

0. Officer Advice on Notice of Motion - Temporary Traffic Management Delegations

Reference / Te Tohutoro: 23/853242

Report of / Te Pou
Matua: Katie Matheis, Team Leader Hearings & Committee Support
(Katie.Matheis@ccc.govt.nz)

Senior Manager /
Pouwhakarae: Dawn Baxendale, Chief Executive (Dawn.Baxendale@ccc.govt.nz)

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to provide the Officer advice regarding Councillor MacDonald's Notice of Motion regarding temporary traffic management delegations.

2. Detail / Te Whakamahuki

Rationale

- 2.1 Section 342(b) and Clause 11 of Schedule 10 of the Local Government Act 1974 (LGA74), specifically empower Council, as the road controlling authority, to deal with the stopping of road and the temporary prohibition of traffic on roads:

2.1.1 342 Stopping and closing of roads

- (1) The council may, in the manner provided in Schedule 10,—
 - (a) stop any road or part thereof in the district: provided that the council shall not proceed to stop any road or part thereof in a rural area unless the prior consent of the Minister of Lands has been obtained; or
 - (b) close any road to traffic or any specified type of traffic (including pedestrian traffic) on a temporary basis in accordance with that schedule and impose or permit the imposition of charges as provided for in that schedule.

2.2.2 Schedule 10 - Temporary prohibition of traffic

(11) The council may, subject to such conditions as it thinks fit (including the imposition of a reasonable bond), and after consultation with the Police and the New Zealand Transport Agency, close any road or part of a road to all traffic or any specified type of traffic (including pedestrian traffic)—

- (a) while the road, or any drain, water race, pipe, or apparatus under, upon, or over the road is being constructed or repaired; or
- (b) where, in order to resolve problems associated with traffic operations on a road network, experimental diversions of traffic are required; or
- (c) during a period when public disorder exists or is anticipated; or
- (d) when for any reason it is considered desirable that traffic should be temporarily diverted to other roads; or
- (e) for a period or periods not exceeding in the aggregate 31 days in any year for any exhibition, fair, show, market, concert, film-making, race or other sporting event, or public function: provided that no road may be closed for any purpose specified in paragraph (e) if that closure would, in the opinion of the council, be likely to impede traffic unreasonably.

- 2.2 In relation to temporary traffic management plans, the Council, has delegated its powers under clause 11(a)-(d) of Schedule 10 of the LGA74 to the Chief Executive, who has in turn delegated the powers to staff.

Temporary Traffic Management

- 2.3 A traffic management plan (TMP) is a site-specific plan that covers the design, implementation, maintenance and removal of temporary traffic management (TTM) measures while work or activity is carried out in the road corridor (road, footpath or berm).
- 2.4 An activity covers, but is not limited to, the following:
- construction projects
 - excavation of the carriageway, footpath or berm
 - maintenance activities
 - utility service operations
 - mobile operations
 - static operations
 - obstruction of footpaths e.g., for sign writing, scaffolding, painting etc
 - on-road events and races
 - emergency services operations
 - tow truck operations
 - stock droving and crossing
 - survey and investigation operations
 - road inspections
 - tree felling where there is the possibility that part of the tree may reach the road.
 - adjacent activities, e.g., logging, blasting, building works
 - adjacent events
- 2.5 The plan details how road users - including cyclists and pedestrians - will be directed around a work site, accident, or other temporary road disruption, to minimise inconvenience while providing safe conditions for both the road user and those carrying out the activity.
- 2.6 Any TMP must comply with the Waka Kotahi NZ Transport Agency's Code of Practice for Temporary Traffic Management (CoPTTM) and Christchurch Local Operating Procedures.
- 2.7 TMP designers must either hold the practising Temporary Traffic Management Planner (TTMP) warrant, or the non-practising Temporary Traffic Management Planner (TTMP-NP) warrant.
- 2.8 TMPs must be designed by a person who holds a TTMP (practising) qualification, or the non-practising TTMP-NP warrant. They are approved by a Traffic Management Coordinator (TMC).
- 2.9 The Council is responsible for administering and processing Temporary Traffic Management (TTM) applications for the temporary use of road space within its boundary (excluding State Highways). TTM applications are required for all Council-controlled roads within its boundary (excluding State Highways). TTM applications are required for all Council-controlled roads within its boundary (excluding State Highways).
- 2.10 The Transport Unit manage a significant number of Temporary Traffic Management each year:

Year	2020-2021	2021-2022	2022-2023	Total
Actual TMPs Processed	5094	4689	4410	14193
Actual Impacts on road	60344	92739	140460	293543

	Average TMPs per week	Average Impacts per week on road
2020-21	98	1160
2021-22	90	1783
2022-23	85	2701

Note: The number of 'impacts' on the road noted in the table relate to traffic management sites but are covered under generic TMP's. These are where contractors do repetitive jobs like cleaning sumps etc, and Council would approve a standard methodology for them removing the need for a new TMP for every single site. These are closely monitored and if we notice poor performance we'll rescind their generic TMP, meaning they'll have to submit an individual one, every time. We have been working closely with our maintenance contractors, helping them get more works approved under generics, this is why the number of normal TMPs per year has reduced slightly.

Scope of Review

- 2.11 The delegation provides staff with the authority to approve the works necessary to undertake the trial on Park Terrace as this project is considered "temporary". The Local Government Act 1974 doesn't define what is meant by temporary. But based on external legal advice this falls within the definition of "temporary". The trial is to run for 4 weeks and during this time staff would gather data as well as community feedback on the project. Following this, a further approximate 4 weeks would be required to analyse the findings and prepare a report to Council.
- 2.12 Under the Christchurch City Council Traffic and Parking Bylaw 2017, the Council has retained the authority, from section 22AB(p) of the Land Transport Act 1998, to resolve permanent changes to any road or area under its care.
- 2.13 A review could clarify whether Council want staff to continue to have the delegation to use TMP process for trials and pilots or whether these should come to Council for approval. It would clarify the scope of the delegations.
- 2.14 The review would provide advice on the impact and benefits on any change prior to Council making a decision.

Attachments Ngā Tāpirihanga

There are no attachments to this report.