

Temporary Traffic Management Update – Here and Now – 14th January 2026

This is a formal update being made in accordance with the industry changes in TTM to highlight critical points that need to be considered by traffic management contractors to work on Ashburton District Council roads.

The information below and the requirements outlined are needed to enable Council to fulfil its legal obligations under the Health and Safety at Work Act (HSWA) 2015 and other relevant legislation.

Code of Practice for Temporary Traffic Management (CoPTTM) update

As of November 2024, NZTA announced that CoPTTM will no longer be updated or maintained and recommended that Road Controlling Authorities (RCA's) and contractors follow the New Zealand Guide to Temporary Traffic Management (NZGTTM) which now supersedes the CoPTTM. This is due to CoPTTM being a prescriptive guidance document that does not align with the Health and Safety at Work Act 2015 and the hierarchy of controls.

Ashburton District Council is still accepting Traffic Management Plan (TMP) submissions in accordance with the CoPTTM but will no longer be approving CoPTTM based TMPs as of **30th April 2026**.

All currently approved site specific and generic TMPs will remain valid until expiry all new generic TMPs submitted will only be approved up to **July 31st 2026**. A risk-based approach must still be taken in accordance with the hierarchy of controls as required under the Health and Safety at Work Act 2015 (HSWA). It is highly recommended that traffic management operators develop their own risk management framework to identify, analyse and evaluate hazards, risks and control measures with CoPTTM based TMP submissions.

These risk assessments should accompany all currently approved CoPTTM generic TMPs that are submitted from **30th April 2026**. Alternatively, you can submit a pre-approved reusable scheme (PARS) in accordance with the NZGTTM for approval which is something that we encourage.

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New Zealand Guide Temporary Traffic Management (NZGTTM) update

The Minister of Transport announced on **July 2025** that the NZGTTM is being made a requirement for all RCA's to implement across their road networks.

Where a Temporary Management Plan (TMP) is submitted under the New Zealand Guide to Temporary Traffic Management (NZGTTM) early engagement with stakeholders including the RCA is key. This will allow the level of complexity and network impact to be reviewed along with the appropriate level of consultation, communication and collaboration.

We suggest using the example NZGTTM TMP forms which are available in the [TTM Library](#), but they are not mandatory as they may not meet your needs as a PCBU.

Applicants may also submit any supplementary or supporting documentation deemed relevant to the application. This can also include references to any relevant documentation being utilised.

Applications must include a clear risk assessment/s identifying hazards and their associated risks, risk analysis, identified control measures, assessment of control options, residual risks and the lowest total risk option.

Competency

Under the Health and Safety at Work Act 2015, you need to provide suitable training, supervision, and instruction. When a TMP is submitted, we will be looking for clear evidence that:

- the designer has recognised temporary traffic management qualifications or credentials or equivalent experience relevant to their role.
- a suitably competent person will be assigned to the supervisory onsite role or point of contact.
- The appropriate person has been allocated to the role of risk reviewer.
- onsite supervisors have a process in place to check that the plan is fit for purpose and is being followed.

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Retirement of the NZTA warrant card system

With the changes and the retirement of the NZTA warrant card system for Temporary Traffic Management (TTM) qualifications, the Council will continue to recognise existing in date warrants held by traffic management personnel as valid evidence of competency and training, until such warrants expire.

Roles of Council

It is important to distinguish the roles of ADC as the RCA managing network access and providing regulatory approval and ADC as the contracting PCBU managing the contracts for working on Council owned infrastructure. The RCA side of Council will review all applications impartially regardless of the applicant.

Working on the Ashburton District Council roading network

Whether using CoPTTM or NZGTTM, applicants also need to be aware:

- There is a requirement to seek approval to close a road from a delegated representative on behalf of the Road Controlling Authority (RCA) under the Local Government Act 1974.
- There is still a requirement to have any regulatory approvals from the RCA in accordance with the Land Transport Rule Setting of Speed Limits 2024, Traffic Control Devices Rule 2004 and the Local Government Act 1974.
- There is still a requirement to engage with RCAs on matters of safety and indicate how activities will be managed safely.
- The road controlling authority can undertake site checks or assurance checks/audits of works being undertaken on their roads. This is to ascertain that contractors are undertaking works in accordance with their approved TMP and ensure that the risks are being appropriately managed.

For more information, please visit our website at [Ashburtondc.Govt.nz](https://www.ashburtondc.govt.nz), for enquiries you can contact us via email at Tmp@Adc.Govt.nz or call (03) 307 7700.

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