Title	**Respond to a traffic incident**		
Level	**3**	**Credits**	**10**

Purpose	People credited with this unit standard are able to respond to a traffic incident.

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;
- Land Transport Rule: Dangerous Goods 2005;
- Resource Management Act 1991;
- and all subsequent amendments 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
Emergency plan refers to a course of action developed to address the damage of potential incidents that could endanger an ability to function. It should include measures that provide for the safety of personnel, equipment, and materials.
Incident plan is the emergency response plan for the candidate's own organisation. In the absence of any formal plan, candidates must either provide their own incident plan or comply with organisational requirements.
Job sheet refers to a job record or page of instruction to aid a worker in performing a task.
Methods of communication for this unit standard refer to verbal, written, information recording system, paging system, radio messages.
Spillage refers to any fall or escape of all or part of a liquid or gaseous load from a vehicle during transportation by road.

The unit standard is expiring

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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

Respond to a traffic incident.

Performance criteria

1.1 Information required to respond to a traffic incident is explained in terms of standard operating procedures, transport operations centre, local authority response procedures or information for the job sheet.

Range information may include but is not limited to – incident location, nature of the incident, equipment and response vehicles, method of communication, impacted lanes, direction, congested routes, urgency, contractors, members of the incident response team, emergency fuel spots, tunnel systems and plant equipment, standard monitoring camera, automatic video incident detection cameras, parking, default positions, weather conditions, natural conditions, environmental impact;
evidence of incident location, nature of the incident, equipment and response vehicles, method of communication, and one other is required.

1.2 Procedures for stopping public traffic from entering the traffic incident site are completed in accordance with the traffic management plan and emergency plan.

1.3 Materials and equipment to respond to the traffic incident safely and quickly are selected and used in accordance with standard operating procedures.

1.4 Communications with the relevant operations centre to respond to the traffic incident are set up in accordance with standard operating procedures.

1.5 Radio, cell phones, call signs, and protocols are used in terms of immediate response to calls, progress reports, traffic quantity and flow, available alternate routes and in accordance with standard operating procedures.

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1.6 Response procedures for cleaning up the traffic incident site in terms of spillage and dangerous good, are completed in accordance with legislation requirements and incident plan.

Range procedures may include but are not limited to – stabilisation of vehicle and/or load, containment, dilution, removal, isolation of the public from the scene, evacuation points, safety or staging, areas, secure the site, responses of other agencies;
evidence of six procedures is required.

1.7 Safety precautions are followed during the response to the traffic incident in accordance with standard operating procedures.

Range safety precautions include but are not limited to – pulling up to the incident, reducing congestion, responding to site conditions and hazards, safe equipment use, safe vehicle operation, vehicle positioning;
evidence of four safety precautions is required.

1.8 Traffic incident response procedures are monitored and adjusted to be consistent with communications from transport operations centre and incident response team requirements.

Range monitoring and adjusting includes but are not limited to – maximising road network availability, clearing up the incident quickly, easing or alleviating congestion, safety of traffic incident site personnel, application of local authority response procedures, consultation with other agencies.

1.9 Documentation, and adjustments and improvements in terms of the response procedures and the management of the traffic incident are completed in accordance with standard operating procedures.

Range documentation includes but is not limited to – job sheets, incident report, data sheets, checklists, emergency plan, debrief.

This unit standard is expiring.

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
Revision	2	28 October 2021	31 December 2027
Review	3	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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