# Traffic Management or People Management?

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| When a large project is constructed, temporary traffic management is considered towards the end of the project planning once the design is completed. It is almost an afterthought as to how construction vehicles will access the site, interact with the surrounding environment including other road users, whether it is for vertical or horizontal infrastructure projects.  The emphasis for the temporary traffic management is on providing safe and efficient operational environment for workers and road users. Safety needs to be maintained for all vehicle movements including the construction trucks, workers vehicles and for the general traffic passing by the site including cyclists and pedestrians. Depending on where the site is located, then consideration of the external transport network operation is required particularly where there will be impacts on arterial and higher volume roads at peak periods.  But what if your site is not a “typical site”?  What if your site has hundreds or even thousands of people walking, skateboarding, scootering or cycling through the area each day together with general traffic and maintenance vehicles? To add to the complexity, many of these pedestrians and cyclists are distracted by phones, headphones and general lack of awareness of what is happening around them and some have limited mobility. How do you plan for a diverse group of people, some who think nothing of walking along the road instead of the footpaths just because they can?  This Practice Paper will draw on recent experience from the programme of capital and earthquake rehabilitation projects at the University of Canterbury campus where temporary traffic management was considered early in the project planning and implemented with a suite of people management measures to minimise or eliminate hazards and risks for all students, staff and workers in the immediate project areas and on the wider campus network. |