




PCBU Road Corridor Risk Assessment Guide

Checklist Item	Applicable?	Guideline
Vulnerable Road Users Impact <i>Are VRU's (vulnerable road users) affected? If yes, who and how so?</i>		
Are pedestrian walkways/footpath impacted? Or is this a known pedestrian area? <i>If yes, what considerations are required?</i>		<div style="display: flex; justify-content: space-between;"> <div data-bbox="568 525 974 1008"> <p>Why guidance is needed for Vulnerable Road Users in TTM</p> <p>Between 2001 and 2021...^{PM}</p>  </div> <div data-bbox="990 525 1421 1008"> <p>Refer to the VRU practice note link below:</p> <p>Protecting VRUs in TTM environments - Practice note</p> <p>The RCA's approach to VRUs is to ensure all reasonably practicable steps are taken to reduce the risk of injury, serious harm or death occurring.</p> <p>The TMP should consider all risks to VRUs and provide a robust risk management plan for ensuring the RCA's expectations and guidelines are met.</p> </div> </div>
Are cyclist dedicated lanes impacted? Or is this a known cyclist area? <i>If yes, what considerations are required?</i>		
Are there any existing mobility inhibited safety measures in place? Or are mobility inhibited stakeholders expected? <i>If yes, what consideration are required?</i>		
Is there a retirement home/village in close proximity? Or are elderly/senior stakeholders expected to be impacted? <i>If yes, what considerations are required?</i>		
Do children need to be considered? <i>Is this a school route or are parks in the area?</i>		
Are there any visually impaired aids currently in place? Or are visually impaired stakeholder expected to be impacted? <i>If yes, what consideration are required?</i>		
Has any other vulnerable road users been identified, such as animals etc? <i>What considerations are required?</i>		
Access Impact <i>Will access to or for any business, community, emergency, essential or residential likely? If yes, who, what and how so? What type of notification and notification period has been considered?</i>		
Has resident access been impacted? <i>If yes, what considerations are required?</i>		<div style="display: flex; justify-content: space-between;"> <div data-bbox="568 1234 974 1919">  </div> <div data-bbox="990 1234 1421 1919"> <p>The RCA's approach to access being impacted is to ensure all reasonably practicable steps are taken to either maintain access for affected stakeholders or provide alternative access options where possible.</p> <p>The RCA also strongly advises that if access for stakeholders is impacted, a robust and collaborative notification plan should be undertaken to notify all affected stakeholders. A general guideline has been included below:</p> <p>Events or Major Project Work: 2-6 weeks prior notification to affected stakeholders via either letter drop, VMS notification or both <i>(The RCA may increase or decrease this notification period)</i></p> <p>Minor Work: 0-1 week prior notification to affected stakeholders via either letter drop or door knock or both <i>(The RCA may increase or decrease this notification period or determine a more robust notification method)</i></p> </div> </div>
Has business access been impacted? <i>If yes, what considerations are required?</i>		
Has school access or school routes been affected? <i>If yes, what considerations are required?</i>		
Has Emergency service access been impacted? <i>If yes, what considerations are required?</i>		
Has essential service access been impacted? <i>If yes, what considerations are required?</i>		
Is this a dairy farm area? <i>Has considerations around notification to Fonterra been planned?</i>		
Has access to public or community building been impacted? <i>If yes, what considerations are required?</i>		

Traffic Impact <i>What traffic impacts are likely to occur and what risks or transferred risks are expected?</i>			
Is a traffic impact assessment required? <i>(RCA to decide whether this is required)</i>			The RCA's may request a traffic impact assessment to be completed should there exist concerns surrounding the delays expected, planned detour route environmental constraints or issues or, detoured route safety with regards to types of traffic vs planned traffic route
Are delays expected? <i>If yes, do these follow the RCA's guideline on allowable delay times?</i>			All reasonably practicable steps must be undertaken to ensure delays do not exceed 5-10mins. If this can not be achieved, a delay calculation may be requested by the RCA or other viable options explored to determine a more effective TTM plan
Are detour(s) planned for this activity? <i>If yes, has the detour route been checked to ensure it is appropriate and safe? What considerations are needed?</i>			Consideration when planning a detour route should include the type of traffic vs the planned detour route e.g. heavy vehicles through a residential area would be considered unsafe.
Other Impacts			
Is Kiwirail network affected? <i>If yes, have you sought and been granted approval from the appropriate authority</i>			The RCA's approach to TTM being implemented impacting a railway system is that all reasonably practicable steps are taken to ensure the safety of the roadusers. Additional measures to control roadusers crossing the railway network may be requested or required by the RCA. Draft TMP Review: Kiwirail must review all draft Traffic Management Plans (TMPs) within 100 meters of a level crossing. This review is to ensure that the proposed TMPs do not adversely affect the safe operation of the level crossing.
Will work impact traffic light operated intersections? <i>If yes, have you sought and been granted approval from the appropriate authority</i>			The RCA's approach to traffic signal operated intersections is that all relevant authorities are notified and all practicable steps are undertaken to ensure access is maintained and roadusers are safely navigated through these areas. If the work planned to be undertaken by you could affect the operation of any traffic signal operated intersections, you will be required to contact the relevant authority before approval for corridor access is granted.
Are bus stops or bus routes affected? <i>If yes, have you sought and been granted approval from the appropriate authority</i>			The RCA's approach to bus routes or bus stops being impacted is that all reasonably practicable steps are taken to ensure access to these facilities is maintained safely or a safe alternative location is planned. If the work planned to be undertaken by you could affect the operation of any bus stops or bus routes, you will be required to contact the relevant authority before approval for corridor access is granted.
Will metered/monitored parking spaces be affected? <i>If yes, have you sought and been granted approval from the appropriate authority</i>			The RCA's approach to metered or monitored parking being impacted is that all reasonably practicable steps are taken to ensure if businesses are affected, they are notified and allowed feedback for the planned closure. The RCA may require alternative parking spaces to be created depending on the area and impact. If the work planned to be undertaken by you could affect the availability of any metered or monitored parking spaces, you will be required to contact the relevant authority before approval for corridor access is granted.
Is there a school in close proximity or is this a common school travel route? <i>If yes, what consideration have you identified</i>			The RCA's approach to planned works in school zones or known school travel routes is that all reasonably practicable steps are taken to identify, consider and plan for possible school travel routes and vulnerable roadusers. Safe access should be maintained or a safe alternative route planned. The RCA may request that planned notification is undertaken in the area prior to works <i>(see notification details in Access section)</i>
Will rubbish collection be affected? <i>If yes, what considerations and notifications have been planned</i>			The RCA's approach to refuse or recycling services being impacted is that all reasonably practicable steps are taken to provide notification to the relevant services and seek coordination on how these services can be maintained during work. This will need to be reflected in the PCBU's risk management plan.

<p>Are there any cultural or community gathering areas in close proximity to the working area? If yes, what considerations and notifications have been planned</p>			<p>The RCAs approach to refuse or recycling services being impacted is that all reasonably practicable steps are taken to provide notification to the relevant services and seek coordination on how these services can be maintained during work. This will need to be reflected in the PCBU's risk management plan.</p>
<p>Are there any community building, parks or spaces in close proximity? If yes, what considerations and notifications have been planned</p>			<p>The type of notification and period for notification may be modified by the RCA depending on the impacts.</p>
<p>Are any events planned in the area during the planned work period? If yes, what impacts, considerations and notifications have been planned</p>			<p>The RCAs strongly encourages that all planned works is minimised during event or moratorium periods to reduce delays, queues and congestion during these times.</p> <p>Works should be planned around events and the RCA reserves the ability to restrict work and access to the corridor during any major event or moratorium period.</p>
<p>Do emergency services need to be notified? If yes, what notifications have been planned</p>			<p>The RCA advises that emergency services must have access through or around any planned work activity and all reasonably practicable actions should be taken to ensure this.</p> <p>The RCA may require the work contractor to undertake a form or multiple forms of notification for any work that has major impacts on the transport network that could affect emergency service access.</p>

The RCA strongly advises that you familiarise yourself with the many practice notes introduced into the industry to help improve the safety and consistency of the TTM measures being planned and implemented.

Practice Notes:

[1. CCNZ GPG - working from mobile TTM vehicles June 2025](#)

This guide sets a foundation for safe work, when installing, maintaining, or removing temporary traffic management from the deck of a moving traffic management vehicle.

[2. NZFA Practice note for planned public events that impact the road network](#)

A simpler, more consistent, and risk-focused approach to planning safe, successful public events on New Zealand's roads and public spaces.

[3. Best Practice Guide Temporary Traffic Management for Roadmarking](#)

This Practice Note had been developed to provide practical guidance to ensure that all workers involved with the delivery of roadmarking activities are as safe as is reasonably practicable from traffic-related hazards while carrying out their work, whilst also ensuring the safety of the travelling public.

[4. Protecting VRUs in TTM environments - Practice note](#)

This document is intended to provide guidance on the treatment of vulnerable road users in Temporary Traffic Management in New Zealand and is based on research and practices as understood at the time of publication.

[5. Surveying Practice Note](#)

Practice Note & Best Practice Guide for Land Surveying