

Nau mai haere mai

Kia ora Koutou

The information below is intended to provide guidance on the requirements of Temporary Traffic Management (TTM), for works carried out on legal public roads within the Christchurch City Council boundaries, to support safe and compliant practices.

Disclaimer

The information provided below is intended as a general guide only. Recipients are responsible for seeking their own independent, professional, or expert advice to ensure compliance with all applicable laws, regulations, and standards. Neither the author, sender, nor the Council accepts any liability or responsibility for any loss, damage, or consequences arising from the use of or reliance on this information.

Health and Safety at Work Act 2015 (HSWA) Responsibilities

As a Person Conducting a Business or Undertaking (PCBU), you have a legal duty under the HSWA to identify and take reasonably practicable steps to eliminate or minimise risks, including those associated with working on or near the road corridor.

One of the key concepts within HSWA is [the hierarchy of controls](#) which helps identify the level of controls to be utilised. When discussing proposed controls, the Road Controlling Authority (RCA) is likely to ask why a higher level of control was not reasonably practicable to be utilised.

TTM is one mechanism that you can utilise to fulfil your legal responsibility to keep workers and the public safe.

While how you choose to meet these obligations is at your discretion, it's important to understand that risks and consequences, whilst shared across multiple PCBUs, primarily sits with the PCBU generating or introducing the risk.

Areas where you are working

There are two types of roads that you may be working on when working in subdivisions, that are newly constructed or still under construction.

- 1) **Unvested road / private road / road under development** – are not considered legal public roads under the Local Government Act 1974 or Land Transport Act 1998.

This means that you **do not** have to consult, coordinate and collaborate with the RCA regarding the hazards that you have or are generating, however PCBU responsibilities under the HSWA still apply.

- 2) **Legal public road** – is open to the public, is vested to Council and now under control of the local RCA.

This means that you **do have to** consult, coordinate and collaborate with the RCA regarding the hazards that you have or are generating, and seek access, and deployment approvals prior to works commencing.

Summary

Persons or businesses and their undertakings must assess hazards and associated risks, discuss those identified hazards/risks with other impacted PCBU's, and seek regulatory approvals before implementing appropriate controls to eliminate or minimise those hazards/risks.

There is no one-size-fits all approach for temporary traffic management, it needs to be fit for purpose, safe, and the right size for the tasks you need to undertake.

Every site is different, and carries with it different hazards and risks, and therefore different controls will be needed. Some sites may pose low-risk and require no controls, while other sites may need minimal or more extensive measures depending on the level of risk.

A traffic management agent can guide you through the process and tailor a Generic Traffic Management Plan (GTMP) that caters for the work you commonly undertake.

We encourage you to Sign up [here](#) to receive updates direct from the Council's Traffic Management Team.

Reference Links

[Christchurch City Council Temporary Traffic Management Requirements](#)

[Traffic management news and information](#)

[NZGTTM or CoPTTM? | myWorksites Help Center](#)

[Working on our roads : Christchurch City Council](#)

[New Zealand guide to temporary traffic management \(complete\)](#)

[Generic-flow-diagram-Use-of-GTMPs-in-conjunction-with-MyWorksites-June-2023.pdf](#)

[TTM » Connexis Qualifications Connexis | Infrastructure Training](#)

[TTM Low Risk.6](#)