Title	**Demonstrate knowledge of traffic incidents**		
Level	**3**	**Credits**	**10**

Purpose	People credited with this unit standard are able to demonstrate knowledge of traffic incidents.

Classification	Infrastructure Works > Temporary Traffic Management

Available grade	Achieved

Guidance Information

1 Learning and assessment for this unit standard must be in accordance with the following:
- Electricity Act 1992;
- Fire Service Act 1975;
- Gas Act 1992;
- Health and Safety at Work Act 2015;
- Land Transport Act 1998;
- Resource Management Act 1991;
- and all subsequent amend0ments and replacements.

2 Assessment for this unit standard must be in a traffic incident response workplace environment, responding to a traffic incident, as part of a traffic incident response team.

3 Definitions
Spillage refers to any fall or escape of all or part of a liquid or gaseous load from a vehicle during transportation by road.
Standard operating procedures refer to instructions to staff and procedures which are documented in memo or manual format and are available in the workplace. These procedures include but are not limited to – site specific procedures, organisational procedures, manufacturers' specifications, codes of practice, traffic management plans, health and safety plans, contract work programmes, product quality specifications and reference to legislative or regulatory procedures relevant to the industry.

Outcomes and performance criteria

Outcome 1

Demonstrate knowledge of traffic incidents.

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Performance criteria

1.1 Roles and responsibilities of the traffic incident management team in response to a traffic incident are explained in terms of what is required to support and protect the emergency services and quickly return to normal operation.

Range roles may include but are not limited to – incident response manager, incident response team leader, incident controller, transport operations centre, civil and incident response supervisor, police, fire service, paramedics, roading personnel, vehicle drivers, site traffic management supervisor contractors, operations and maintenance manager, mechanical and electrical personnel, supervisor, engineers, specialists;
evidence of six roles is required.

1.2 Communication methods are explained in terms of their purpose and relevance for the type of traffic incident response required for the site.

Range purpose – restrict to incident call outs, immediacy, visual record of the incident, portability, appropriate signage, regular updates.

1.3 Traffic incidents that require a traffic incident management team on the site are explained in terms of who should respond and when, and standard operating procedures.

Range traffic incidents may include but are not limited to – equipment or plant failure, environmental, fire, flooding, spillage, civil unrest, natural disaster, threats, traffic accident, seismic activity, tsunami, negligence, road crash, driver error, no disturbance of evidence, retaining records;
evidence of three different traffic incidents is required.

1.4 Information on the type of traffic and traffic conditions for the site is explained in accordance with the transport operations centre information.

Range type of traffic for the site may include but is not limited to – disabled vehicles, traffic flow and volume, speed of traffic, congestion, bicycles, pedestrians, foot traffic, animals (dead or alive), contractors, traffic response team;
traffic conditions for the site may include but are not limited to – queues, slippery roads, debris, dangerous goods spill.

1.5 Hazard identification for recording purposes is explained in accordance with standard operating procedures.

Range hazards may include but are not limited – uneven surfaces, slippery surfaces, vehicles in the live lane, fast moving traffic, people, passing traffic, debris, injured people and animals.

1.6 Vehicle and equipment damage and information from pre-start checks are explained in accordance with standard operating procedures.

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1.7 Any adverse conditions in terms of weather, air quality, flooding, snow and ice, fire, and smoke are explained in terms of incident response requirements.

1.8 The quickest route and potential detours to communicate to stakeholders are explained in accordance with the traffic management plan and transport operations centre requirements.

1.9 The type of signage required for management of the traffic incident is explained in accordance with standard operating procedures.

Range signage may include but is not limited to – placarding, infrastructure, parking, standby positions, fuel spots. evidence of three types of signage is required.

1.10 Criteria for a post-incident situation report are explained in accordance with standard operating procedures.

Range accidents within temporary traffic management, recording, reporting.

This unit standard is expiring. Assessment against the standard must take place by the last date for assessment set out below.

Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	22 October 2020	31 December 2027
Review	2	29 January 2026	31 December 2027

Consent and Moderation Requirements (CMR) reference	0101

This CMR can be accessed at http://www.nzqa.govt.nz/framework/search/index.do.

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