

CAR Supporting Tool F: QLDC Regional guidance notes

Purpose

These Regional Guidance Notes identify corridor and network characteristics within the district that may influence Temporary Traffic Management (TTM) risk.

They are intended to support contractor PCBUs in applying a site-specific, risk-based approach consistent with NZGTTM and the CAR framework.

These notes do not prescribe layouts, devices, or control measures. They identify contextual factors that may require additional consideration and justification within the contractor's risk management process.

Regional context and GIS mapping

QLDC may publish additional regional context information over time. Applicants remain responsible for identifying site-specific risks using available information and their own assessment.

When additional specificity will be expected

Where any of the following corridor domains are present at, or materially influence, the activity location, the RCA will expect clear and specific consideration within the contractor PCBU's risk management process:

- High seasonal traffic volumes or tourism demand.
- Constrained corridors (limited shoulder width, restricted visibility, limited escape routes).
- Limited or no practical detour options.
- Bridges, culverts, retaining structures, or other constrained infrastructure.
- Interfaces with public transport routes, freight corridors, or emergency response routes.
- Areas with vulnerable road users or high pedestrian activity.
- Locations affected by weather, terrain, or environmental constraints.
- Strategic network links or lifeline routes.

In these contexts, contractors should be prepared to:

- Identify the relevant corridor characteristic(s).
- Explain how those characteristics influence risk exposure.
- Justify the suitability of proposed controls.
- Demonstrate that any reliance on a Generic TMP or Pre-Approved Reusable Scheme (PARS) remains appropriate in that location.

Relationship to Generic TMPs and PARS

Generic TMPs and Pre-Approved Reusable Schemes (PARS) under a current CAR and WAP may be appropriate for repeat or lower-risk activities.

However, where corridor characteristics materially influence risk, contractors must demonstrate that the generic approach remains suitable or provide additional site-specific justification.

Reliance on a generic arrangement does not remove the requirement for site-specific risk assessment where regional context introduces additional sensitivity.

CAR review focus

Where corridor domains are present, the RCA peer review will focus on:

- Whether corridor-specific risks have been identified.
- Whether assumptions and constraints have been recognised.
- Whether proposed controls are justified in context.
- Whether reliance on generic arrangements has been appropriately considered.

The review remains focused on risk reasoning and proportionality, not prescriptive compliance.

End of CAR Supporting Tool F