

## Waikato District Council NZGTTM Industry Update No.3

**This update is to provide the industry with information regarding our 1 July 2026 transition deadline and highlight critical points that need to be taken into account by any person or business wishing to carry out work on Waikato District Council roads.**

### Our Health and Safety Requirements

Work on the road or roadside may present many risks that can lead to injury or death. Everybody involved must proactively do everything they can to identify risks and put in place controls to eliminate or minimise the risks to workers and road users such as drivers, passengers, pedestrians, and cyclists.

The Health and Safety at Work Act 2015 (HSWA) sets out the principles, duties and rights in relation to workplace health and safety. More specifically, all companies, and people working within these companies, “must ensure, as far as is reasonably practicable, that the Health and Safety of other persons is not put at risk from work carried out as part of the conduct of the business or undertaking”.

This means that any contractor or utility operator working within the road corridor must ensure the safety of its staff working within the road corridor and must ensure the safety of the public users of the road corridor who are being affected by the works within the road corridor.

### Our Roles

Council is the Road Controlling Authority (RCA), as such we have legislated responsibilities to:

- Approve road closures,
- Approve temporary speed limits and other regulatory signs,
- Grant access to the road corridor,
- Ensure proposed works are coordinated with other parties requiring access
- Audit worksites.

In addition to our role as the RCA, Council is a contracting PCBU, responsible for managing contracts for work on Council owned infrastructure and as such our obligations are no different to any other PCBU.

Regardless of our role as the RCA or entering into contracted works, we encourage you to engage with us early.

### Key Considerations/Expectations

Moving forward and to assist with preparation to submit applications under NZGTTM we highlight the following key considerations:

- All parties need to clearly understand their roles and obligations defined under the Health and Safety at Work Act (HSWA) 2015.
- **Consultation, communication and coordination** meetings involve key parties in the supply chain – consider the activity, your planning, our corridor requirements and allow time within your programmes for this to happen.

- TMPs include comprehensive documentation (commensurate with size and or complexity of the site) of how each control measure was selected based on risk data and explain how risks are being managed. **Remember, you as the applicant are creating the risk, it is your primary responsibility to effectively manage risk as low as reasonably practicable.**
  - Council is asking TTM planners and contracting PCBUs to include only hazards relevant to the RCA review that is, those affecting the interface between the worksite and road users. *Do not include internal PCBU hazards.*
  - Council staff will review identified hazards and provide guidance on any potential hazards not identified. Following this, we will assess the control measures selected and seek to understand why higher-level controls were not considered reasonably practicable.
- Monitoring of the site is in place to validate that each control measure is performing as intended with clear documentation for any corrective actions regarding control measure performance. We acknowledge that TTM sites are dynamic, we are asking for clear documentation that supports changes made.
- Please ensure that your staff or sub-contractors have the required documentation including approvals (regulatory), authorisations (TMDs, risk assessment) and onsite records (assurance) available when sites are visited/audited.
- Councils Fees & Charges have been updated to reflect these changes and will also take effect from 1 July 2026.

#### **Key Dates for NZGTTM**

From **1 July 2026** Council will commence receiving applications under NZGTTM. To be clear, all new applications received from 1 July 2026 will be under NZGTTM and we will not be accepting new COPTTM applications from this date.

All existing COPTTM applications pre-1 July 2026 will remain valid until their expiry dates.

We are currently working to update our website information to reflect these changes.

#### **External Guidance and Reference Material**

<https://nzta.govt.nz/roads-and-rail/new-zealand-guide-to-temporary-traffic-management/ttm-library>

<https://www.worksafe.govt.nz/topic-and-industry/road-and-roadside/keeping-healthy-safe-working-road-or-roadside/>

<https://www.ttm-isg.org/>

Regards

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