

CTOC Traffic Management Industry Forum July 2018



Emergency
Procedures



Toilets



Phones

Please switch off or to vibrate

Time	Presenter	Item
10am	Craig Halkett	Introduction and housekeeping
10:05am	Simon Harty	CTOC Update
10:10am	Jason Diaper	My Worksites update
10:45 am	Simon Hodges	Local Operating Procedures Update
10:55am	Luke Murphy	Universal Diagrams Update
11:05am		Break
11:15am	Craig Morris	Safety statistics and observed trends at worksites
11:30am	Chris Keith-Gillon, Craig Halkett & Craig Morris	Lessons learnt from recent worksites
11:50am	Luke Johnstone	Future of TMP processing system
12:10pm	Dave Duff	TM Focus Christchurch
12:15pm	Craig Halkett	Question time
At the conclusion of the formal session we invite all attendees to join us for a light lunch		

CTOC Update

Simon Harty – CTOC Manager

MyWorksites

Christchurch Launch Update

July 2018

Jason Diaper Project Manager – My Worksites



Agenda

Update

15 Minutes

Q + A

30 mins



Christchurch
Transport Operations Centre

Christchurch
City Council



Background

- Canterbury Earthquakes
- Canterbury SDI Programme (LINZ)
 - Share information
 - Promote collaboration
 - Better use of spatial information
- Initiatives
 - Canterbury Maps
 - Forward Works Viewer
 - TMP4Chch
 - MyWorksites



Benefits

- CAR/WAP and TMP's processed in single system
- User friendly, streamlined application process
- Comments and supporting documents recorded
- Easier access to your organisations applications
- Easier to collaborate with other organisations & system users
- Better visibility of network impacts
- Flexible National system



Christchurch Launch

- Scheduled for mid-late August 2018
- Submitica & TMP4CHCH will not accept new applications
- 24 Months of CAR/WAP data will transfer to MyWorksites
- TMP's viewable in TMP4CHCH for 12 months
- Open Data: Applications visible to other users
- Updates, Videos, FAQ's:

www.ccc.govt.nz/myworksites



Industry Feedback + Q&A

- Commercial sensitivity of application information
- Alternative application channels
- Threshold for entering low impact work
- Forward Works Viewer
- News and Updates TMP4CHCH
- Q&A



CTOC Local Operating Procedures(LOPs)

Simon Hodges - CTOC TMC

Purpose of the 2018 LOPs Update

- Intended to be update previous LOPs to match the current environment
- Incorporate any updates in policy and procedure
- Assimilate any bulletins that have been released to reduce burden on industry to look through previous document releases.
- Provide clear guidance on expectations for contractors when operating within the CTOC network boundaries

Focus change in LOPs update



LOP CHAPTERS

- More Chapters
- More links to guidance materials
- Glossary of terms
- Clarification for industry of CTOC expectations

1. Submitting Traffic Management Plans (TMPs)
2. Reduction of Network Capacity
3. Contacting CTOC TTM Team
4. Works impacting signalised intersections
5. Side Road Signage
6. Speed Management
7. Cone Mounted directional signs
8. Temporary Barrier Systems
9. Traffic Impact Assessments
10. Mitigation Measures when Network Impact Unavoidable
11. Peak Traffic Hours
12. Site Accessing
13. Mobile Variable Message Signs (mVMS)
14. Cyclist Impacts
15. Level 2 low speed (2LS) roads.
16. TTM impacting on bus services
17. Use of Truck Mounted Attenuators (TMAs) and Arrow boards within the CTOC network
18. Allowance for an L2/3NP STMS to install Shoulder closures on a Level 2 Speed Limit under 65km/hr
19. Inspection activities on L2 roads
20. Low Volume Low-Risk Roads
21. Road Closures
22. Public Notification requirements
23. Pedestrian management
24. Tail pilot use
25. Use of Works End signage
26. Use of Supplementary Distance Plates for lane closures
27. Use of Supplementary "Speed Ahead" signage
28. Work that impacts on stakeholders as a result of creating noise
29. Engineering Design of Temporary Transport Facilities
30. Glossary

Key Changes in LOPs Update

- Inclusion of interim positions into LOPS (Bulletins)
- Processing Time frames are now clearly defined
- Clarification of CTOC processes and interactions to provide consistency
- VMS Best practice document to supplement LOPs
- New Chapter relating to public notification requirements
- New process and time frames for road closures associated with events (finalised and online)
- Review of road closures for road works underway (possible change in scoring vs road usage)
- Use of Works End signage will be required on all roads over 65Km/hr, optional under 65km/hr
- Lane Shift and Lane Drop supplementary plates will be required on all roads over 65 km/hr, optional under 65 km/hr
- T144 TSL ahead signs will be required on all roads over 65km/hr, optional under 65 km/hr
- New Chapter relating to works that impact stakeholders by creating noise
- New Chapter relating to Engineering Design of Temporary Transport Facilities (Temporary Rooding alignments)

Effective date of LOPs Update

- 1 September 2018 for new TMP submissions
- All TMPs entered into mY Worksites will need to incorporate any updates and changes
- Released to the industry and available online by the end of this week

Questions ?



Universal Traffic Management Diagrams (UTMDs)

Luke Murphy - CTOC TMC

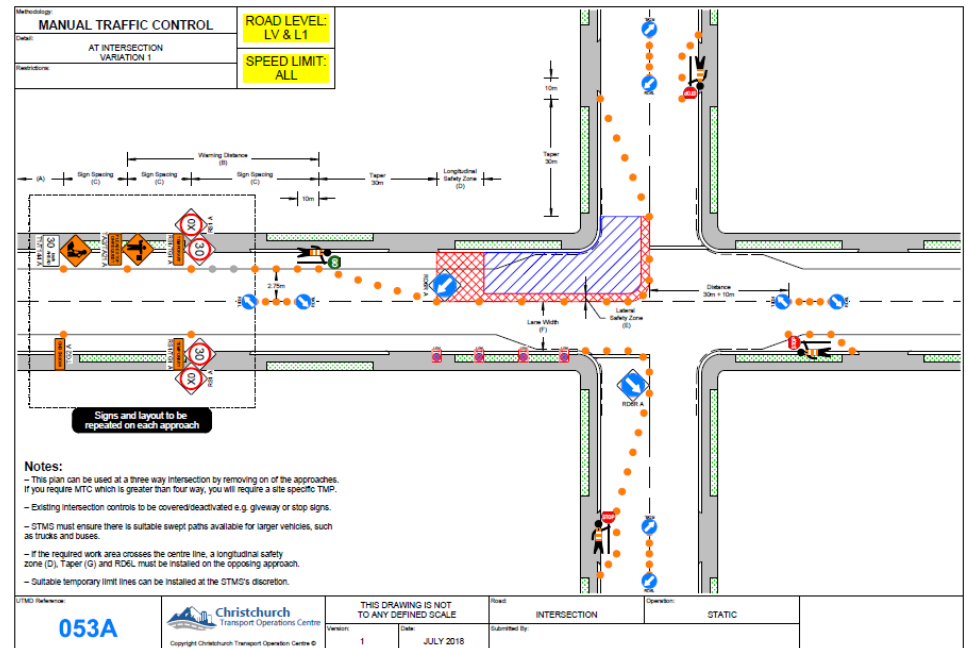
Overview and Background

- Approx. 50+ service agreements/generic TMPs
- Inconsistencies between contractor approvals
- Large number of organisations using old SCIRT (SC) diagrams
- Time saving and quality improvements

- Started middle of 2016 – industry advised via TMP4CHCH
- Industry working group created

What's Included

- Approx. 170 static and semi-static diagrams
 - SC = 103 diagrams including mobile closures
 - Covers more road environments/scenarios
- Guidance Document – Clarifying:
 - Diagrams restriction types
 - Merging of plans
 - UTMD key
 - And more...
- Basic layout list



Future Developments/Improvements

- Mobile closures – currently in development
- Possible future development:
 - Inspections
 - Maintenance specific diagrams e.g. line marking
- Updates, minor improvements and fix's – yearly?

We need the industries feedback to help us improve the diagrams.

Examples: errors, ambiguity fixes, spelling mistakes...

Email: tmc@tfc.govt.nz or luke.murphy@tfc.govt.nz

How to Use

Watermark diagrams with name and logo as shown below:

Road: ONE WAY TWO LANE	Operation: STATIC	Organisation Logo
Submitted By: Name of person submitting UTMD		

Submit with the guidance document and a proforma

Contractors are expected to have an updated (LOPs V5) service agreements/generic TMPs in myWorksites by **31st October 2018** – One month after LOPs V5



MODIFYING DIAGRAMS =

NOT APPROVED

Working Group

A quick thanks to:

- Kevin Westeneng
- Keith Smith
- Todd McQueen
- Satvir Singh
- Shaun Maxwell



Also anyone else that may have contributed along the way

Major Cycle Routes



Issues



Request for Assistance

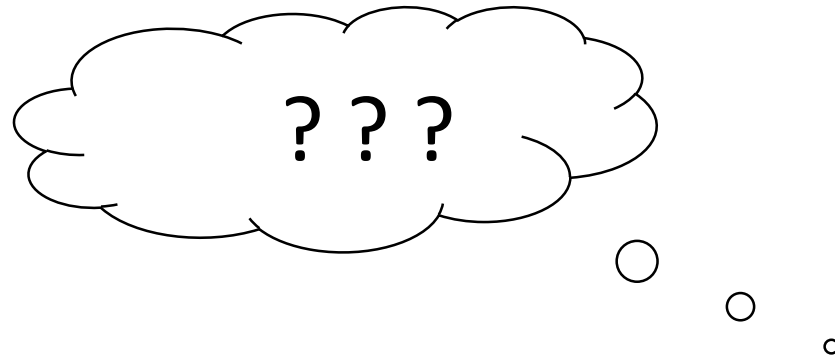
- Form a industry working group (8 – 6 people including CTOC)
- Create a best practice for various scenarios – update to Cycle best practice.

Want to be involved?

Email: tmc@tfc.govt.nz or luke.murphy@tfc.govt.nz

Make contact by COB 3rd August 2018 (next Friday)

Questions



BREAK TIME

- 10 Min to stretch your legs



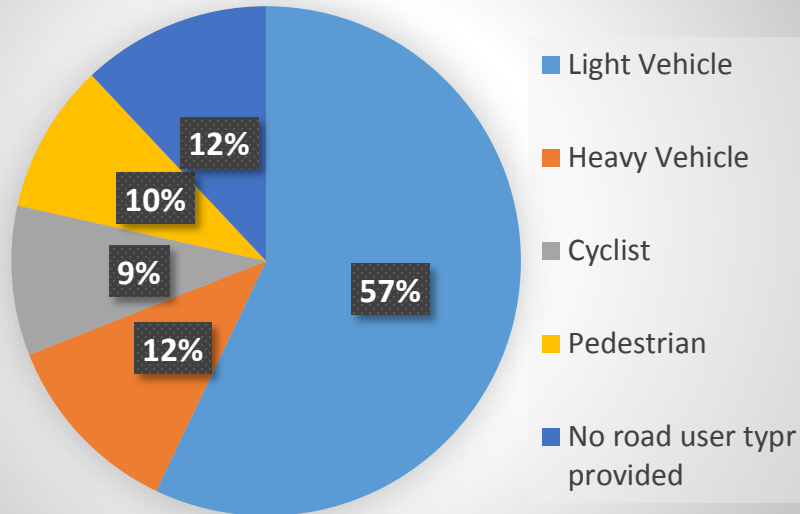
Safety statistics and observed trends at worksites

Craig Morris – CTOC Senior STMS

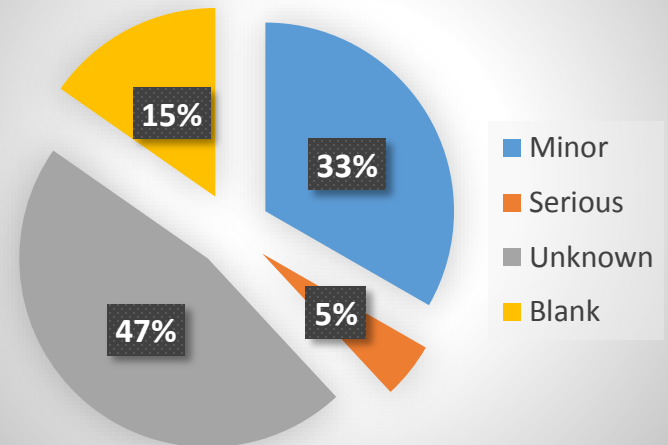
Incidents reported at worksites

- 42 Accidents reported to CTOC between 1 January and 11 July 2018
- 72.5 % of incidents were attributed to 'driver actions'

Road users type involved

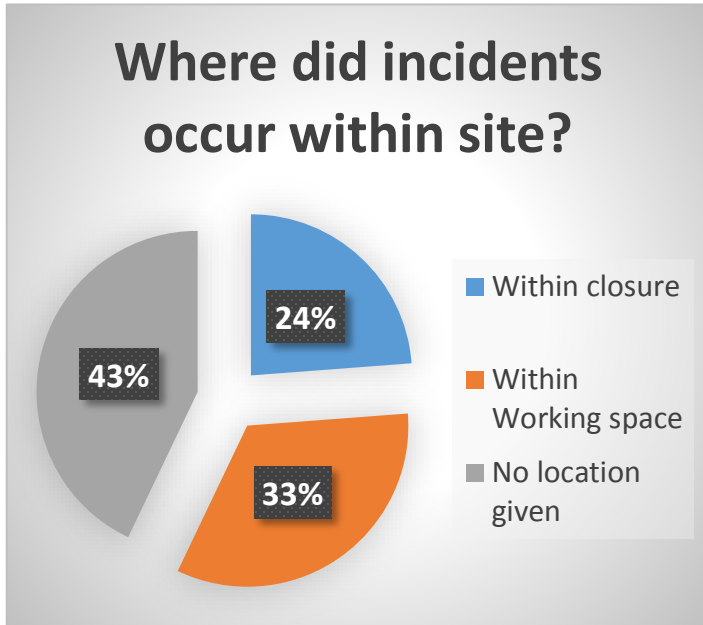


Injuries recorded?

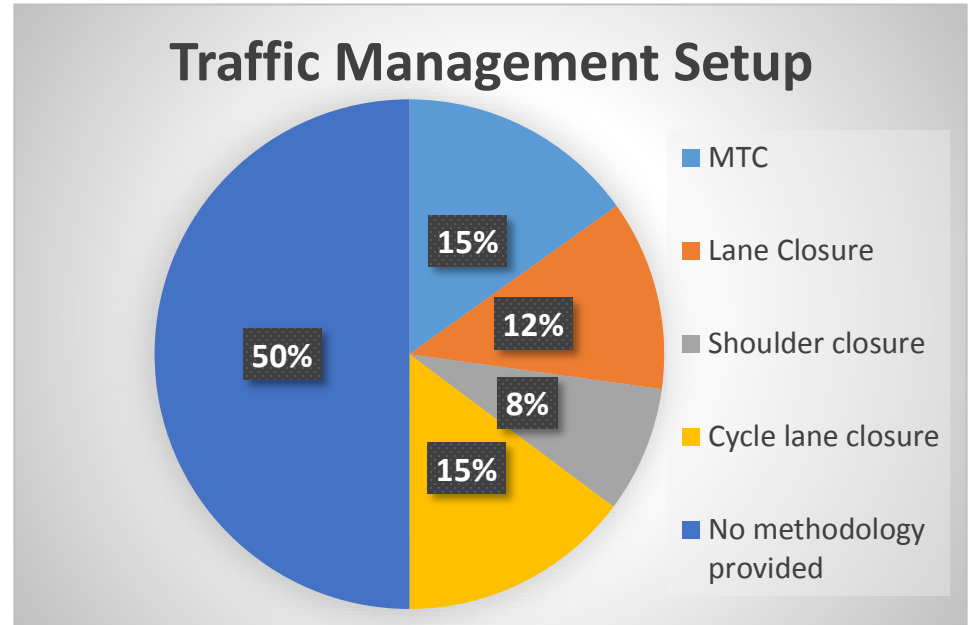


Incidents reported at worksites

Where did incidents occur within site?



Traffic Management Setup



Incidents reported at worksites

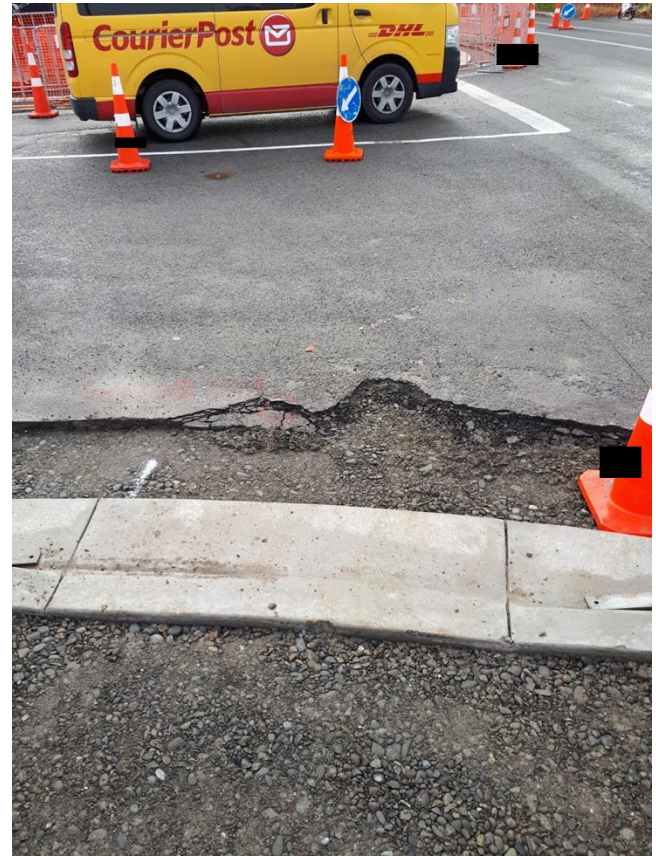
- Weather conditions were not recorded as a significant contributor to incidents
- 52.4% of accidents occurred at 'Daybreak' or 'Dusk'
- Planning issues were recorded as a factor in 80% of incidents
- Incorrect implementation of traffic management methodologies were present in 20% of incidents
- 28.3% of incident forms contained blank fields of information

Incidents reported at worksites

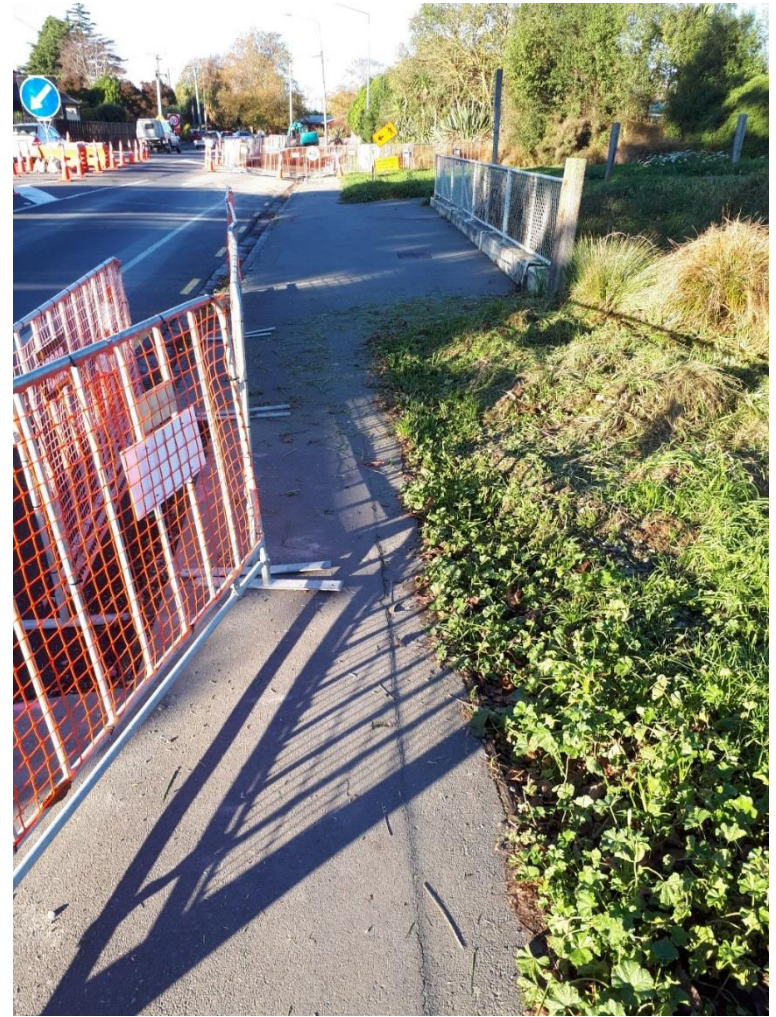
- Are all accidents/incidents being reported?
- Looking to the future, CTOC will be looking to provide more informative trends from the information gathered
- BUT we need the information to be able to do this!
- Incident forms are here to help analyse not punish STMSs

Pedestrian Access at worksites









Statistics from worksite observations of pedestrian facilities

- 33% of sites had unacceptable pedestrian facilities
- The score when undertaking an audit for unacceptable pedestrian facilities is 10, per section of road where provisions are required
- In a recent workplace accident a company was convicted and fined \$506,300 and had to pay \$118,000 in reparations to a victims family for failing to separate pedestrians from mobile plant, which resulted in a fatality.

$$\$506,300 + \$118,000 = \$624,300$$

Safe Cyclist facilities at worksites









Statistics from worksite observations of cyclist facilities

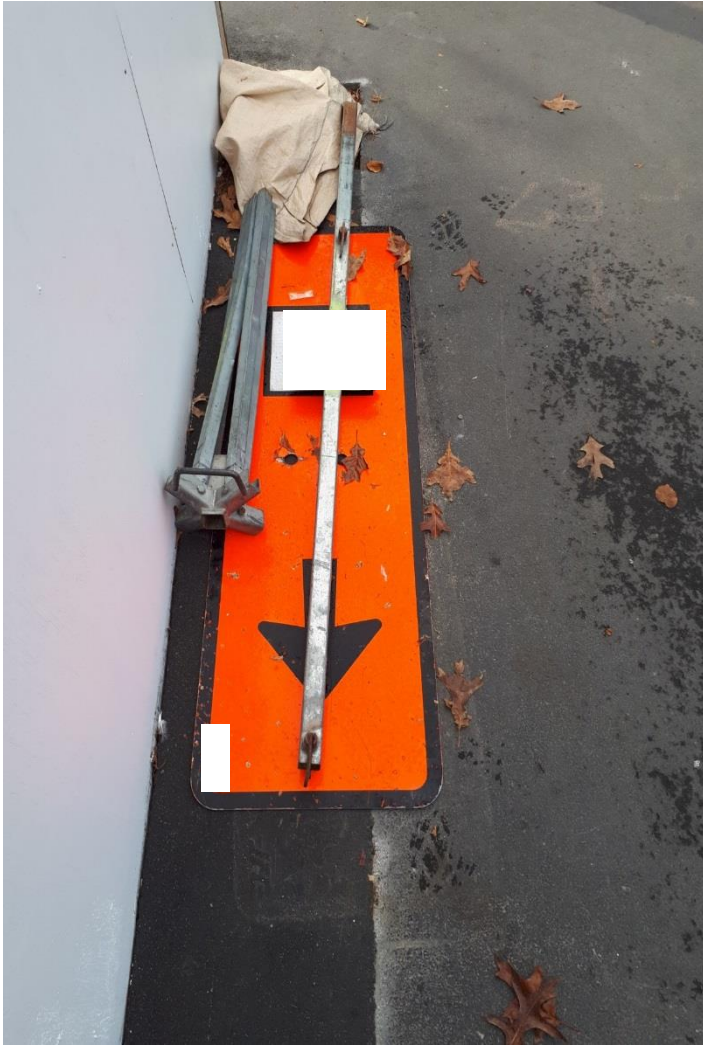
- 38% of worksites had unacceptable cyclist facilities
- Unattended sites account for 62% of that
- Inadequate for Cyclists Audit SCR is 10
- Fine for failure to separate/delineate safely?
- Increasing number of complaints
- One particular complaint was over 200 pages long and was very detailed

Excess TTM equipment left onsite after works are completed

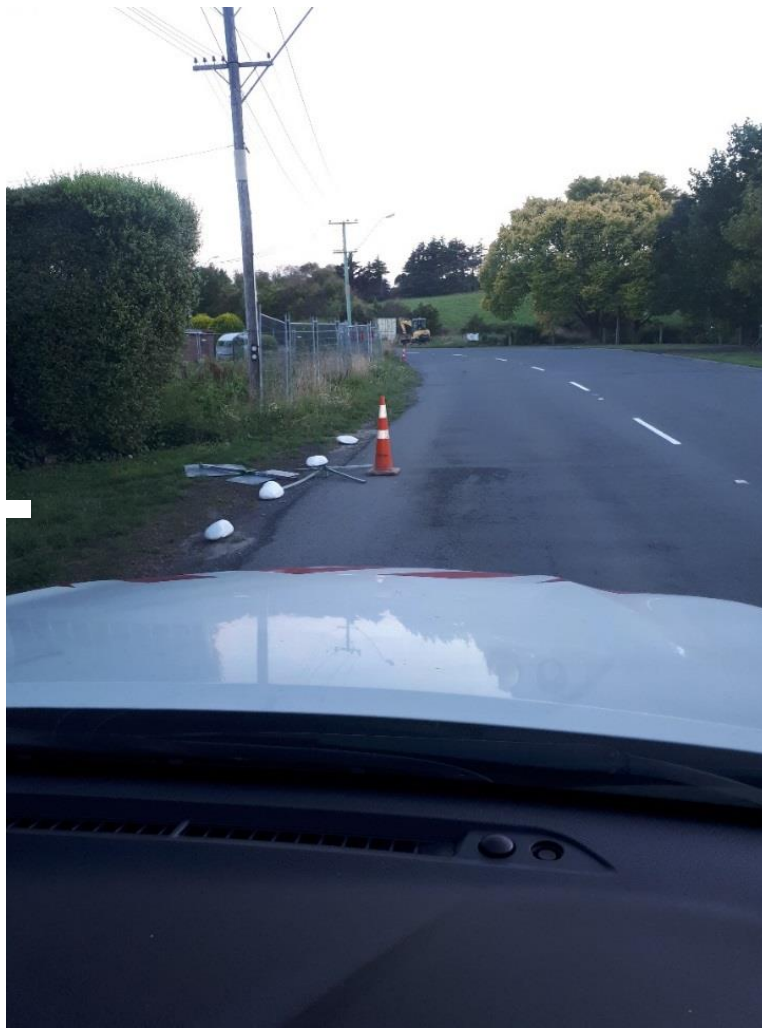












9 Months of equipment collected



Equipment requiring collection over the past 9 months

- Average of 16 CSRs per week regarding left over TTM equipment
- Over 672 CSRs in 9 Months
- On Average 9 CSRS per week were able to be forwarded to TTM companies to collect
- On average 7 CSRS were unable to be allocated to a company resulting in the stockpile of equipment
- Significant cost to industry and your individual business for collection of or loss of equipment

Lessons Learnt from a recent Mill and Mix Site

Craig Morris - CTOC Senior STMS

Chris Keith-Gillon – CTOC RTO Team

Craig Halkett – CTOC TMC

Lessons Learnt from a recent Mill and Mix Site 1



- Unacceptable Potholing
- 150mm deep subsidence in live lane (cars were bottoming out)





SITE 1



SITE 1

Lessons Learnt from a recent Mill and Mix Site 2

- Transition between new seal and milled surface not acceptable
- 50-80mm lip for traffic to traverse





- Unacceptable surface condition (Pot holes)
- Service lids left raised and unmarked

SITE 2



- Loose material (millings) used to ramp edge of new surface failed to remain in place and was dislodged by accelerating vehicles
- Dislodged material migrated to cycle lanes creating an issue for cyclists

Areas for improvement

- More regular site checks are required in adverse weather conditions
- Greater attention needs to be placed on the 'condition' of the road
- There needs to be clear paths for escalation to TTM managers or PM if the site condition changes
- Ramping between milled surface and new seal needs to be fit for purpose (more durable and resilient)
- Cycle lanes and Pedestrians access during all phases of the project need to be included in planning and deployed to make sure vulnerable road users are catered for.
- STMSs checking unattended sites need to make sure they escalate issues and communicate that condition's on site have changed when the road condition deteriorates

Other factors to consider

- Cyclist facilities must be safe and accessible (provide ramps, remove loose metal)
- Pedestrian access needs to be clearly defined
- Agree the plan and stick to it prior work commencement
- Discuss and agree if there are methodology changes or change in the work scope
- Debrief after sections of work are completed
- These are not isolated instances during inclement weather and seasonal changes.

Lessons Learnt for Sewer Connection Durham St /Moorhouse Ave

- The TMP was approved to reduce capacity on Durham St for 3 days over a weekend and the Monday following.
- Works resulted in a significant impact
 - ❑ 1.4KM tail back que on Durham St
 - ❑ 20-40 minutes travel time to get from Bealey Ave to Moorhouse Ave
 - ❑ Clearance took some time once the best way forward was in place.
 - ❑ Signage changed – enhanced VMS messages

Conflicting signage

Before:



- VMS and Static signs gave road users conflicting messages

Conflicting signage

After:



- Consistent messaging through site provided better messaging and less confusion for road users

Out takes from internal / external lessons learnt

- Closer following of the TMP approval process (Project level discussion(PLD) queries, reporting back to the TIM Group, confirming whole of CTOC endorsement).
- Careful assessment and mitigation around high risk operations.
- Traffic Impact Assessment check/peer review to be carefully considered, particularly after late change in program of works to not conflict with CHCH marathon on Queen's Birthday weekend
- Contractor undertaking works needs to check the TMP detail. They may have picked up "no work on Monday" wording in the TMP
- Optimisation details should have been included in the TMP and provide clear contingency plans
- Direct conversations between TMP Designer / TTM Contractor and RTO during TMP planning phase, and prior to deployment (refer CTOC LOPs).
- More direct conversations between CTOC teams, increase in internal communications to make sure nothing is missed.
- RTO team review Accepted TMP (subject to resourcing)

Details of tree felling operation

- A Stop Go Operation was approved for works to be undertaken on a Level 2 road during the day (alternating flow MTC)
- Manual traffic control was deployed contrary to accepted TMP and Stop – Stop operation undertaken
- A significant impact resulted as the volume of traffic was in excess of what the Stop - Stop operation could handle.
- 25 -60 minute delays were observed
- Significant delays to bus services
- Numerous customer complaints
- There were delays in reopening the road once works were completed

Out takes from lessons learnt

- Poor planning between customer and TTM provider led to lack of understanding of job constraints.
- Accepted TMP methodology was not implemented, major change made onsite without consultation with CTOC TMC
- Monitoring of impact insufficient, STMS was unaware of the extent of traffic queuing and delays
- Communication to RTO/CTOC was insufficient
- The traffic impact assessment that was undertaken did not match the methodology used and therefore was unable to predict the actual impact that resulted from the works.

Future of TMP processing system

Luke Johnstone – Double O Consulting

TM FOCUS

Christchurch



Dave Duff – Total TTM Limited

TM FOCUS

Christchurch



Reasons for starting group?

- Have a place where tm providers can discuss any industry issues
- Have a system where we can forward feedback, ideas or requests
- Show a unified front but also approach innovations in a unified way
- Have an outlet where frustrations may be channelled through representatives, rather than getting personal

TM FOCUS

Christchurch

An orange silhouette of a person standing and sweeping with a broom.

Who Should Participate?

- Traffic management owners/operator
- Management staff from TM providers
- Contractors that do their own traffic management
- Please only 1 representative from each company



What if I can't come?

- All concerns can be passed through the manager representing your company

How do we interface with local controlling bodies?

- Representatives from the group will meet with RCA representatives each month or every other month



Questions?

Question Time



THANK YOU
for joining us!