

# Risk-based Traffic Management Planning for Community Events

20 February 2026

# Agenda

Introductions and purpose of today's session – **Simon McManus**, TTM-ISG

Risk-based traffic management planning for events – **Ryan Cooney**, TTM-ISG / NZTA

Practical tips from a supplier perspective – **Levi Anderson-Crewther**, TTM-ISG / GM of T8 Group Ltd

Urban Approach – **Wayne Clarke**, TTM-ISG / Chevron Traffic Services

An RCA Perspective - **Gordon Whyte** – Whangarei District Council

Events Organisers – **Elaine Linnell**, NZ Events Association

Q&A – Answering your questions

# Purpose of today's session

- We want / need to have events in NZ – good for NZ & communities.
- Community events play an important role in bringing our communities together, benefiting our quality of life and our local economies.
- Upcoming ANZAC parades are an important tradition to remember those who have served our country. Lest we forget.

Last week **NZTA** and the **TTM ISG** supported an informative webinar with **NZ Events Association** to discuss the expertise TTM suppliers can bring to the planning of events.

# What we'll cover

- Key **risks** and **considerations** for community and ceremonial events
- Show how Traffic Management Plans for events align with the New Zealand Guide to Temporary Traffic Management (**NZGTTM**)
- Provide guidance and advice on how best to work with event organisers and partners
- Share practical tips of safe, right-sized and fit-for-purpose TTM for **community events**
- Share the common issues that community event organisers face and how to avoid them

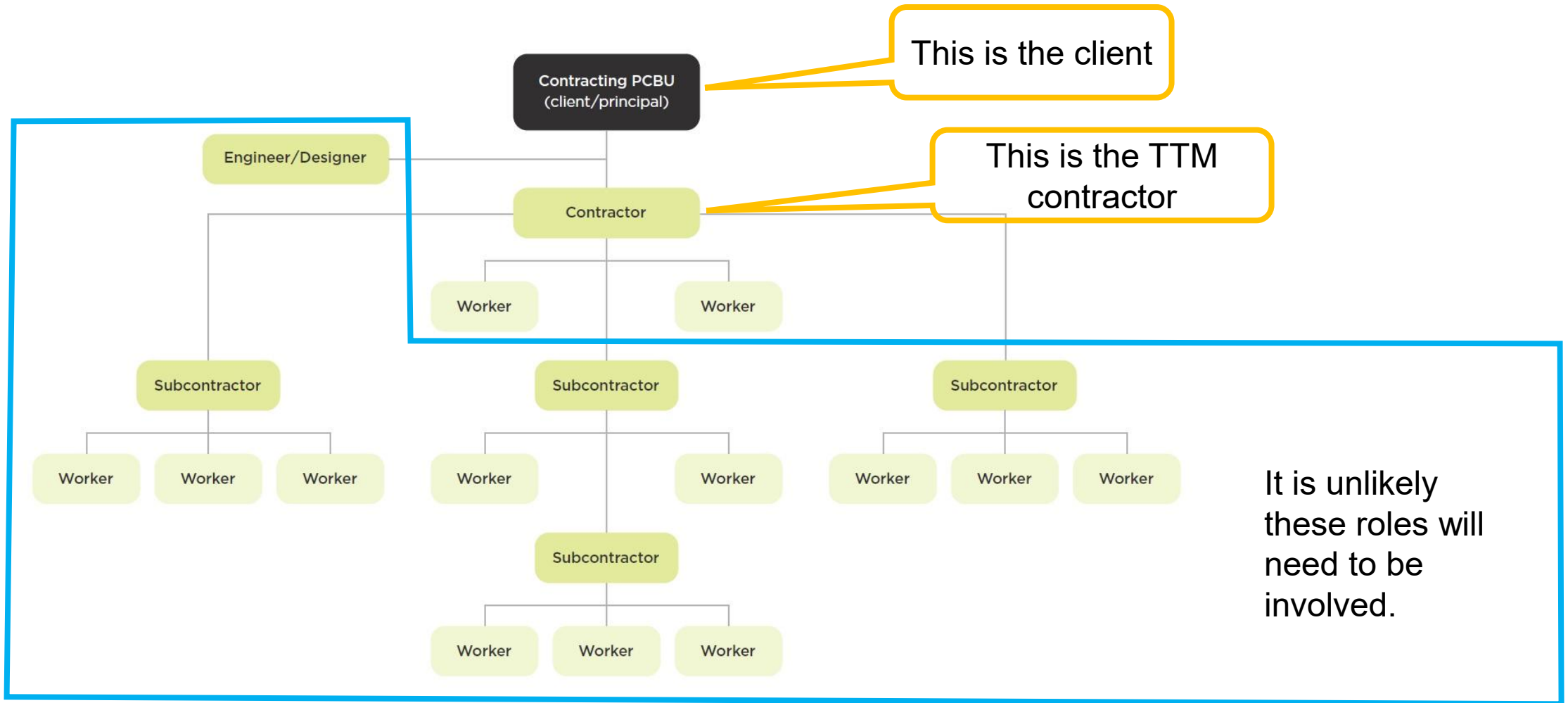
# Ryan Cooney

NZTA / TTM ISG

# Why risk-based TTM for events?

- Moving away from applying road works TTM standards to events.
- Focusing on event risks, events are not road works.
- **NZGTTM** does provides more flexibility. Especially for risks associated with pedestrians, parking, marches, floats, racers etc.
- **We expect to see:**
  - Safe, cost effective & practical TTM for a community led / community sized events.
  - Improved experience for road users and the wider community.

# Who should be involved in event TTM planning?



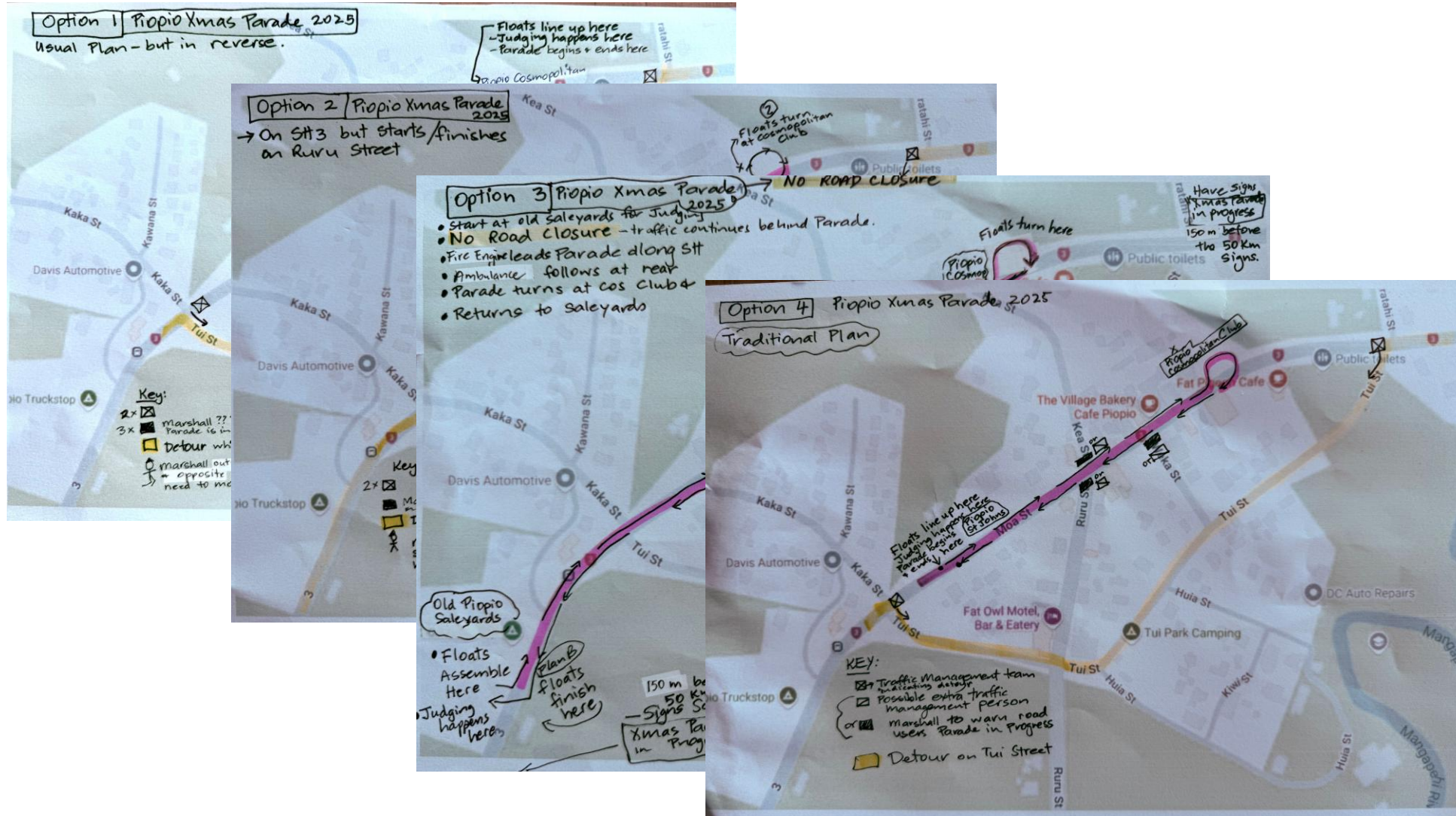
Source: WorkSafe Good Practice Guide – Keeping healthy and safe while working on the road or roadside

# Key considerations for event risk-based planning

- Focus on the event operations/sequence and TTM required for each phase - ***what is the least risky approach to the event?***
- Match the traffic management plan to the **event operations**. This may require an iterative approach.
- **Risks at events are not the same as road works.**
- Event risks are based around risks to pedestrians, event participants, road users and are generated by road users, event vehicles, etc.

# Piopio Christmas Parade

## Event sequence options



# Piopio Christmas Parade

## TTM options

- Road closure with detour, detour side roads managed.
- Road closure with detour, detour side roads unmanaged.
- Short duration closure with no detour.
- No road closure with traffic to follow the parade.

# Piopio Christmas Parade

TTM solutions (old)



LEGEND	
	CONE



# Lesson Learned | Community Events

- Consider event and TTM options.
- Client and supplier commence conversations early in planning.
- Challenge assumptions, and consider options – risks, pros and cons.
- Ensure leadership is clear. Hold combined briefings for organisers and TTM. Establish real time communication.
- Use community capability to reduce resourcing costs



Practical tips from a supplier perspective



# Levi Anderson-Crewther

T8 Traffic / TTM ISG



NZ EVENTS  
ASSOCIATION  
Ngā Ahumahi  
Huihuinga o Aotearoa

# Tips for Engaging Suppliers

- Look for opportunities to *simplify*.
  - Off road routes don't require a TMP, however still require a H&S plan (which may involve TTM risk controls).
- Consider who else can help facilitate your event.. **Police, FENZ, NZDF**, volunteers, etc.
- Crowd control and participant management does not need TTM staff.
- Understand our legal duties; we are responsible for the safety of our event participants, road users and spectators – HSWA 2015.
- The TTM company only assist with managing risk associated with traffic and event participants/spectators coming to harm.
- Get in early, take the lead; engaging your TTM supplier early means better planning. Early is 3 months or more prior to your event.

# Example

## Paparoa markets:

- Lions previously contracted an STMS to manage TTM for the market.
- Because the event's TTM is simple and low-risk, and Lions members had prior STMS training, they were considered competent to install the TTM themselves.
- TTM supplier prepares the risk assessment and TMP, Lions implement the TMP.



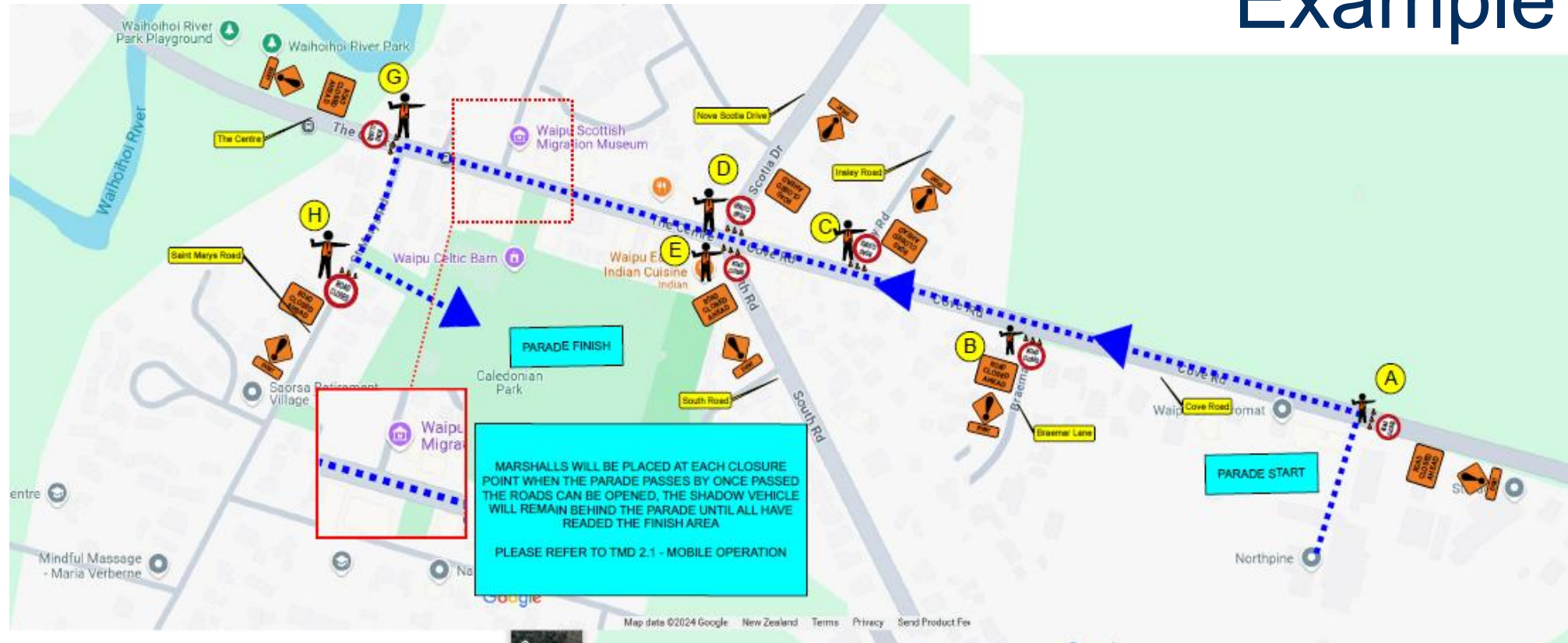
# Example

## Mangawhai Gala:

- Previously had 3 stop/go staff, 32 signs and approx. 100 cones.
- By using the risk based approach to planning this decreased to 5 signs and approx. 15 cones.



# Example



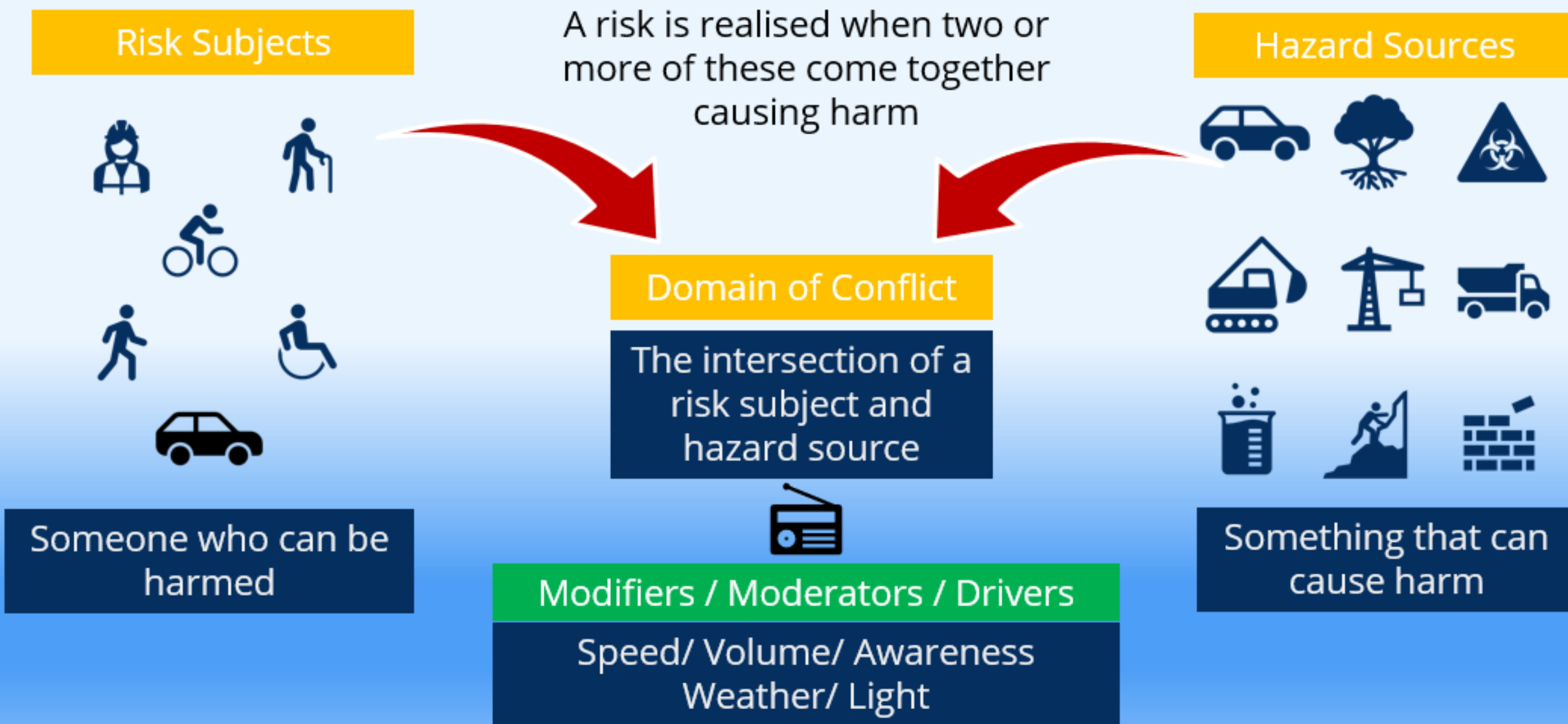
## Waipū Christmas parade:

- Early engagement provided time for options to be considered.
- Developed a simpler plan that reduced TTM and improved safety – 7 stop/go staff changed to two vehicles.

# Wayne Clarke

Chevron Traffic Services / TTM ISG

# Risk identification: A starting point



# Event Delivery | Lessons Learned

## Pre Planning Auckland Marathon:

- **Ingress/ Egress** – Managing changing risk
- Give yourself enough time in your planning phase.
- Involve all **stakeholders** early and keep them updated.
  - Schools, businesses, marae, boat ramps, churches, hospitals, shipping yards, ferry terminals, airports etc.
  - Consider their movements on the event day, deliveries, boat ramp access etc.
- Explore possible maintenance/remedial road or footpath works planned for the route/ course and coordinate.
- Who could you involve in order to give you the best oversight on the event day?



# Event Delivery | Lessons Learned

## Ironman World Champs Taupo:

- Importance Briefings for all event management staff
- Contingency planning
- Access plan for emergency services + briefing



# Event Delivery | Lessons Learned

## Making delivery *smooth*:

- Communication, communication, communication
  - Give updates
  - Check in with stakeholders, especially around pinch points
  - Welfare
- Uplift planning



# Gordon Whyte

## Whangarei District Council

# Whangarei District Council Events

- **WDC adopted NZGTTM 1 November 2024**
  - Yes, it took some courage! But it provided certainty to all parties we work with.
- **WDC Event team & WDC Network Coordination team are tight knit!**
- **December 2024, Waipu, Hikurangi and Ruakaka Santa Parades** “self-managed” their on-site TTM with volunteers (a leap of faith you may say – but well thought out with 3 Cs!)
  - These three parades safely occurred again in 2025
  - Estimated attendance circa 1500 - 3000 per event
  - Whangarei Santa Parade was NZGTTM influenced; given the risk assessment, a recognised traffic management company was engaged
- Pet parades, graduation parades on a main street
- **How did we get there....**



# Whangarei District Council Events

- **A can-do attitude with consideration to:**
  - Safety, inconvenience, and the unspoken word - cost
  - Early & continuous engagement with interested parties
  - **3Cs** – consult, cooperate and coordinate – no limitation on how many 3 Cs we conduct
    - 4<sup>th</sup> C is **communication**
    - TMPs are often koha from local TTM Planners (**relationships / communication**)
    - The TMP / CAR requirements are similar to everyday submissions
    - Point of difference can be volunteers fulfilling roles of the traditional STMS, TCs etc
- **Give thought to:**
  - What emergency services would be present ie Hato Hone St John, Fire & Emergency etc
    - Police are present at WDC Monthly Event meetings (**relationships**)
  - A large vehicle leading with a tail End Charlie - hazard lights and a beacon
  - Identify individuals with previous TTM knowledge or not
    - Majority have no knowledge, ie **Māori wardens, Lions volunteers, Mum & Dad**
  - Identify appropriate roles for individuals including basic PPE requirements (risk assess)
    - Proven routes / venues
  - Post event review with organisers, interested parties and tweak the plan as necessary

# Whangarei District Council Events



- **Remain positive**, recognise the wide range of social, economic and personal benefits that events bring to people / community!
- Recognising that we are network corridor facilitators..
- **Unthinking CoPTTM**
- Having courage! Recognising that we all have different levels of risk adverseness
- **Try not to second guess yourself**
- Practice Notes for Planned Public Events that Impact the Road Network released in 2025
  - Become familiar of this document – it would have been invaluable to WDC in 2024
  - WDC Event CAR submissions - we introduced a requirement to upload this result evaluation:  
<https://elearning.parallaxapps.com/impactclassificationtool.php>

## It is *our* network! Proactively promote and lead 3 Cs meetings

- Massive opportunity to flush out individual needs and associated risks
- This is where compromises are made to gain agreement
- All this occurs prior to designing a TMD & submitting the CAR

# Elaine Linnell

## NZ Events Association

# Road Closure Legislation

There is some uncertainty about the Council's powers to close roads for events, film shoots etc, and the processes for making such road closure decisions.



**There are two possible legislative pathways for closing a road for events:**

- clause 11(e) of Schedule 10 of the Local Government Act 1974 (LGA74)
- and the Transport (Vehicular Traffic Road Closure) Regulations 1965 (Road Closure Regulations).

Examples of discrepancies include the issuing of public notices, when you can tow a car, who within council can authorise the road closure

# Q&A

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# Resources

**NZTA website:**

[www.nzta.govt.nz/roads-and-rail/new-zealand-guide-to-temporary-traffic-management](http://www.nzta.govt.nz/roads-and-rail/new-zealand-guide-to-temporary-traffic-management)

**NZEA website:**

<https://www.nzea.co/ttm>

**TTM-ISG website:**

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



**TRANSFORMING SAFETY AT ROADWORK SITES**

Between 2019 and 2023, there were 42 fatal and 314 serious injury crashes at temporary traffic management sites. We all have a role in improving safety for people who are working at or travelling through road works.

The Temporary Traffic Management Industry Steering Group was formed to support the industry through a transition in the way we plan and deliver traffic management - to the more risk-based approach described in the New Zealand guide to temporary traffic management (NZGTTM). This approach will better enable TTM that is as safe as possible for the specific risks at each site.

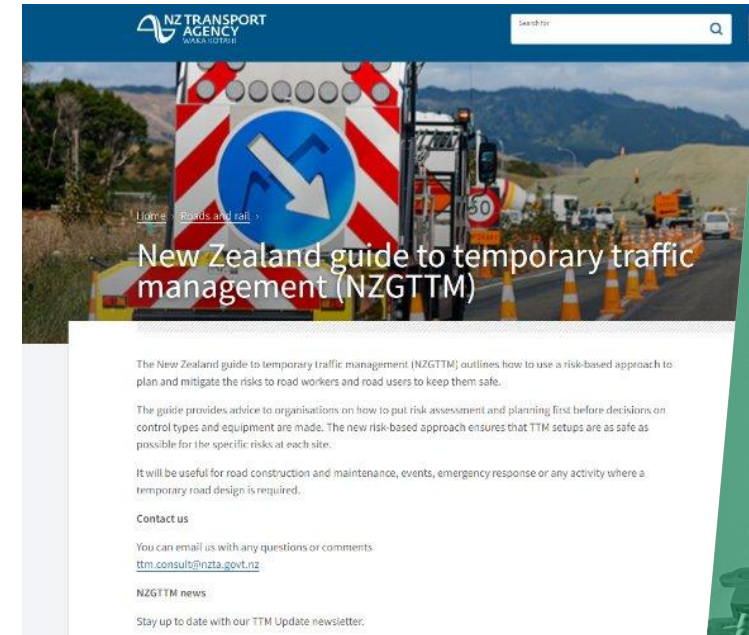
[Transitioning times for TTM](#) [NZGTTM](#)



**NZEA**

**PRACTICE NOTE**

**FOR PLANNED PUBLIC EVENTS THAT IMPACT THE ROAD NETWORK**



**NZ TRANSPORT AGENCY**

**New Zealand guide to temporary traffic management (NZGTTM)**

The New Zealand guide to temporary traffic management (NZGTTM) outlines how to use a risk-based approach to plan and mitigate the risks to road workers and road users to keep them safe.

The guide provides advice to organisations on how to put risk assessment and planning first before decisions on control types and equipment are made. The new risk-based approach ensures that TTM setups are as safe as possible for the specific risks at each site.

It will be useful for road construction and maintenance, events, emergency response or any activity where a temporary road design is required.

**Contact us**

You can email us with any questions or comments:  
[ttm.consult@nzta.govt.nz](mailto:ttm.consult@nzta.govt.nz)

**NZGTTM news**

Stay up to date with our TTM Update newsletter.