



PRACTICAL TTM FOR LOCAL GOVERNMENT

SAFER, MORE PRODUCTIVE AND CHEAPER

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WHAT WORKS ACTIVITY ARE YOU INVOLVED IN?

Road
maintenance
& construction

Parks and
gardens

Utilities

Drains and
sewers

Surveying

Inspections

Roadside
infrastructure

Developments

TEMPORARY TRAFFIC MANAGEMENT AFFECTS YOU ALL?

Road
maintenance
& construction

Parks and
gardens

Surveying

Inspections



Utilities

Drains and
sewers

Roadside
infrastructure

Developments

PROFESSIONAL OBSERVATIONS – TTM I SEE REGULARLY

Road
maintenance
& construction



You are paying way too much

Parks and
gardens



Works productivity is badly affected

Surveying

Inspections



Its creating safety problems

Utilities

Drains and
sewers

Roadside
infrastructure

Developments

OBSERVED OUTCOMES – TTM INDUSTRY APPROACH

Conservatively safe

- Better to have more
- Better to slow traffic down
- Better to close lanes
- Place cones around all works vehicles
- Divert all pedestrians to the other side of the road

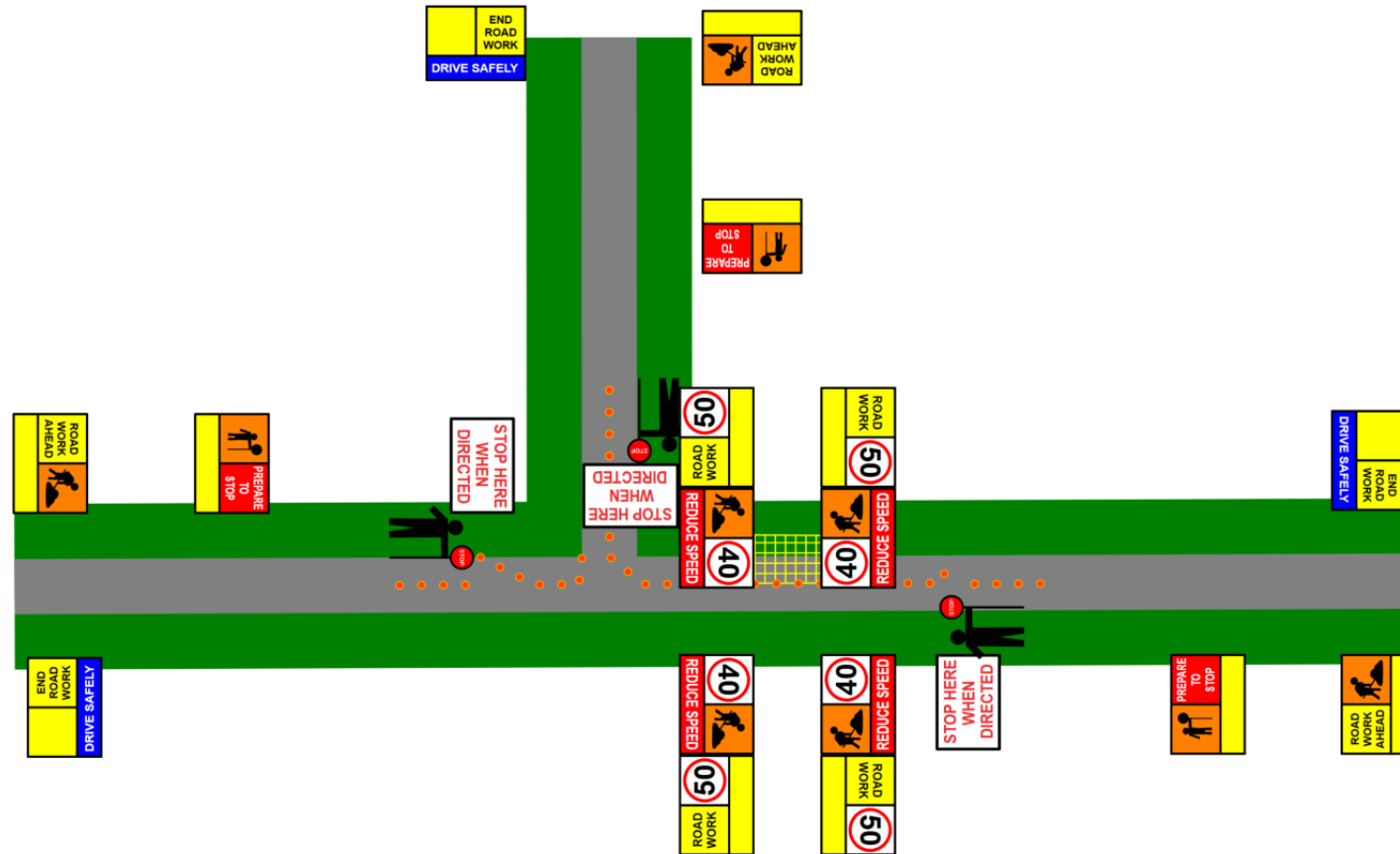
So what? – isn't that good

No - because

- Excessive TTM
- Works productivity reduced
- TTM costs increased
- WHS outcomes are actually worse

Redland Council (2 x tree crews)

- Crews could deliver 90% of sites themselves with signs they carry
- Productivity tripled
- TTM costs reduced by > \$400k per year
- Safer overall



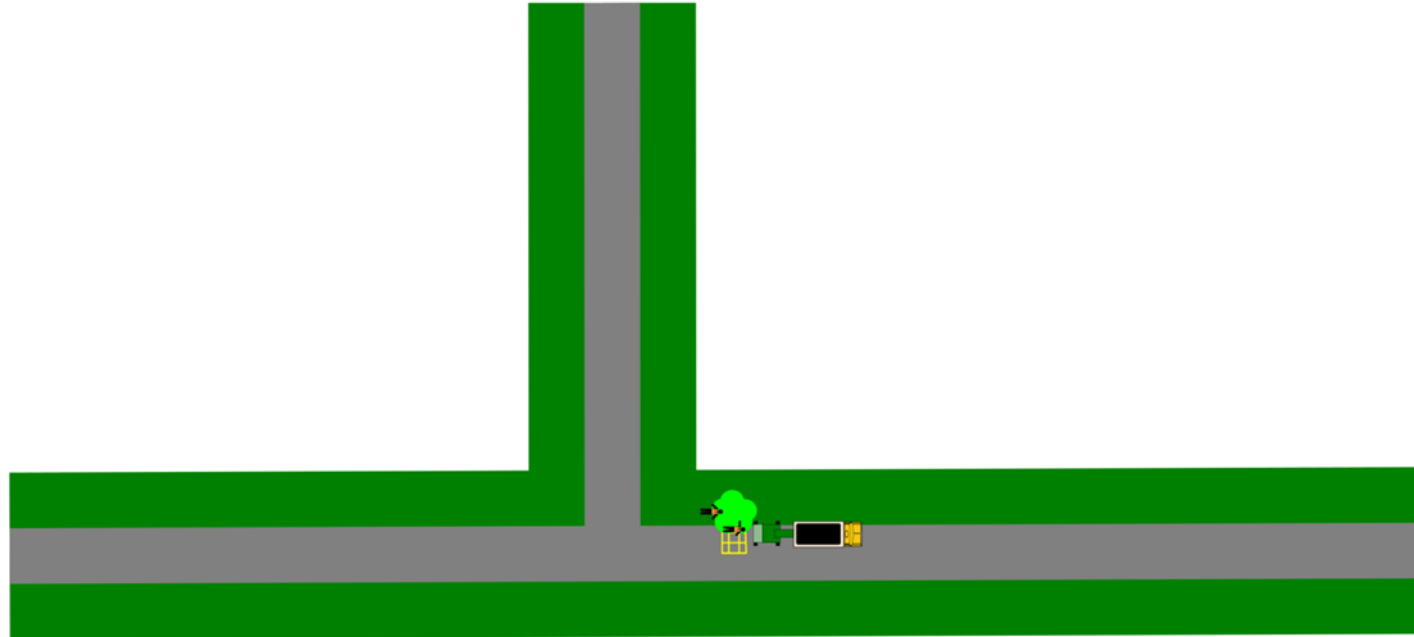
CASE EXAMPLE 1

WHAT WAS REALLY BEING DONE



CASE EXAMPLE 1

MORE APPROPRIATE PRACTICE



CLARIFYING THE WORKS ACTIVITY

Best TTM occurs when

- Discussion between works crew and TTM team
 - Describe the works activity
 - Understand why road occupancy is required
 - Prepared to consider alternatives / adjustments to works practices
- TTM team
 - aware of full range of options available
 - Prepared to consider options with less TTM - that works crew can self-deliver



CASE EXAMPLE 2

CQ COUNCIL - MEDIAN GARDEN WORKS

TTM company design

- 25 signs, 575 cones
- Insufficient devices to be set up
 - Completed as 3 setups over 3 days
 - 2 hours to setup / pack-up each day
 - 2 TTM vehicles and 1 TTM Truck required
- 3 days to complete the works



Recommended alternative

- 8 signs, 0 cones
- 15-minute setup – single site
- Self-delivered by Council crew
- 4-6 hours to complete the works
- Review operational practices
- Crew reported feeling safe

CASE EXAMPLE 3

SEQ COUNCIL – DRAINAGE CCTC INSPECTIONS

TTM company design

- TC Stop/Slow operation
- 14 signs, 15 cones, 2 lateral shift markers, 2 TC staff
 - 45 minutes setup
 - 30 minutes pack up
 - 2 hours on site
- Job itself only takes 10 minutes

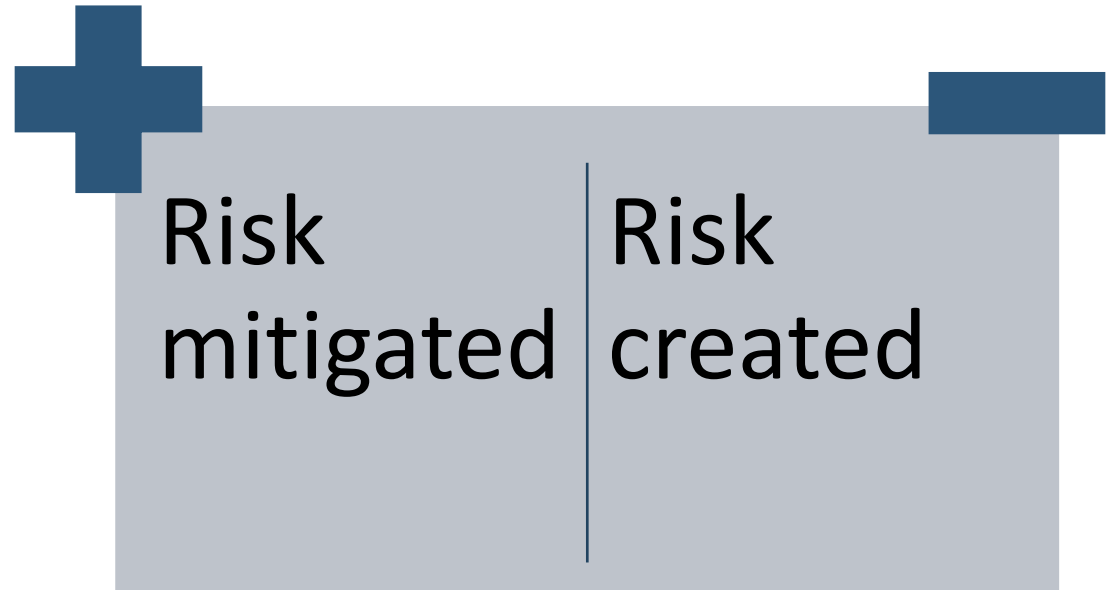


Recommended alternative

- Partial lane closure - residential street
- 4 signs, 7 cones, 2 lateral shift markers
- Self-delivered by Council crew in less than 5 minutes
- Operational practice include a traffic spotter – workers stepped off road when traffic approached

RISK BASED APPROACH - DESIGN BALANCE

- TTM - appropriately scaled for the risk / extent of works / traffic impacts
- Each device installed should lead to a positive reduction in overall risk
- PCBU accountable for total overall risk



SHORT TERM LOW IMPACT WORKS

In the traffic lane

- Gaps in Traffic
- Short Term Works in Traffic
- Frequently Changing Work Area In Traffic
- Constantly moving work area



SHORT TERM LOW IMPACT WORKS

Outside the
traffic lane

- Works on Verges
- Works on Medians
- Works on Shoulders
- Works on Footpaths
- Frequently changing works area
- Short term work near traffic



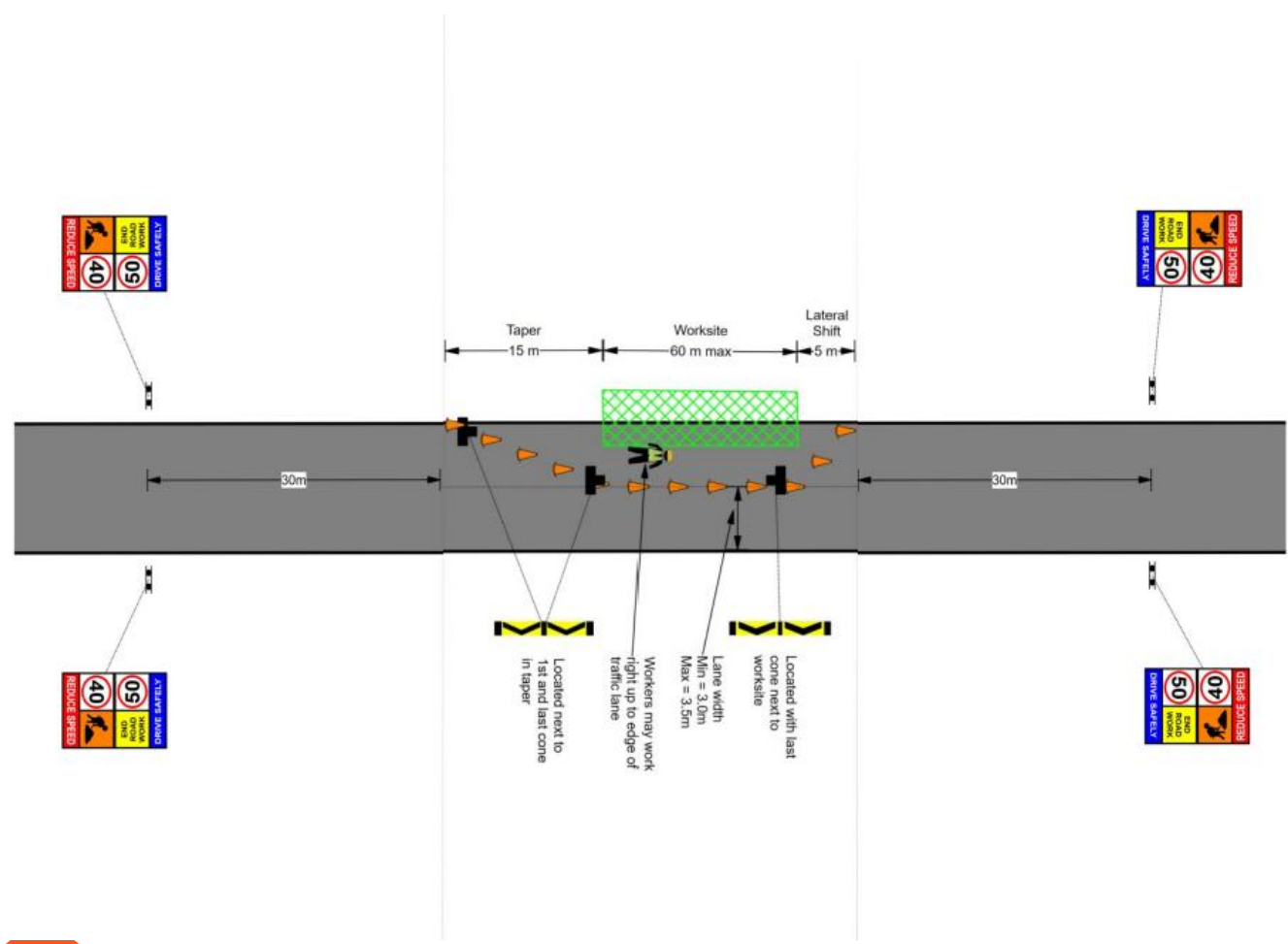
SHORT TERM LOW IMPACT WORKS

Any location

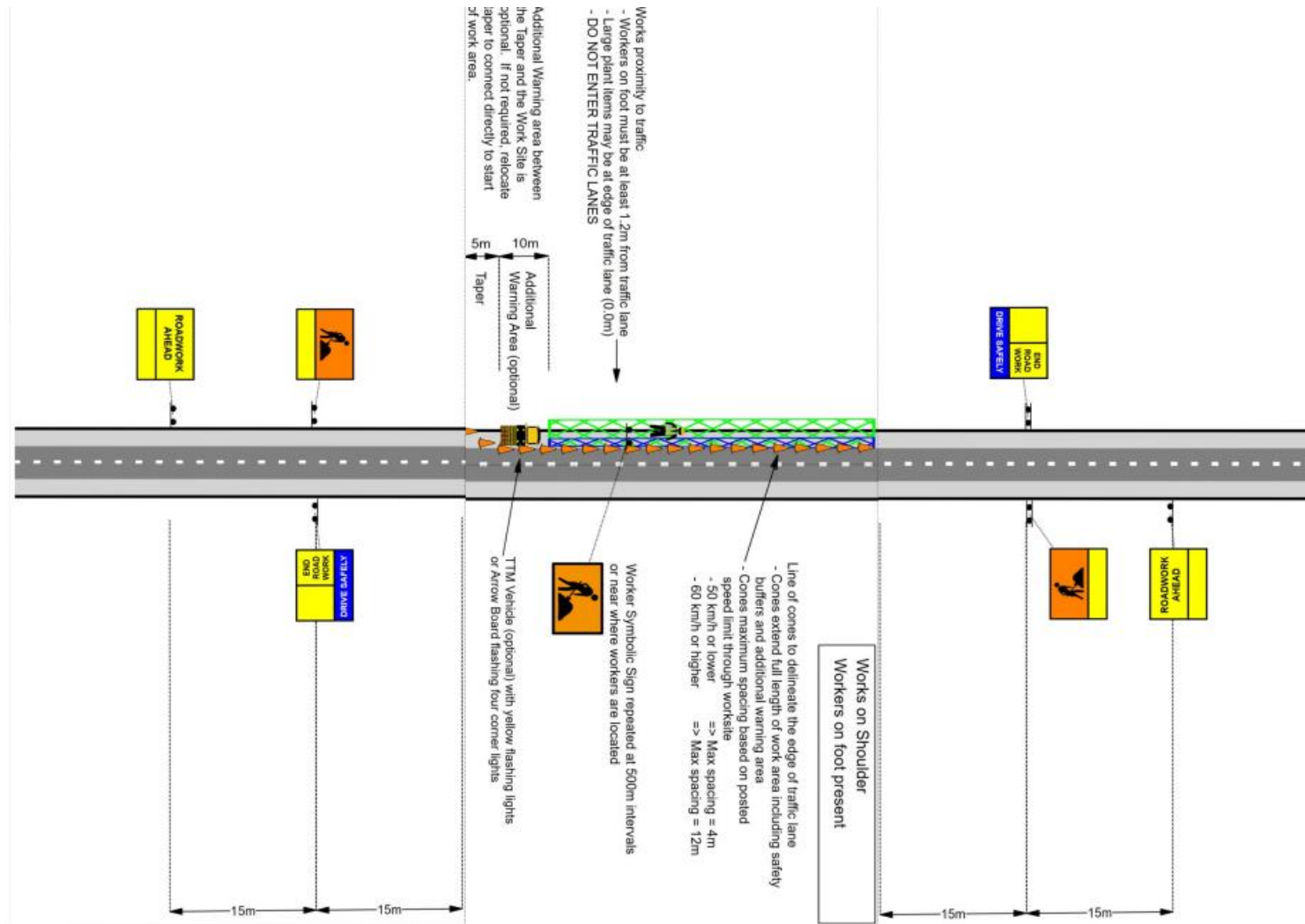
- Inspections
- Road Lighting and Signals



RESIDENTIAL STREET LANE CLOSURE



SHOULDER / PARKING LANE CLOSURE



RISK ASSESSED ALTERNATIVES



RPEQ approval

PEDESTRIAN MANAGEMENT

- Gaps in pedestrian traffic
- Short term hold of pedestrians
- Don't need to hire traffic control for full diversion of pedestrians



OPTIMISING YOUR TTM SPEND

Consider alternatives

- Trusted Traffic Management Designer (TMD)
 - Willing to consider all alternatives
 - Build relationship to discuss work tasks and operational issues

Consider practices beyond the guides

- RPEQ (also holding TMD)
 - Investment in practical risk-based alternatives
 - Demonstrate suitability for future changes to the guides

Train Field staff in considering STLI

- Consider entire risk profile
- Understand opportunities / limitations
- Empower field staff with TMI qualifications

Establish corporate risk appetite

- What TTM can be self delivered?
- Include a level of TTM capability
 - Devices for use in field
 - Generic TGS set
 - TMD - Internal / external (24/7)

A COPY OF TODAY'S PRESENTATION AVAILABLE AT



<https://solutionsintransport.com.au/media>



THANK YOU



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