

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.
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Classification	Infrastructure Works > Temporary Traffic Management
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Available grade	Achieved
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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 page of instruction to aid a worker in performing a task.

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

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 and information for the job sheet.
- Range incident location, impacted lanes, direction, nature of the incident, congested routes, urgency, equipment and response vehicles, contractors, members of the incident response team, emergency fuel spots, tunnel systems, closed-circuit television, automatic video incident detection cameras, parking, default positions, information recording system, paging system, radio messages, weather conditions, natural conditions, environmental impact.
- 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.
- 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.

Planned review date	31 December 2025
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Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	22 October 2020	N/A

Consent and Moderation Requirements (CMR) reference	0101
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This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

Comments on this unit standard

Please contact Connexis - Infrastructure Industry Training Organisation qualifications@connexis.org.nz if you wish to suggest changes to the content of this unit standard.