

TTM webinars jointly hosted by Waka Kotahi and the TTM industry steering group

The following is the full set of questions asked by participants during the TTM webinars co-hosted by Waka Kotahi and the TTM industry steering group on 16 and 18 October 2023.

I'd like to hear what has been done to create a qualification purely for smaller sporting events, mostly where no road closures are anticipated?

The TTM Credentials Framework is an industry-led framework, recognising this, we're seeking a more robust and future-focused solution. We are working with Waihanga Ara Rau to create a new, industry-led framework for credentials for the TTM sector. This new framework is grounded in the New Zealand Qualifications Framework, which ensures it meets recognised best practice for vocational systems.

As the Temporary Traffic Management (TTM) sector moves forward, our work will be shaped by this industry-led credentials framework based on how we empower people to manage risk effectively. The framework is based on layers of responsibility. This model breaks down our roles into different levels or 'layers' of responsibility, from following safety rules to influencing a positive safety culture. This ensures that our training directly connects to the work we do every day.

There is nothing event specific, but the framework is flexible and can be applied to event style TTM management. Email Betty.Mitrova@downer.co.nz for more information.

Where can one get a history of the number of deaths and serious injuries to workers and users at road sites over time?

The CAS database is the only meaningful source, however - it doesn't capture 'worksites' (only the presence of TSLs) so that's a caveat on The data and wouldn't capture all data sources.

It's not likely to capture all 'worker' DSIs (as its primarily police source data). CAS is really the only reasonable method, but it has its gaps and challenges.

From CAS we have identified 2010 to 2014 = 130 'Deaths' and 'Serious Injuries' at sites with TSL. 2017 to 2021 = 330 DSI. That is more than twice the DSI within a decade.

Is research being done using the SCR audit forms that are being collected by RCAs?

Collectively (across RCAs, in a centralised way) no. But that is an area that the TTM industry steering group Assurance Workstream is looking at.

The SCR form itself is quite 'compliance focussed' so may be difficult to identify clear residual risk in TTM (which is a gap area going forward at this stage as we move towards a more risk-based approach).

What about training for others such as surveyors who will need at times to do more than an inspection but not a full lane closure?

Please see the answer to the question relating to TTM training for events above.

Als - there has been a 'Low Risk Low Impact' Micro-Credential, this will be suitable.

I have received the draft information for 'Engineering Exception Decisions' through the Survey & Spatial Group. Are these guidelines provided to enable day to day work to be done without the need for an individual TMP each time?

The survey material prepared was work to implement the risk based approach in developing a set of possible controls. These do not however remove the need to assess the risks at each and every site before choosing the controls. The lack of assessing risks at each site is the problem with the CoPTTM approach - lack of making sure the TMD is fit for the site.

Agree SCRs are not ideal but is there a better detailed way to gauge how TTM has been performing?

This is 'work in progress' as a part of the TTM industry steering group Assurance Workstream. For now SCR will still be a mechanism to determine TTM performance.

The focus of the emerging (not yet confirmed) assurance system is on ensuring application of risk procedures i.e. is there a documented risk assessment, is there documented assessment of control options, is there documented review of the TMD's prior to deployment, is there checks of the site (is the site per the TMP). Moving to checks of the processes.

How do you deal with RCAs who don't believe in this change, and you want to begin to implement it in your area of operation?

A 'risk based approach' to TTM is required by law. It's not something an RCA can actually 'opt out of'. RCAs are welcome to seek to hold onto the CoPTTM - but it is unwise to "dictate" compliance with the CoPTTM if it meant that the solutions arrived at were not risk-based.

The TTM solutions that are designed and delivered must be risk based - if a CoPTTM solution isn't, then that's not aligned with the Health and Safety at Work Act 2015 (HSWA 2015).

The industry and RCAs could benefit from 'learning' what is required to truly understand what this actually means, and what their organisational position should be.

The TTM industry steering group RCA representatives (Simon Hodges and Rachel Taylor) would be happy to provide advice and support. To contact members of the TTM steering group please email info@ttm-isg.org.

Is a generic TMP for working near minor roads acceptable for day to day jobs?

The TMD may be applicable. But that is not the change. The change is making sure it is applicable. Doing the checks that the plan is the lowest risk approach for the site is critical.

There is no blanket rejection of generic solutions or TMPs. The question is simple - is the risk managed as best as reasonably practicable? Can this be done with a generic TMP - yes, potentially.

The challenge is capturing the genuine risks of each site and making sure the framework/TMP/system can manage that risk (either through the TMP, or through the practitioner who delivers it has really good training, or through SOPs/JSEAs/SWMS).

A way to think about this is a 'generic' isn't 'wrong' but it leaves a lot of residual risk for the STMS onsite to clean up. If they aren't capable, or don't have good systems to do so - then risk isn't managed.

Has the Downer EU online risk assessment tool been released to industry yet? If so, what is the link to the tool?

There is no legislated way to assess risks. Each company can choose what assessment process is best for them. You are recommended to speak with your health and safety team about the system they use.

[Downer Enforceable Undertaking Risk Assessment Tool](#)

Any questions on the use of the Downer EU Risk Assessment Tool can be directed to Betty.Mitrova@downer.co.nz

Does the McConnell Dowell Virtual Reality TTM Simulator also do delay calcs?

Not at this stage but additions to this are pretty easier to form up, once the developer understands the part that you are looking for.

Is an STMS qualified person required to be on site on an EED?

If your question is "If there is an EED for the site, is an STMS mandatory?" then those two things are not connected. The need for an STMS onsite (to manage and implement TTM) has no relationship with whether an EED is used or not.

How long before we can expect some form of training for this rolled out?

This first package of work will be the micro-credential for TTM Design - we are aiming to have this live and fully available by May 2024. This will replace the TTMP through Waka Kotahi and other qualifications will follow soon after.

Is there any movement in the training and competency model around the actual driving roles within TTM?

There is a Mobile Work / Mobile supervision within the new framework. But the actual driving will be left with Mito.

Will we still need to be TTMP to design the TMP or not? Is there anymore TTMP qualifications please?

There is a certificate in TTM Design on the framework - the initial Micro-Credential in TTM Design will be available in May 2024.

I know a lot of local RCAs (TMCs) have grabbed all the relevant training they can, Do you know if the NZTA TMCs have received additional training for reviewing these new TMPs rolled out as part of the pilot for the guide?

All parties involved in the trials have been working collectively around this process. There has been training but it has been trial specific - lots of learning and may be transferable to the industry in future.

Where can we find out more information on the full list micro-credentials being offered/prepared please?

The TTM Credentials Framework Governance Group is almost done finalising the framework and it goes for public consultation late-October 2023.

What are you doing to support TMC's that are already receiving NZGTTM applications from third party contractors that are not involved in pilots?

If you're referring to local RCAs, there is potential for Waka Kotahi's TMC engagement activities to be shared across to local authorities. Guidance on how risk reviews are undertaken (or at least some interim advice/support on how to do this) is something that both Waka Kotahi is working on now and will release once it has been finalised.

With the new framework coming out, will the TTM Planner certification will be transferable to the TTM Design qualification through Connexis?

Potentially some aspects - a gap analysis is currently underway, it may vary from individual to individual but the intent is it will have some transferrable aspects and to have as minimal repetition particularly where a record of current competency can be demonstrated.

Does that mean, there will be no more TTMP warrant? So, there will be no different if we have the TTMP warrant or not now for the future? Or we will automatically transfer to a new name qualification please?

Eventually the TTMP warrant will no longer exist. Whether people 'must have' a TTM Design credential will be up to employers, contractors, and clients. You can expect though, that many will demand that TTM designers are suitably qualified (as that's their duty) so whilst it won't be mandatory, I would expect it will be highly 'expected' by most companies in the industry.

There will be a gap analysis for the TTM Design Credential. Anyone wanting the new credential will submit some form of 'portfolio of evidence' to demonstrate they meet the requirements of the new credential. This is an NZQA process (or more directly, the provider who offers it i.e. Connexis). So a TTMP Warrant may be valuable as evidence, but it won't be the only evidence required, candidates will need to demonstrate they meet the requirements of the credential (such as TMP evidence or risk assessments or other things). That mapping process will be shared once the qualification becomes available.

Once the TTMP warrant is no longer exist, for the private company, they will be no longer requesting any TMP approval and to work their job?

When the TTMP warrant expires, it will mean that Waka Kotahi no longer offers a qualification related to TTM Design.

TTM designers are still required to be competent. All organisations are required by law (HSWA 2015) to ensure their people are trained and equipped with what they need to do safe work.

There will be an NZQA qualification available for those that want it. This is based on the competency that is needed.

The Health and Safety at Work Act 2015 requires all organisations to train and qualify their employees to ensure they can manage risk.

Organisations who purchase TTM Design (contractors / clients) should think very carefully about how they ensure that as well.

Can we get access to the McConnell Dowell Virtual Reality TTM Simulator?

It is scheduled to be released mid-2024.

What should one do to become a TTM Assessor, going forward?

This will still be required until Waka Kotahi steps away. In the future it will be the standard process through Connexis.

1. Becoming an "assessor":

This is a process with an NZQA provider i.e. Connexis. This process hasn't changed and is unlikely to change.

2. Being able to assess TTM qualifications Item 2:

- Being able to award Waka Kotahi TTM warrants - in future, TTM Warrants won't exist, so all assessors who undertake assessments for TTM will need to be qualified through providers that offer those qualifications i.e. Connexis. They have an established process, and it may be improved, changed or evolved in future. For now, nothing changes.
- Being able to award TTM Unit Standards (and that comes from being an assessor, registered through Connexis) - ff you want to assess TTM warrants AND unit standards, you need to be a Waka Kotahi TTM Assessor, and a Connexis Assessor.

When will Waka Kotahi run courses for TTM Assessor and Train the Trainer?

Waka Kotahi is currently in the process of organising refresher train the trainer workshops for current trainers for early-2024. However we don't want to do this for current or new trainers without them having as much information as possible about what getting a trainer warrant now will mean for the near future.

The information from the TTM industry steering group and TTM Credentials Framework Governance Group will be released late-October 2023 so we'll be able to move further ahead then.

As for assessor training - this is most often being run on demand for those individuals or groups who require training.

Email ttmquals@nzta.govt.nz and the team will give you more information on how to attend a briefing.