

Positive Traffic Management

CAMs # 415205

1. Relevance

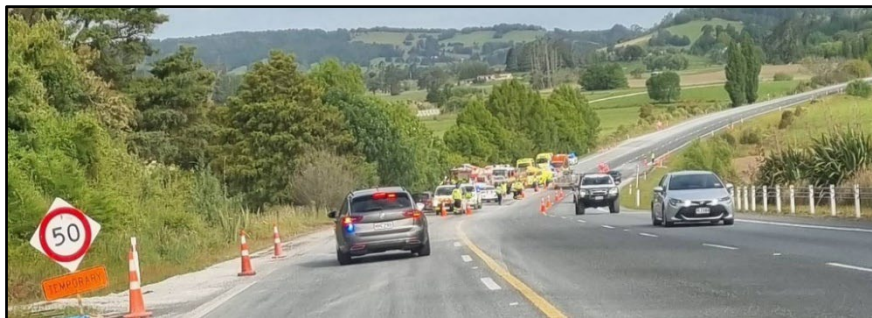
This alert is important for **all staff who order, arrange, or manage traffic management**. Please share this red alert with all Fulton Hogan TTM subcontractors.

2. Incidents

Over the last few years we've noticed a significant increase in **speeding vehicles and dangerous driving through our worksites**. These drivers can more easily lose control of their vehicles, and when they do people get seriously hurt. Their inattention or arrogance puts everyone at risk – our workers on the site, members of the public and the occupants of the speeding vehicle itself.

Late last year, a vehicle crashed while speeding through a well set out, unattended site of ours. **Tragically, two of the people in the car lost their lives and a third person was seriously injured**. Our thoughts and aroha are with the friends and families of those that were lost and everyone else involved.

The person behind the wheel is ultimately responsible for their own driving behaviour, but there are several things we can do to try and create a low-speed environment.



3. Mandatory Requirements

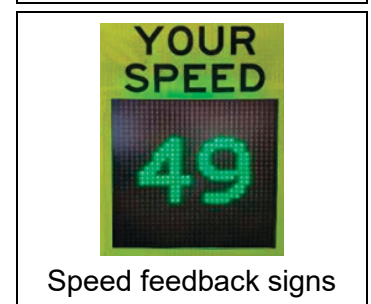
Senior Managers: please complete these actions before 28 March 2024.

3.1 Ask TTM planners and designers to assess the likelihood of speeding traffic and **incorporate additional traffic calming measures in their plans wherever practical**. Things like:

- Cone thresholds, tapers and narrowing of lanes to create side friction.
- Portable speed humps.
- eSAS speed feedback boards.
- VMS boards.
- "Slow Down" signage.
- Pace cars and pilot vehicles.

Signage, speed humps, VMS and feedback boards are available from Fulton Hogan Signs and Graphics.

NOTE: TTM plans should cover both operational and unattended worksites. The TTM setup required is likely to be different for each.



- 3.2 **Reissue the Fulton Hogan speed management handbook and go through it** with all of our STM's, TTM Planners, Traffic Management Department Managers, Divisional Managers and subcontractor organisations.
Download from theHub: [Speed Management Handbook](#).
- 3.3 COPTTM Section C10.1 contains some useful guidance on positive TTM. Discuss this material with your teams at your next toolbox meeting and ask your team for any other ideas to slow drivers.
- 3.4 **Video monitoring of sites:**
 - (a) Check that all vehicle dash cams are working correctly (recording reliably, footage in the correct orientation, resolution is good).
 - (b) Make sure that drivers know how to operate the dash cam “event” function (where fitted) so incident recordings aren't accidentally deleted or overwritten.
 - (c) Going forward, we're asking our STMS's to completely video (both directions) all unattended sites:
 - after they have been set up, and
 - again before leaving those sites at the end of each shift.

Videoing will need to be repeated in conjunction with our required “unattended site inspections”.
 - (d) All TTM videos must be stored for at least 14 days. Subbie TTM crews will need to do this too.

4. Revision History

Date	Author	Brief Description of Change
06/12/2023	A Allen	1 st Draft
15/12/2023	D Rendall	2 nd Draft
22/01/2024	T Talbot	3 rd Draft
02/02/2024	A.P, J.P, D.R	Final draft and Approved for published

5. Closeout Requirements

Please discuss this Red Alert with your teams, complete the items below and return to your Safety Manager. They will collate all responses for the business unit and send a single confirmation to the HSQES Analyst at nzincident@fultonhogan.com before 1 April 2024.

5.1. What date was this Red Alert communicated to the workplace: ____/____/20__

5.2. Could this incident occur in your Region/Project? (Circle your answer below)

YES If Yes, please answer questions 5.3 & 5.4
NO If No, please answer question 5.5

5.3. Have all the actions and recommendations been implemented? (Circle your answer below)

YES If Yes, please answer question 5.4
NO If No, please answer question 5.5

5.4. Are these measures sufficient to reduce the risk of an incident (or similar) described in the alert from happening again? (Circle your answer below)

YES or No

If No, please raise a CAM's case listing the required actions and accountabilities to be taken in order to eliminate or reduce the risk. Record the CAM's number below:

CAMs Case Number: CAMs-_____

5.5. Please note the reasons why this incident could not occur within your region / project?

In signing this document, I confirm that the actions above have been completed in this region/project.

Region / Project: _____

Region / Project Manager Name: _____

Signature: _____

Date: _____