedback from our teams who have completed micro credentials has been positive and they have been able to learn the theory, and then practice the skills in their normal working environments, whilst completing the practical components of assessment in their day to day work.

The Credentials Framework supports ongoing training, enabling us to develop our people as their roles and skills change over time.

Case Study | Micro-Credential in TTM Risk Assessment



Background & Context

Aim was to upskill staff and support transition into the NZGTTM framework, where risk assessment and understanding are vital.

Learning Experience

Course structure – easy to follow outcomes and content highly relevant to real-life projects

Flexibility – steady pace allowed for completion during work downtime; each module required approx. 1.5-2 hours

Accessibility – suitable for both new and experienced designers; good references provided to help learners with technical terminology.

Post Completion. What Changed?

Confidence & Decision making – increased confidence in reviewing risk and applying a hierarchy of controls.

Operational impact – enhanced ability to ID risks during planning and tender stages.

Advanced contributions – now applies knowledge daily to mentor other designers and team.

Breakout Session

1. **Group One: Credentials Framework Working Group (TTM ISG)**
2. **Group Two: RCAs**
3. **Group Three: Training Providers**

Thank you!

Stay connected - sign up to our newsletter with the QR code below and explore resources on our website.



Resources Library:

<https://www.ttm-isg.org/resource-library>





Supported By

