



Te Ara Tupua Alliance
Shifting gear to connect past, present and future

Ngā Ūranga ki Pito-One Construction Traffic Management Plan

NKP-TAT-APW-MPN-GV-NS-000003



Document Control

ACCEPTANCE				
	Name	Title	Signature	Date
Prepared by:	Shu Zhang	Transport Planner		18/01/2023
	Billy Rodenburg	Transport Engineer		
Reviewed by:	Ed Breese	Partnerships, Environment and Planning Manager		18/01/2023
Approved by:	Eddie Anand	Owner Interface Manager – Waka Kotahi		07/03/2023

REVISION SCHEDULE		
Revision Number	Date	Description
A	25/11/2022	Draft CTMP for Internal and Waka Kotahi Reviews
B	18/01/2023	Draft CTMP for Waka Kotahi Review
Submission to Council(s)		
1	9/03/2023	Final CTMP for submission to Council

Disclaimer:

This report has been prepared by the Te Ara Tupua Alliance for the benefit of the NZ Transport Agency. No liability is accepted by the Alliance Partners or any employee of or sub-consultant to the Alliance Partners companies with respect to its use by any other person. This disclaimer shall apply notwithstanding that the report may be made available to other persons for an application for permission or approval or to fulfil a legal requirement.



Table of Contents

1 Project Description	5
1.1 Purpose and Scope	5
1.2 Project Description.....	5
1.3 Objective	7
1.4 Approvals of the CTMP and Updates	7
2 Legislative Requirements for the CTMP	8
3 Roles and Responsibilities	9
4 Construction Activity	10
4.1 Working Hours	10
4.2 Construction Staging.....	11
5 Temporary Traffic Management (TTM)	11
5.1 Site Access and Parking	12
5.1.1 Ngā Ūranga Construction Yard at Ngā Ūranga.....	12
5.1.2 Pito-One Construction Yard at Honiana Te Puni Reserve	12
5.2 Access Layout and Visibility Splays.....	12
5.2.1 Corridor Access Request and Work Access Permit	12
5.2.2 Site Specific Traffic Management Plan (SSTMP).....	12
5.2.3 Pedestrians.....	12
5.2.4 Cyclists	13
5.2.5 Peak Hour Capacity.....	13
5.2.6 Driveways/Property Access.....	14
5.2.7 Parking Restrictions.....	14
5.2.8 Kerbside Collections.....	14
5.3 TTM Installation	14
5.4 TTM Signage	14
5.5 TTM Monitoring.....	14



6	Special Considerations	15
6.1	Notification	15
6.2	Barge.....	15
6.3	Project Signs	15
6.4	Material Stockpiles.....	15
6.5	Site entry and exit procedure.....	15
6.6	Traffic management Inductions and Training	15
6.7	Health and Safety, Emergency Management and Complaints.....	16
7	Contingencies	17
7.1	Incidents and Responses	17
7.2	Complaints Register.....	17
7.3	Incidents Register	18
7.4	Non-compliance with the CTMP	18

Appendix A: Traffic Management Consent Conditions

Appendix B: Example SSTMP



Glossary

Acronym / Term	Description
The Alliance	Te Ara Tupua Alliance
AMT	Alliance Management Team
CAR	Corridor Access Request
CBD	Central Business District
COPTTM	Code of Practice for Temporary Traffic Management
CEMP	Construction Environmental Management Plan
CLP	Community Liaison Person
CMO	Compliance Monitoring Officer
CMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
HCC	Hutt City Council
MOTSAM	Manual of Traffic Signs and Marking
OIM	Owner Interface Manager
P2M	Pito-One to Melling walking and cycling path section of Te Ara Tupua
PLP	Project Liaison Person
Sector 1	Construction of the Ngā Ūranga ki Pito-One Shared Path Bridge
Sector 2	Construction works including culvert extensions, earthworks and formation of rock revetments, construction of the new Switching Station, decommissioning of the existing Switching Station, seawalls, typical ūranga, high tide bench ūranga, and rock groynes that will support the Shared Path
Sector 3	Construction of built form within Honiana Te Puni Reserve
SSTMP	Site Specific Traffic Management Plan
STMS	Site Traffic Management Supervisor
TCD	Traffic Control Devices
TMC	Traffic Management Controller
TTM	Temporary Traffic Management
WCC	Wellington City Council
WAP	Work Access Permit
Waka Kotahi	Waka Kotahi NZ Transport Agency
WTA	Wellington Transport Alliance

1 Project Description

1.1 Purpose and Scope

This Construction Traffic Management Plan (CTMP) has been prepared by the Te Ara Tupua Alliance (the Alliance) for the Ngā Ūranga ki Pito-One Shared Path project (the Project). The Alliance is comprised of HEB Construction, Downer NZ, Tonkin & Taylor Limited and Waka Kotahi NZ Transport Agency (Waka Kotahi) and is supported by Isthmus, Holmes Consulting and Boffa Miskell.

The CTMP documents and outlines the procedures, requirements and standards necessary for managing and mitigating the effects on vehicular, pedestrian and cycle traffic during the project construction, and guides the implementation of the temporary traffic management (TTM) necessary to facilitate the construction.

The purpose of this CTMP is to document for the three road controlling authorities¹ and other stakeholders how the Alliance intends to comply with the requirements of the following documents;

- Waka Kotahi New Zealand Transport Agency (Waka Kotahi) Code of Practice for Temporary Traffic Management dated November 2018 (COPTTM);
- Ngā Ūranga ki Pito-One Notice of Requirements and Resource Consent conditions
- Wellington City Council Code of Practice for Working on the Road (WCC COP-WOTR)
- Beca Te Ara Tupua - Ngā Ūranga ki Pito-One share path Assessment of effects on the environment dated September 2020 (Beca AEE);
- Waka Kotahi Traffic Control Devices Manual (TCD);
- Waka Kotahi Manual of Traffic Signs and Markings (MOTSAM); and
- Te Ara Tupua: Minimum Requirements - Appendix O – Traffic Management During Construction.

A copy of this document will be kept on site (hard copy and electronically) for the Project and will be available on request.

1.2 Project Description

Waka Kotahi and the Alliance seek to deliver a safe and connected walking and cycling route between Ngā Ūranga and Pito-One as part of the broader Te Ara Tupua programme of works.

The key element of the Ngā Ūranga ki Pito-One shared path include:

- Shared path: 4.5 km shared path with a 5 m wide sealed surface on the seaward side of the Hutt Valley railway line.
- Ūranga (resting or landing places): Six ūranga located at key sites along the shared path's length providing areas for cultural placemaking, planting, landscaping, habitat creation, and gathering, resting, and viewing areas.
- Shared pathway bridge at Ngā Ūranga: A new architecturally designed bridge providing shared path access over the railway.
- A revetment: 2.7 km of X-bloc and rock embankment protecting the shared path and ūranga. These are designed with the ability to be modified in the future to adapt to sea-level rise.
- Seawalls: Six MSE seawall segments protecting the shared path, totalling 830 m in length located and designed to avoid impact on high value habitat areas.
- Offshore habitats: Two small offshore habitats for coastal bird life, constructed of naturalised rock forms, at least 40 m horizontal distance from the shoreline.
- Services: Utilities trench to provide ITS, power, CCTV, counting and VMS services. relocation of existing services and provision of a new KiwiRail traction/switching station building and services.
- Drainage: Culvert extensions, path and bridge drainage, and fish passage where required.
- Honiana Te Puni Reserve: Shared path facilities, Permanent Tāwharau Pods and canopy, water supply and services connections.
- Landscaping, urban design, street furniture including cultural artworks at bridge, Ūranga and Honiana Te Puni Reserve.

¹ Waka Kotahi New Zealand Transport Agency (Waka Kotahi), Hutt City Council | Te Kaunihera o Awakairangi (HCC) and Wellington City Council | Te Kaunihera o Pōneke (WCC)



The Project will provide a high-quality active transport mode connection between Te Whanganui-a-Tara and the Hutt Valley and a more attractive alternative to the existing State Highway 2 (SH2) cycle path located between the Hutt Valley Railway Line and the southbound SH2 carriageway. The Project will also enhance the reliance of the harbour section of the Wellington to Hutt Valley transport corridor to coastal hazards and sea-level rise with the new coastal revetment and seawalls.

The Project area is shown in Figure 1 below. This CTMP covers the entire Project length.



Figure 1 Ngā Ūranga ki Pito-One Project Area

1.3 Objective

This CTMP describes how the Alliance will manage the effects of construction for members of the public walking, cycling and driving through the areas impacted by site works.

Specifically, this will be addressed through the following objectives:

- Manage the effects of construction traffic to minimise impacts for local road users, residents and cyclists.
- Maintain a safe passage along all travel routes affected by the construction activities;
- Provide temporary traffic management (TTM) where required to safely and efficiently manage traffic movements around the site; Manage delays to road users especially during peak times;
- Minimise disruption to property access;
- Methods to keep the public informed;
- Provide effective communication to affected parties and stakeholders; and
- Provide confidence to HCC and WCC that construction traffic management will meet the requirements of the relevant Consent Conditions.

1.4 Approvals of the CTMP and Updates

In accordance with Condition CT.1(c) the CTMP shall be submitted to the HCC and WCC Managers – Resource Consents (the Managers) for information at least twenty (20) working days in prior to the Start of Construction².

The CTMP shall be reviewed six-monthly or in response to a specific incident. The review shall address as a minimum;

- Changes in the construction programme;
- Changes in operational procedures;
- Monitoring results; and
- Experience gained through site responses or stakeholder consultation.

On completion of the review a written summary will be provided to the AMT. If an amendment is proposed, discussions will be held with the Managers. If the CTMP is amended or updated, the revised CTMP shall be submitted to the Managers for information within five (5) working days of the update being made in accordance with resource consent condition CT.1A.

² Start of Construction is defined as ‘The time when Construction Works (excluding Enabling Works), or works referred to in a specific condition, start’.



2 Legislative Requirements for the CTMP

Resource Consents have been obtained for the Project as recorded in the decision of the Expert Consenting Panel under clauses 37 and 40 of the Covid-19 Recovery (Fast-Track Consenting) Act 2020 (consent reference EPA210001). The consents held are monitored by WCC, HCC and GWRC.

On 4 April 2022, a variation to the existing consents was granted by GWRC in accordance with section 127 of the Resource Management Act (RMA) 1991. A suite of resource consent conditions were changed as part of this application. The changes related to:

- Changes to the revetment design and footprint including the use of concrete armours units.
- Reduction in offshore bird habitats from four to two but retaining the same area of roosting habitat.
- Use of barges during the construction period to reduce the overall construction programme and related construction effects on the environment.
- A noise-based approach to management of nesting or moulting penguins during the construction period. \

Full copies of the resource consent conditions are stored in the Alliance's online database and in the site office.

For ease of reference Appendix A: Traffic Management Consent Conditions identifies the resource consent requirements and where these are addressed in the CTMP.



3 Roles and Responsibilities

A summary of the site roles and responsibilities is set out below in Table 3.1. Any changes to named personnel must be notified to WCC and HCC (and/or their representatives) and this document updated.

Responsibilities may be appropriately delegated but will remain the responsibility of the named person unless notified to Waka Kotahi, WCC and HCC. Where appropriate, one person may hold more than one role such as CTM and STMS.

Table 3.1 Roles and responsibilities

Organisation	Role	Responsibilities
Waka Kotahi	Consent Holder	Overall responsibility to ensure resource consent conditions and CTMP requirements are complied with.
HCC and WCC, Wellington Transport Alliance (WTA)	Traffic Management Controller (TMC)	Approval of SSTMPs. Auditing of TTM during site operations. Advising network considerations such as other scheduled road works which could impact project works and TTM.
The Alliance	Construction Traffic Manager (CTM)	To ensure the Site is operated in accordance with the CTMP. Arrange for pre-construction surveys. Arrange regular meetings with the CMO regarding upcoming works and permissions/approvals required. Ensure that staff parking is appropriately managed. To facilitate coordination meetings with HCC. To respond to complaints and incidents. To provide inductions and training for staff. Ensure complaints and incidents register and write reports. Manage the SSTMP process.
	Staff	To create a safe working environment. To operate the Site traffic and pedestrian management according to the CTMP and SSTMPs.
	Construction Manager	Confirm site works are being undertaken in accordance with the construction methodologies and relevant management plans.
	Site Traffic Management Supervisor (STMS)	Implement TTM in accordance with the CTMP and approved SSTMPs. Prepare and submit SSTMPs to the RCA for approval. Be readily available and contactable to address traffic management issues during and outside normal working hours.
	Project Liaison Person (CLP)	Lead and coordinate community and stakeholder engagement and communication processes. Arrange for letter drops to neighbours as required.
WCC and HCC (Regulatory)	Team Leader, Compliance, WCC and HCC	Receipt of the CTMP for information. Monitoring of compliance with the Consent Conditions during construction.

4 Construction Activity

4.1 Working Hours

Normal hours of work during construction for all activities would likely be 7:00am to 6:30pm during daylight savings, and 7:00am to 5:30pm at other times. Working hours during construction will be influenced by considerations such as the time of year (i.e. during or outside daylight savings), the tidal cycles for coastal works and KiwiRail's operational and safety requirements. These will result in construction works occurring outside of the normal hours noted above, including night works or works 24 hours per day.

Heavy vehicles over 7 tonnes (excluding vehicle movements associated with the existing KiwiRail yard and KiwiRail operations at Ngā Ūranga) are restricted from entering or exiting the Southern Construction Yard (to or from SH2) or Northern Construction Yard (to or from The Esplanade) between 7am and 9am, Monday to Friday except for the following purposes:

- a) Where, due to unforeseen circumstances, it is necessary to complete an activity that has commenced;
- b) In cases of emergency.

Works outside the normal hours may include the following activities (subject to compliance with construction noise and vibration and other relevant conditions):

- Construction of the Shared Path Bridge directly adjacent to or over the Hutt Valley Railway Line (within Sector 1).
- Any construction works within the accepted safety setback of the Hutt Valley Railway Line that will require a Block of Line (within Sectors 1 to 3) as agreed with KiwiRail. A Block of Line is a period in which no trains will be using the railway line so works may occur closer to the line than would usually be permitted during typical operation.
- Delivery and placement of rock via side-tipping wagons (if used) (within Sector 2);
- Offloading and stockpiling of rock and general fill along the shared path (within Sector 2); and
- Construction of the seawalls utilising a crane where the toe of the seawall is at or below MHWS (within Sector 2);
- Refreshing rock stockpiles for revetment placement in the morning, and delivery of X-blocks. This will mostly be undertaken by barge;
- Construction of the vertical seawalls utilising a crane where the toe of the seawall is at or below MHWS; and
- Loading and unloading barges.

These tasks are largely within the project site and not expected to impact the surrounding road network. Where work is required on the road network and outside the scope of existing SSTMPs, a new SSTMP will be prepared in accordance with Section 5.2.2.

4.2 Construction Staging

Table 4.1 below outlines the indicative construction staging. Timeframes are indicative only. A detailed programme is maintained and updated by the Alliance regularly and will be available upon request.

Table 4.1 Indicative construction staging

Stage	Indicative period	Works description	Main traffic movements to/from Site	TTM measures
Site establishment and enabling works ³	6 months	Construction of two offshore habitats and the new Integrated Clubs Building	<ul style="list-style-type: none"> ▪ Site staff travelling to/from site. ▪ Transport of construction plant to site. ▪ Temporary traffic management vehicles ▪ Delivery of over-sized buildings to site. ▪ Investigations (i.e. services) 	<ul style="list-style-type: none"> ▪ Closure of carpark at Hōniana Te Puni Reserve ▪ Diversion of pedestrians and cyclists at Hōniana Te Puni Reserve ▪ Diversion of pedestrians to access Ngauranga Train Station ▪ Installation of all signs in accordance with SSTMP
Shared Path Bridge construction	8 months	Can occur during land formation works progressing from north	<ul style="list-style-type: none"> ▪ Site staff travelling to/from site. ▪ Transport of construction plant to site. 	<ul style="list-style-type: none"> ▪ Closure of carpark at Hōniana Te Puni Reserve ▪ Diversion of pedestrians and cyclists at Hōniana Te Puni Reserve ▪ Diversion of cyclists along Great Harbour Way/Te Aranui o Pōneke ▪ Diversion of pedestrians to access Ngauranga Train Station
Shared Path construction works	28 months	Construction from both north and south. This phase will involve multiple construction elements occurring simultaneously.	<ul style="list-style-type: none"> ▪ Site staff travelling to/from site. ▪ Transport of construction plant to site. ▪ Continued site investigations (i.e. utility investigations) 	<ul style="list-style-type: none"> ▪ Closure of carpark at Hōniana Te Puni Reserve ▪ Diversion of pedestrians and cyclists at Hōniana Te Puni Reserve ▪ Diversion of pedestrians to access Ngauranga Train Station
Finishing works and disestablishment	1 month	Inspection of the site and potential minor work to inspection findings.	<ul style="list-style-type: none"> ▪ Transport of construction plant out of site. 	

³ Enabling works are excluded from the definition of construction works. However, are included here for completeness. These works are currently in progress.

5 Temporary Traffic Management (TTM)

5.1 Site Access and Parking

5.1.1 Ngā Ūranga Construction Yard at Ngā Ūranga

Construction traffic can access the Ngā Ūranga (Southern) Construction Yard from the existing slip lane exit located to the north of the Ngā Ūranga Interchange on SH2. Prior to the Shared Path Bridge construction works commencing, this existing slip lane will be relocated slightly to the north. In order to reduce the impact and risk on the State Highway network, only heavy vehicles or vehicles greater than 4.2m in height will access the site using this entrance.

An alternate access to the construction yard from Old Hutt Road via the existing stock effluent disposal access tunnel will be used for light vehicles to access the southern construction yard. Vehicles entering the site through the tunnel will be subject to a 4.2-metre height restriction. Due to this height restriction, it is anticipated that this access will only be suitable for light vehicles rather than trucks importing fill material and construction equipment.

5.1.2 Pito-One Construction Yard at Honiana Te Puni Reserve

All staff and construction traffic will access the Pito-One (Northern) Construction Yard from The Esplanade. This is the only construction access that will be provided to the Pito-One Construction Yard and temporary traffic management measures will be in place for the duration of the construction period. The Pito-One Yard will be fenced, with no public access provided.

5.2 Access Layout and Visibility Splays

5.2.1 Corridor Access Request and Work Access Permit

The Alliance will open Corridor Access Requests (CARs) with WCC, HCC, and WTA prior to the start of works. As described below, the CAR will be used to submit SSTMPs for approval.

The Alliance will obtain a Work Access Permits (WAPs) from HCC and WCC, Agreement as to Work from Waka Kotahi and Permit to Enter from KiwiRail prior to starting works. This is done through opening the CAR for permission from each entity mentioned above.

5.2.2 Site Specific Traffic Management Plan (SSTMP)

A SSTMP is a document that outlines the procedures and physical traffic management measures to be implemented so that safety is maintained for road users and Project staff throughout every activity associated with the Project. It will also outline the procedures required to be followed by construction or road workers in order to maximise the safety of the site. Each SSTMP will comply with the relevant standards of Code of Practice for Temporary Traffic Management (CoPTTM), HCC and WCC's Traffic Management Process. An example is attached as Appendix B: Example SSTMP.

Each SSTMP shall be consistent with, and be implemented in accordance with, the CTMP. In particular, SSTMPs shall describe, where appropriate:

- Temporary traffic management measures required to manage impacts on road users during proposed working hours;
- Measures to maintain existing vehicle access to adjacent properties;
- Measures to maintain safe and clearly identified pedestrian and cyclist access along roads and footpaths adjacent to the Works;
- Any proposed temporary changes in speed limits; and
- Provision for the safe and efficient access of vehicles to and from the construction site.

The SSTMP will be submitted to the TMC under the CAR for approval by HCC, WCC and WTA or a site traffic management supervisor to whom has been given delegated authority. TTM for each SSTMP shall not be implemented until the Alliance has received the TMC written certification of the SSTMP.

Temporary traffic management will only be carried out by warranted site traffic management supervisors (STMS) and traffic controllers trained by Waka Kotahi accredited providers.



5.2.3 Pedestrians

Pedestrian traffic access and safety is a priority, TMCs will be in positions to assist with pedestrians directing them the correct way and escorting past the site accesses if required.

During off-peak hours where a footpath isn't available a pedestrian diversion will be provided through the site accesses. This needs to be a minimum of 1.5m wide with a level surface suitable for pedestrians to walk or run safely during low light conditions.

5.2.3.1 Ngā Ūranga Construction Yard at Ngā Ūranga

Pedestrians will continue to use the existing footpath to access Ngā Ūranga Train Station or get escorted under TC direction during attended hours if required. The Ngā Ūranga Construction Yard will be fenced to prevent unauthorised access and pedestrians need to be further separated from hazards.

5.2.3.2 Pito-One Construction Yard at Hōniana Te Puni Reserve

Pedestrians will be diverted to use available route or escorted onto Te Aranui o Pōneke | Great Harbour Way under TC direction during attended hours if required. The public parking will be closed. The Pito-One Construction Yard will be fenced to prevent unauthorised access and pedestrians need to be further separated from hazards. An indicative plan showing the temporary walking route is shown in Figure 2.

5.2.4 Cyclists

5.2.4.1 Ngā Ūranga Construction Yard at Ngā Ūranga

The construction yard will be fenced and access will be addressed via temporary traffic management measures that will be in place for the duration of the construction period. The existing cycleway will remain open for use by cyclists through the site during construction. During the construction of the Shared Path Bridge, the cycleway is required to be temporarily closed and an alternative route identified, as shown in the cycle way diversion drawing in the SSTMP (Appendix B). The effectiveness of these measures will be monitored and the SSTMP will be amended if required.

5.2.4.2 Pito-One Construction Yard at Hōniana Te Puni Reserve

The public parking in Honiana te Puni Reserve will be closed. The Pito-One Construction Yard will be fenced to prevent unauthorised access and cyclists need to be further separated from hazards. An indicative plan showing the temporary walking route is shown in Figure 2.



Figure 2 Temporary cycle and walking route in Honiana Te Puni Reserve



5.2.5 Peak Hour Capacity

The works are not expected to directly impact the capacity of surrounding roads.

As described in Section 4.1, heavy vehicles over 7 tonnes are restricted from entering or exiting the Southern Construction Yard (to or from SH2) or Northern Construction Yard (to or from The Esplanade) between 7am and 9am.

The STMS shall monitor the right turning demand from The Esplanade into Te Honiara te Puni reserve and Hutt Road into the stock effluent tunnel to ensure it does not routinely extend beyond the existing right turn bays. If queuing is observed then this CTMP is to be updated with appropriate control measures such as staggering the times workers arrive at site.

Otherwise, site traffic is expected to be accommodated within the general traffic on the road network.

5.2.6 Driveways/Property Access

Driveways and private property accesses will not be impacted as a result of the construction activity.

5.2.7 Parking Restrictions

Carparks in the west of the site access to Pito-One Construction Yard will be removed and public access will be restricted. 20 temporary carparks will be supplied to the east of the Korokoro Stream. The changes here have been approved by the HCC Parks and Reserves Department who administer this land.

There are no public carparks near the Southern Construction Yard access.

5.2.8 Kerbside Collections

The Project will not impact kerbside collections in the areas.

5.3 TTM Installation

Implementation of the TTM shall be in accordance with COPTTM and the approved SSTMP(s). All traffic control devices and personal safety equipment to be used for the implementation of approved TTM measures described in this CTMP will, as a minimum, comply with COPTTM.

5.4 TTM Signage

Traffic and temporary warning signage shall conform to the standards specified in COPTTM. All such specific signage will be clearly shown on SSTMPs submitted to the TMC for approval.

The use of Project signage is included in the Ngā Ūranga ki Pito-One Communications and Stakeholder Plan.

5.5 TTM Monitoring

The STMS, TMC from WTA and TTM auditors shall undertake TTM audits in accordance with COPTTM and the approved SSTMPs. TTM Audits shall comply with the COPTTM template and shall be saved on file for viewing by request by WTA, HCC and WCC.

HCC, WCC and WTA may from time to time undertake audits of the TTM installations. The STMS shall be notified of this audit at the time it is undertaken and the site condition rating form resulting from the RCA inspection will be made available to the Project Team in accordance with COPTTM.

SSTMPs will be monitored during works, and if required, amendments to SSTMPs will be sought.

6 Special Considerations

6.1 Notification

Notifications to the public will be undertaken in accordance with the Ngā Ūranga ki Pito-One Communications and Stakeholder Plan. Methods of communicating with the public, residents and businesses will include letter drops, emails, face to face meetings and social media and website updates via Waka Kotahi for wider ranging impacts. Notification to affected neighbours and transport system users will occur at different timeframes relative to the level of impact. For example, a high level of impact will require at least two weeks' notice (or more depending on the situation).

6.2 Barge

Materials can be moved between the Piki Wahine and Karanga Waka Landing points (Southern and central barge landing points). Material will be stockpiled at Nga Ūranga East, loaded onto a barge using the southern barge landing area, transported to the central landing area, unloaded and then used in the construction of the revements, reclamation, and seawalls. Barge access will be from the harbour and within the project extent. This is not expected to affect pedestrians, cyclists or vehicles travelling around the site and will potentially reduce the number of heavy vehicles needed to transport materials on the roads.

6.3 Project Signs

Signage will be installed at both ends of the Project. Where works are occurring in multiple bays each bay shall include at least two signs. These will include;

- HCC, WCC, Waka Kotahi and the Alliance logos;
- Description of works;
- Expected duration (dates); and
- Project contact details.

In addition, signage will be implemented and used next to or near to any cyclist or pedestrian detours. Any Project Signs used will be developed in accordance with the Communications and Stakeholder Plan, with input from the relevant team members (such as the Communications and Stakeholder Lead or PLG).

6.4 Material Stockpiles

All construction material shall be confined to and stored on the minimum area required for the contract work. No material shall be stored outside of the worksites in the road or rail corridor at any time.

6.5 Site entry and exit procedure

The below site entry and exit procedure applies to all vehicles associated with the Project entering and exiting the site at the Ngā Ūranga construction yard⁴.

In order to reduce the impact and risk on the State Highway network, only heavy vehicles or vehicles greater than 4.2m in height will access the site using the Ngā Ūranga construction yard entrance off SH2. All other vehicles accessing the Ngā Ūranga construction yard will enter via Hutt Road.

When a heavy vehicle needs to enter or exit the site via the SH2 southern construction yard entrance, the STMS or qualified traffic controller shall:

- Ensure the intended movement of heavy vehicles is informed and communicated;
- Be waiting at the entrance prior to the arrival of the heavy vehicles;
- Stop any pedestrians and cyclists in the area and instruct them to stay at a safe designated waiting area;
- Let the heavy vehicles enter or exit safely;
- Advise the pedestrians and cyclists it's clear and safe to continue their journey.

⁴ KiwiRail may enter and exit the Ngā Ūranga Construction Yard at any time

6.6 Traffic management Inductions and Training

- Staff working on the Project are also required to undertake a formal induction. The purpose of the Project induction is outlined in the Construction Environmental Management Plan (CEMP).

The Site Pedestrian & Traffic Supervisor is responsible to undertake a site induction with all transport operators contracted to transport materials to the site. The induction is to cover (but not be limited to):

- The routes of travel to and from site, specifically noting that the SH2 Ngā Ūranga construction yard entrance is only for heavy or tall vehicles;
- Give way controls on the various legs of The Esplanade and Hutt Road intersection;
- Site parking areas;
- Permissible times of deliveries;
- Requirements to abide by local and temporary speed restrictions;
- Requirement for courteous driving;
- Requirement to be a considerate neighbour;
- Requirement to give way to pedestrians and cyclists crossing at the site entrances;
- Requirements to report hazards on the transport route;
- Procedures relating to complaints; and
- Procedures relating to incidents and near misses.
- Other trainings will be provided to staff as required.
- KiwiRail will be briefed on the requirements of this CTMP including the entry and exit procedure.

6.7 Health and Safety, Emergency Management and Complaints

Health and safety for working on site is described in the Health and Safety Management Plan.

Emergency procedures are described in the Emergency Management Plan (which will be contained within the Health and Safety Management Plan).

Complaints and reporting procedures are described in the CEMP and Ngā Ūranga ki Pito-One Stakeholder and Communications Plan.



7 Contingencies

7.1 Incidents and Responses

Main incidents and responses listed in Table 7.1.

Table 7.1. Contingency and Incident responses

Incident	Response
Traffic Accident	<p>In the event of a traffic accident on site or at the site entrances, the following actions shall be immediately undertaken;</p> <ul style="list-style-type: none"> • There shall be no interference with the scene and the site shall be secured. • The scale and magnitude of the accident shall be determined; • Emergency services shall be contacted if required; and • Traffic stopped if required. • Once immediate health and safety concerns are addressed, the incident shall proceed through the incident reporting procedure. <p>In the event of a traffic accident, the work safe requirements will be complied with.</p>
Weather	<p>Dependent on the activity, works may be postponed or cancelled. The STMS is able to make this decision.</p>
Emergency Vehicle Access / Movements or On-Site Emergency	<p>Emergency vehicles given the right of way at all times and will be assisted through closure or the use of the TM vehicle if appropriate and required. Emergencies onsite or nearby will first be made safe, then if appropriate moved from any live lanes, then attended to in detail with an emergency modified TTM setup by the STMS if required.</p>
Storm surge predicted with tidal inundation	<p>TTM gear would be washed away, but is required to remain there until road is closed (presumably by police). Therefore a full TTM crew are required on duty until the storm has passed to remove all gear and then re-establish the site.</p>
Access to the sites causing delays to general traffic outside 7-9am	<p>Heavy vehicles over 7 tonnes are restricted from entering both sites between 7am and 9am from Monday to Friday. Delays to the general traffic at all other times during construction shall be monitored by the STMS who will report at the regular meeting. Should the CTMP or SSTMP be amended or updated with proposed solution, follow the process outlined in Section 1.4.</p>

The Alliance will provide a written report (via email) to the Owner Interface Manager (OIM) following any accident or damage and following any other traffic management incidents including delays or capacity problems. These reports shall include:

- Details of persons involved, including name, vehicle registration number, address and contact details;
- Time and date of occurrence;
- Nature of damage and/or injuries;
- Full description of vehicles, vehicle involvement and events, including diagrams and photographs;
- Full description of weather, road surface condition, light conditions and any other environmental factors;
- Description of operative traffic management measures at the time of the occurrence, the alterations or contingency measures used during the emergency or event and any subsequent alterations to avoid recurrence; and
- Any other matters relevant to the event or accident.



7.2 Complaints Register

The Alliance shall be responsible for maintaining a Complaints Register. This is detailed in the Construction Environmental Management Plan (CEMP) and the Stakeholder and Communications Plan. The CTM shall be responsible for updating the register.

7.3 Incidents Register

The Alliance shall be responsible for maintaining an Incident Register. This is detailed in the Construction Environmental Management Plan (CEMP). The CTM shall be responsible for updating the register.

7.4 Non-compliance with the CTMP

The Alliance shall be responsible for keeping a register of any non-compliance with this CTMP.

A report shall be prepared by The Alliance when any inspection has identified the CTMP has not been followed. The report will identify what action has been taken to ensure compliance. The report will be provided to the AMT for consideration.

The register, and any reports, will be provided to HCC and WCC on request with an electronic record being maintained online.



Appendix A: Traffic Management Consent Conditions

Ref	Condition	Sections addressing the conditions
CT.1	a) A Construction Traffic Management Plan (CTMP) shall be prepared prior to the Start of Construction.	This report
	b) The purpose of the CTMP is to manage construction traffic during Construction Works to: <ul style="list-style-type: none"> i. Protect public safety including the safe passage and connectivity for pedestrians and cyclists; ii. Manage effects on road users, public transport users, pedestrians and cyclists; and iii. Manage effects on property access. 	Section 1.3 and Section 5
	c) The CTMP shall be submitted to the Manager for information twenty (20) working days prior to the Start of Construction.	Section 1.4
CT.1A	If the CTMP required by Condition CT.1 is amended or updated, the revised CTMP shall be submitted to the Manager for information within five (5) working days of the update being made.	Section 1.4
CT.2	The CTMP shall be consistent with the version of the NZ Transport Agency Code of Practice for Temporary Traffic Management which applies at the time the CTMP is prepared.	This report
CT.3	The CTMP shall identify how the purpose of the CTMP will be achieved and shall include:	
	a) Where road capacity may be significantly affected by temporary traffic management, potential effects of the capacity reduction, and proposed measures to minimise delays; Where road capacity may be significantly affected by temporary traffic management, potential effects of the capacity reduction, and proposed measures to minimise delays;	Section 5
	b) Measures to avoid road closures and restrictions on vehicle, bus, pedestrian and cycle movements;	Section 5
	c) Site access routes and access points for heavy vehicles;	SSTMP and Section 5
	d) Temporary traffic management measures required to manage impacts on road users and existing pedestrian and cycle paths;	Section 5
	e) Measures to maintain, where practicable, safe and clearly marked pedestrian and cyclist access on roads, footpaths and other facilities adjacent to the Construction Works. Where detours are necessary to provide such access, these shall be sealed and the shortest and most convenient detours shall be provided, as is practicable and safe;	SSTMP and Section 5
	f) Provision for safe and efficient access of construction vehicles to and from construction site(s);	SSTMP and Section 5
	g) Measures that will be used to communicate traffic management measures to affected road users, pedestrians, cyclists and other stakeholders;	Section 5
	h) Measures to minimise contractor parking on local roads including provision of construction staff parking within the Project footprint;	Section 5
	i) Details of staff training and induction regarding the safety of pedestrians and cyclists during construction and the specific access requirements in Condition CT.4;	Section 5
j) Measures to notify users of the existing shared path of any changes to that facility; and	Section 5	



	k) Auditing, monitoring and reporting requirements in accordance with the Code of Practice for Temporary Traffic Management.	Section 5
CT.4	<p>Heavy vehicles over 7 tonnes are restricted from entering or exiting the Southern Construction Yard (to or from SH2) or Northern Construction Yard (to or from The Esplanade) between 0700-0900, Monday to Friday except for the following purposes:</p> <ul style="list-style-type: none">a) Where, due to unforeseen circumstances, it is necessary to complete an activity that has commenced;b) In cases of emergency. <p>Advice note: This condition does not restrict vehicle movements associated with the existing KiwiRail yard and KiwiRail operations at Ngā Ūranga.</p>	Section 4





Appendix B: Example SSTMP



TRAFFIC MANAGEMENT PLAN (TMP) – FULL FORM

Use this form for complex activities. Refer to the NZ Transport Agency’s Traffic control devices manual, part 8 Code of practice for temporary traffic management (CoPTTM), section E, appendix A for a guide on how to complete each field.

Organisations /TMP reference	TMP reference: Te-ara-tupua 00.v4	Contractor (Working Space): Downer/HEB Alliance	Principal (Client): Waka Kotahi-NZTA
		Contractor (TTM): Downer/HEB	RCA: Waka Kotahi-NATA

Location details and road characteristics	Road names and suburb	House no./RPs (from and to)	Road level	Permanent speed
	SH2 Southbound Petone to Ngauranga Site Access 24/7	002-0962-I/15.679 To 001-1068-I/0.438	3	Variable Speed 30, 50, 60, 70, 80,100 km/h

Traffic details (main route)	AADT: SH2 Southbound 36150 3.801% Heavy	Peak flows 0530hrs to 0930hrs 1530hrs to 1900hrs
-------------------------------------	---	---

Description of work activity

Long Term Site access/haul route and cyclists’ management

Reduced speeds to 70km, utilizing the Variable Speed, coordinated with WTOC

Cyclists’ diversion and channeling to minimize interaction with heavy vehicles entering the site access

10km TSL for Cyclists at the heavy vehicle crossing points, Speedhumps and reduced lane for Cyclists to encourage low speeds and the ability to see trucks

Concrete barrier between the cyclists and the worksite along the Kiwi rail land.

Planned work programme

Start date	15/01/23	Time	24hrs	End date	15/01/24	Time	24hrs
-------------------	----------	-------------	-------	-----------------	----------	-------------	-------

Consider significant stages, for example:	Mobile closure and semi static for site inspections, additional site access assistance and compliance management Truck entry/exit during peak hours, peak is expected during morning hours, during this time the risk of truck entry is lower however is a higher risk of cyclists, during peak the site access may be used following the truck entry and exit procedure located in the positive traffic management section of this TMP. No site access during morning peaks from 05.30am to 9.30am. January 2023 to February 10-20 trucks per day this will be monitored and reviewed February onwards 50-60 tucks per day No TSL during moratorium periods, and public holiday periods +peak times Cycle paths will be cleaned and maintained to be in line with the WTA maintenance contract by the project
--	---

Alternative dates if activity delayed	<i>If Works are Postponed/Cancelled for any reason, they may be rescheduled for the next fine day if within approved TMP dates.</i>
--	---


Road aspects affected (delete either Yes or No to show which aspects are affected)

Pedestrians affected?	Yes	Property access affected?	No	Traffic lanes affected?	Yes
Cyclists affected?	Yes	Restricted parking affected?	No	Delays or queuing likely?	No

APPROVED
 CAR E900843
 Darren Varcoe
 NZTA, Multi-Modal

 13 January 2023

Proposed traffic management methods	
<p>Installation (includes parking of plant and materials storage)</p>	<p>Mobile Closures Mobiles undertaken for stops less than 10 minutes at all times or 5 minutes when holding traffic.</p> <p>Semi-static Closures It is proposed to extend the allowed time frame for a Semi-static Closures from 1 hour to up to 3 hours, under specific requests and approvals of TMC. This will be on a case-by-case/site-by-site basis.</p> <p>Semi Static Extension Conditions:</p> <ul style="list-style-type: none"> • Submission made to Wellington Transport Alliance for approval as required • 2 METRE SAFETY ZONE MAINTAINED • Low risk sites only. <p>Use of overhead gantry signs to be used where possible.</p> <p>Advise WTOC 30mins before prior to started putting out TTM signs. All vehicles in the operation must always have their beacons on when undertaking the mobile operation. Where appropriate the arrow board must display the arrow mode in the correct direction. Where it is unsafe for road users to pass a mobile operation caution mode lane closed must be displayed, switch off when the operation is completed. Level 3 Rd Work Vehicle + Shadow + Tail Pilot Shadow vehicles must be fitted with a truck mounted attenuator. (MUST BE CATC MASH compliant) Harness to be worn in accordance with specifications associated with the work vehicle being utilised Mobile operation must be clearly visible to motorists approaching the activity, 300m Clear Sight Distance (CSD) is the minimum requirement. All vehicles will be equipped with the appropriate communication device. Prior to arrival at site, the STMS will arrange a safe meeting point with all works personnel that will be on site to undergo a toolbox meeting. Complete safety briefing with the ttm crew, crew to view TMP to understand assigned roles during the installation. STMS to carry out traffic counts prior to site establishment and to contact WTOC to confirm whether volumes are acceptable. STMS will be always on site</p>
<p>Attended (day)</p>	<p>Site access, TSL to be agreed upon by WTOC in the weekly road works report prior to being activated, STMS to be on site as required to manage compliance.</p> <p>No truck entry/exit during peak hours</p> <p>Trucks to access site under the site access and or TSL</p> <p>Truck and trailer will be assisted by Mobile operations and or semi static as required and booked on the road works report</p> <p>Mobile and or semi static to be used for site exiting as required and booked on the road works report</p>
<p>Unattended (day)</p>	<p>Site access to remain installed at all times</p>
<p>Unattended (night)</p>	
<p>Detour route</p>	<p><i>There will be no works that require a detour route under this traffic management plan for vehicles, during the lane closure there is a cycle diversion in place, this will be closing the cycle lane along the kiwi rail side of the state highway and all cyclists using the carriage way cycle lane, works completed at night.</i></p> <p>Does detour route go into another RCA's roading network? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (delete either Yes or No)</p> <p>If yes, has confirmation of acceptance been requested from that RCA? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (delete either Yes or No)</p> <p>Note: Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.</p>

APPROVED
 CAR E900843
 Darren Varcos
 NZTA - Wellington

 13 January 2023

Removal	<p>It will also follow the below basic methodology:</p> <p>All work activity to be cleared prior to TTM removal commencing</p> <p>Workspace delineation to be removed first</p> <p>Centreline / Taper / Side Friction delineation may now be removed using the same method as installation</p> <p>Once all delineation is removed – sign removal may commence in a clockwise 'loop' fashion (leaving advanced warning signage in place till last)</p> <p>Advanced warning signage can be removed as the final act, with a full site check being conducted prior to site departure.</p> <p>Establish the Site access Signs as part of the disestablishment loops</p>
----------------	---

Proposed TSLs (see TSL decision matrix for guidance)

	TSL details as required	Times (From and to)	Dates (Start and finish)	Diagram ref. no. s (Layout drawings or traffic management diagrams)
	Approval of Temporary Speed Limits (TSL) are in terms of Section 6 of Land Transport Rule: Setting of Speed Limits 2017, Rule 54001/2017 (List speed, length, and location)			
Attended day	A temporary maximum speed limit of 70km/h is hereby fixed for motor vehicles travelling over the length of 2000m situated between Gantry @002-0962-I/14.776 and Gantry @002-0962-I/16.567 on State Highway 2 SB Petone to Ngauranga	07:00 to 17:00 No TSL during	15/01/23 To 15/01/24	Te-ara-tupua-001 TSL Start Te-ara-tupua-001 pages 1, 3,4,6
TSL duration	Will the TSL be required for longer than 12 months? If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.			No

Positive traffic management measures

Network VMS will be utilised for this work to provide additional advance warning to motorists.

Traffic flows to be monitored, with WTOC providing regular updates

TSL and Speedhumps for Cyclist management in the offline cycleway

Truck entry procedure – all staff, not just truck drivers are to be briefed on these requirements, all toolboxes are to re iterate the procedures must be adhered to

Cyclists have priority, trucks must be prepared to stop at the cyclists crossing point and not expect cyclists to stop

Cyclists that choose to not follow the cycle route must be looked out for do not expect all cyclists to follow the designed temporary cycle route

No stacking in the site access and or on SH2, trucks to complete a loop where the approach the site access and it is already occupied

TSL to be only applied as required, if the truck numbers are low only contact WTOC to activate the TSL for that length of time only, where there are consistent truck movements all day then the TSL may be applied for the full shift

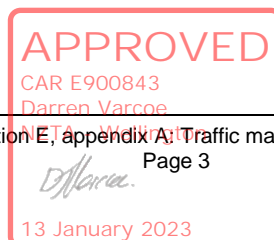
Where there is an increase of Cyclists and or traffic revert to site access under mobile closures for safety.

Truck exit procedure

Trucks must give way to cyclists and traffic, do not enter lanes until the lane that the truck is needing is clear, if there is no access to the right lane to loop to the Hutt travel to Newlands, loop around to head to the Hutt

Where the traffic counts are too high or there is a chance of traffic delay use mobile operation to assist truck exit

Contingency plans



<p>Generic contingencies for:</p> <ul style="list-style-type: none"> major incidents incidents pre planned detours. <p><i>Remove any options which do not apply to your job</i></p>	<p>Major Incident</p> <p>A major incident is described as:</p> <ul style="list-style-type: none"> Fatality or notifiable injury - real or potential Significant property damage, or Emergency services (police, fire, etc) require access or control of the site. 	<p>Actions</p> <p>The STMS must immediately conduct the following:</p> <ul style="list-style-type: none"> stop all activity and traffic movement secure the site to prevent (further) injury or damage contact the appropriate emergency authorities render first aid if competent and able to do so notify the RCA representative and / or the engineer under the guidance of the officer in charge of the site, reduce effects of TTM on the road or remove the activity if safe to do so re-establish TTM and traffic movements when advised by emergency authorities that it is safe to do so Comply with any obligation to notify WorkSafe.
	<p>Incident</p> <p>An incident is described as:</p> <ul style="list-style-type: none"> excessive delays - real or potential minor or non-inquiry accident that has the potential to affect traffic flow structural failure of the road. 	<p>Actions</p> <p>The STMS must immediately conduct the following:</p> <ul style="list-style-type: none"> stop all activity and traffic movement if required secure the site to prevent the prospect of injury or further damage notify the RCA representative and / or the engineer STMS to implement a plan to safely remove TTM and to establish normal traffic flow if safe to do so re-establish TTM and traffic movements when it is safe to do so and when traffic volumes have reduced.
	<p>Detour</p> <p>If because of the on-site activity it will not be possible to remove or reduce the effects of TTM once it is established a detour route must be designed. This is likely for:</p> <ul style="list-style-type: none"> excessive delays when using an alternating flow design for TTM redirecting one direction of flow and / or total road closure and redirection of traffic until such time that traffic volumes reduce, and tailbacks have been cleared. <p>The risks in the type of work being undertaken, the risks inherent in the detour, the probable duration of closure and availability and suitability of detour routes need to be considered.</p> <p>The detour and route must be designed including:</p> <ul style="list-style-type: none"> pre- approval forms the RCA's whose roads will be used or affected by the detour route ensure that TTM equipment for the detour - signs etc are on site and pre-installed. 	<p>Actions</p> <p>When it is necessary to implement the pre-planned detour the STMS must immediately undertake the following:</p> <ul style="list-style-type: none"> Notify the RCA and / or the engineer when the detour is to be established Drive through the detour in both directions to check that it is stable and safe Remove the detour as soon as it practicable and safe to do so and the traffic volumes have reduced, and tailbacks have cleared Notify the RCA and / or the engineer when the detour has been disestablished and normal traffic flows have resumed.

APPROVED

CAR E900843
Darren Varcos

Waka Kotahi

D. Varcos

13 January 2023

Also note the requirements for no interference at an accident scene:

In the event of an accident involving serious harm the STMS must ensure that nothing, including TTM equipment, is removed or disturbed and any wreckage article or thing must not be disturbed or interfered with, except to:

- save a life of, prevent harm to or relieve the suffering of any person, or
- make the site safe or to minimise the risk of a further accident; or
- maintain the access of the public to an essential service or utility, or
- prevent serious damage to or serious loss of property, or
- follow the direction of a constable acting in his or her duties or act with the permission of an inspector.

Other contingencies to be identified by the applicant
(i.e., steel plates to quickly cover excavations)

Weather:
Dependent on the activity, works may be postponed or cancelled. The STMS is able to make this decision.

Excess Traffic Delays (more than 5 minutes):
In the event of congestion, positive measure will be implemented, i.e., opening lane widths, removing visual distractions/stopping work until congestion has eased or removal of the closure to allow full capacity to road users.

Work running late
Hold points, milestones and 'last safe moments' will be utilized throughout the operation to ensure closure removal times are not breached. In the event of breakdown or unforeseen circumstance, the contingency of 'excess traffic delays above will apply along with informing the RCA immediately.

Plant Breakdowns
In the event of breakdown or unforeseen circumstance, the contingency of 'excess traffic delays above will apply along with informing the RCA immediately. If site cannot be reinstated to normal conditions and safety is compromised as a result, all necessary TTM required to maintain safe travels of vehicles through site will remain in place.

Emergency Vehicle Access / Movements or On-Site Emergency
Emergency vehicles given the right of way at all times and will be assisted through closure or the use of the TM vehicle if appropriate and required. Emergencies onsite or nearby will first be made safe, then if appropriate moved from any live lanes, then attended to in detail with an emergency modified TTM setup by the STMS if required.


Authorisations				
Parking restriction(s) alteration authority	Will controlled street parking be affected?	No	Has approval been granted?	No
Authorisation to work at permanent traffic signal sites	Will portable traffic signals be used, or permanent traffic signals be changed?	No	Has approval been granted?	No
Road closure Authorisation(s)	Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?	No	Has approval been granted?	No
Bus stop relocation(s) – closure(s)	Will bus stop(s) be obstructed by the activity?	No	Has approval been granted?	No
Authorisation to use portable traffic signals	Make, model and description/number	Not Required		
	NZTA compliant?	N/A		
EED				

APPROVED

CAR E900843
Darren Varcos
NZTA, Wellington
D Varcos

13 January 2023

Is an EED applicable?	No	EED attached?	N/A
Delay calculations/trial plan to determine potential extent of delays			
<p>Long term site access, delays will be minimal during the 70km TSL phases</p> <p>The site access will be monitored and trialed for risks and effectiveness, only one truck movement per entry, there is to be no stacking of trucks, if the site access is occupied truck is to make a loop and approach again, there is to be no stopping on SH2 prior to the site access.</p>			
Public notification plan			
Refer to project Public comms team can be supplied as required over the course of the project			
Public notification plan attached?	No		
On-site monitoring plan			
Attended (day and/or night)	<p>Site Access</p> <p>Cat C STMS will be on site at all times, STMS to manage WTOC and TSL time frames as needed, STMS to monitor trucks to ensure procedures are followed and can upgrade to Mobile operations as required</p>		
Unattended (day and/or night)	<p>STMS and team will be on call 24hrs to attended as required for incidents and extreme weather events</p> <p>Site will be inspected a minimum of once every 24 hours</p>		
Method for recording daily site TTM activity (e.g., CoPTTM on-site record)			
<p>The first inspection must take place as soon as the equipment has been installed as per the approved TMP. The STMS must ensure the site verifies that all devices are correctly in place, no item has been omitted, all equipment meets its condition requirements, and no conflicting messages exist between permanent signs, temporary signs, or other devices.</p> <p>Constant monitoring of the worksite to ensure the site is:</p> <p>Fit for purpose</p> <p>Suitable for the nature and duration of the work</p> <p>Installed, set up and used correctly.</p> <p>All traffic management devices function properly for the full duration of their installation</p> <p>The visibility and effectiveness of all devices and signs is maintained</p> <p>Any damaged equipment is repaired or replaced, as appropriate.</p> <p>Record these on the onsite record.</p> <p>Use a hazard ID sheet to monitor worksite to be safe for all road users, and contractors.</p> <p>All personal on site is required to sign the hazards id sheets and the onsite records.</p> <p>Damaged equipment is repaired or replaced, as appropriate.</p>			
Site safety measures			

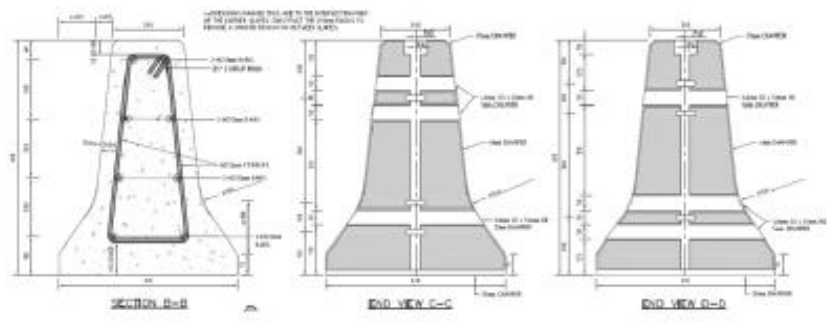
APPROVED
 CAR E900843
 Darren Varcos

 13 January 2023

- PPE gear to be worn by all on site
- TC on hand if any issues
- Work area will be barricaded with barrier arms.
- The Level 1 Arrow board/work vehicle will not be parked in any safety zones while they are not being used
- The in charge STMS will give a briefing to all parties working within the worksite outlining the TTM safety requirements and reporting procedures for the site.
- All persons within the worksite are to wear compliant TTM Hi visibility clothing.
- The TTM company must work to their own PPE requirements if they exceed CoPTTM PPE requirements.
- If CoPTTM PPE requirements exceed the TTM companies' requirements, then CoPTTM requirement will be the minimum standard.
- All site personnel and any visitors will be expected to wear appropriate personal protective equipment in relation to their particular work activity following a risk assessment being carried out and documented.
- Any changes to approved safety arrangements to be documented and communicated to all parties affected by the change.
- A separate safety briefing will be requested from the site contractor carrying out the installation works where their work activity has an effect on the TTM arrangements.
- When the delineation being installed is undertaken from the back of the truck then the deckhands must be in compliant harnesses and restrained with compliant harness connections.
- Additional sandbags available at all times to put onto bases when wind speeds increase.

Temporary safety barrier system	Will a temporary safety barrier system be used at this worksite?	No	If yes, has the temporary safety barrier system been designed by an installation designer and independently reviewed as being fit for purpose?	No
	Statement from temporary safety barrier installation designer attached			<i>Not attached</i>

Placement of temporary concrete barrier will be inside site on Kiwi rail land, the system installed as per the specifications outlined below


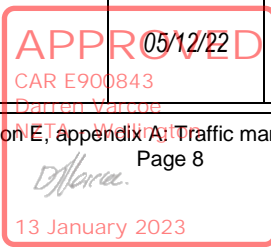
TCB-1 CONCRETE BARRIER




DIMENSIONS	6 m length, 610 mm width, 810 mm height
WEIGHT	4500 kg
MINIMUM LENGTH	60 m minimum total length continuous string (10 x 6 m units)
LENGTH TO POINT OF REDIRECTION	<ul style="list-style-type: none"> • Leading: 21.77 m • Trailing: 39.47 m
DEFLECTION	1.61 m
WORKING WIDTH	2.22 m
MINIMUM RADIUS	235 m horizontal radius
GRADE OR PLACEMENT RESTRICTIONS	<ul style="list-style-type: none"> • Not to be placed on crossfall of 6% or greater • Not to be placed on unstable (mud, uncompacted sand) ground or a surface where the full underside surface of the barrier is not in contact with the road surface)

APPROVED
 CAR E900843
 Darren Van der
 NETA, Muller

 13 January 2023

		<ul style="list-style-type: none"> Barrier rotation – 7° lateral per section, 4° vertical per section 			
OTHER RESTRICTIONS / CONSIDERATIONS		Barriers must be natural concrete in colour with the manufacturing information (refer drawing) clearly visible			
Other information					
All TMP changes are to be recorded and the TMC informed immediately of any significant modifications (e.g., time extension) to TTM measures not included in the approved TMP. All other changes are to be noted on the TMP and TMC to be advised as soon as possible					
Site specific layout diagrams					
Number	Title				
Te-ara-tupua-001 Pages 1-9	Site access				
DTM 2/3M	Level 2 and Level 3 Mobile Operations				
PXX-15.1	Mobile Operation with delineation and no taper				
PXX-15.2	Mobile operation with delineation and with taper				
PXX-12.3	Mobile operation no delineation				
Contact details					
	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date
Principal	Wen Wang, Eddie Annand 	NA	N/A	N/A	N/A
TMC	Darren Varcoe WTA	0278395693		2/3NP	
	Jemal Dixon Wellington City Council	021338405			
Contractor	Downer/HEB Alliance Callum Boot	+64 27 252 1676	NA	NA	NA
STMS	Gie Mal				
STMS details to be confirmed prior to work start date – contact the above as interim contacts.					
TMO/TTMW	Use STMS contacts above in the interim		N/A	N/A	N/A
Others as required	Emergency Services	-	*555	N/A	N/A
	WTOC	-	0800 869 286	N/A	N/A
TMP preparation					
Preparation	Desiree Craike			Desiree Craike 40396	2/3NP 29/05/23

	Name (STMS qualified)	Date	Signature	ID no.	Qualification	Expiry date
Review	Kurt Puryer – Smith 027 274 2369	05/12/22		67698	ABC-NP TTMP-P	27/01/2025
	Name (STMS qualified)	Date	Signature	ID no.	Qualification	Expiry date

This TMP meets CoPTTM requirements	Number of diagrams attached	14
---	------------------------------------	----

TMP returned for correction (if required)	Name	Date	Signature	ID no.	Qualification	Expiry date

Engineer/TMC to complete following section when approval or acceptance required

Temporary safety barrier system	The attached temporary road safety barrier design has been independently reviewed as being fit for purpose	Yes No Not required
--	--	---------------------

TMP Approved	Name	Date	Signature	ID no.	Qualification	Expiry date

Acceptance by TMC (only required if TMP approved by engineer)	Name	Date	Signature	ID no.	Qualification	Expiry date

Qualifier for engineer or TMC approval

Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams.

This TMP is approved on the following basis:

1. To the best of the approving engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM.
2. This plan is approved on the basis that the activity, the location, and the road environment have been correctly represented by the applicant. Any inaccuracy in the portrayal of this information is the responsibility of the applicant.
3. The TMP provides so far as is reasonably practicable, a safe and fit for purpose TTM system.
4. The STMS for the activity is reminded that it is the STMS's duty to postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site.

Notification to TMC prior to occupying worksite/Notification completed

Type of notification to TMC required	WTA Weekly Road Works Report	Notification completed	Date <input style="width: 90%;" type="text" value="Every Wednesday"/> Time <input style="width: 90%;" type="text" value="By 3pm"/>
---	------------------------------	-------------------------------	---

APPROVED

CAR E900843
Darren Varcos

13 January 2023

APPROVED

CAR E900843

Darren Varcos

ALTA Multi-Use

D. Varcos

13 January 2023



Client

Waka Kotahi

RCA



Created By

Te-ara-tupua
Long term Site access
and Cycle way
management

Description of Works

Cycle way diversion
Site access

Closure Type / Description

SH2 SB Petone to
Ngauranga

Location

Te-ara-tupua-001

TMP

Legend

PAGE

Legend	
	RST1 (10) TEMPORARY SPEED LIMIT 10
	Safety Zone
	Speed Hump
	TG2 WORKS END
	TZ1L (200 m) SITE ACCESS 200 m ON LEFT
	TZ2L SITE ACCESS TO LEFT
	W2-1.6B

APPROVED

CAR E900843
Darren Varcoe
NZTA - Wellington

13 January 2023

Client

Waka Kotahi

RCA



Created By

Te-ara-tupua
Long term Site access
and Cycle way
management

Description of Works

Cycle way diversion
Site access

Closure Type / Description

SH2 SB Petone to
Ngauranga

Location

Te-ara-tupua-001

TMP

1 of 9

PAGE



APPROVED
CAR E900843
Darren Varcoe
NZTA - Wellington
D. Varcoe
13 January 2023

Legend	
	Temporary Speed Limit
	Road Works
	Proposed Road
	Proposed Cycleway
	Proposed Access
	Proposed Barrier
	Proposed Sign

This design is the property of Heb Construction and is not to be used without written permission of Heb Construction



Client

Waka Kotahi

RCA



Created By

Te-ara-tupua
Long term Site access
and Cycle way
management

Description of Works

Cycle way diversion
Site access

Closure Type / Description

SH2 SB Petone to
Ngauranga

Location

Te-ara-tupua-001

TMP

2 of 9

PAGE



APPROVED
CAR E900843
Darren Varcoe
NZTA - Wellington
D. Varcoe
13 January 2023

2

This design is the property of Heb Construction and is not be used without written permission of HEB Construction

Client

Waka Kotahi

RCA



Created By

Te-ara-tupua
Long term Site access
and Cycle way
management

Description of Works

Cycle way diversion
Site access

Closure Type / Description

SH2 SB Petone to
Ngauranga

Location

Te-ara-tupua-001

TMP

3 of 9

PAGE



APPROVED
 CAR E900843
 Darren Varcoe
 NZTA - Wellington
 13 January 2023

This design is the property of Heb Construction and is not be used without written permission of HEB Construction



Client

Waka Kotahi

RCA



Created By

Te-ara-tupua
Long term Site access
and Cycle way
management

Description of Works

Cycle way diversion
Site access

Closure Type / Description

SH2 SB Petone to
Ngauranga

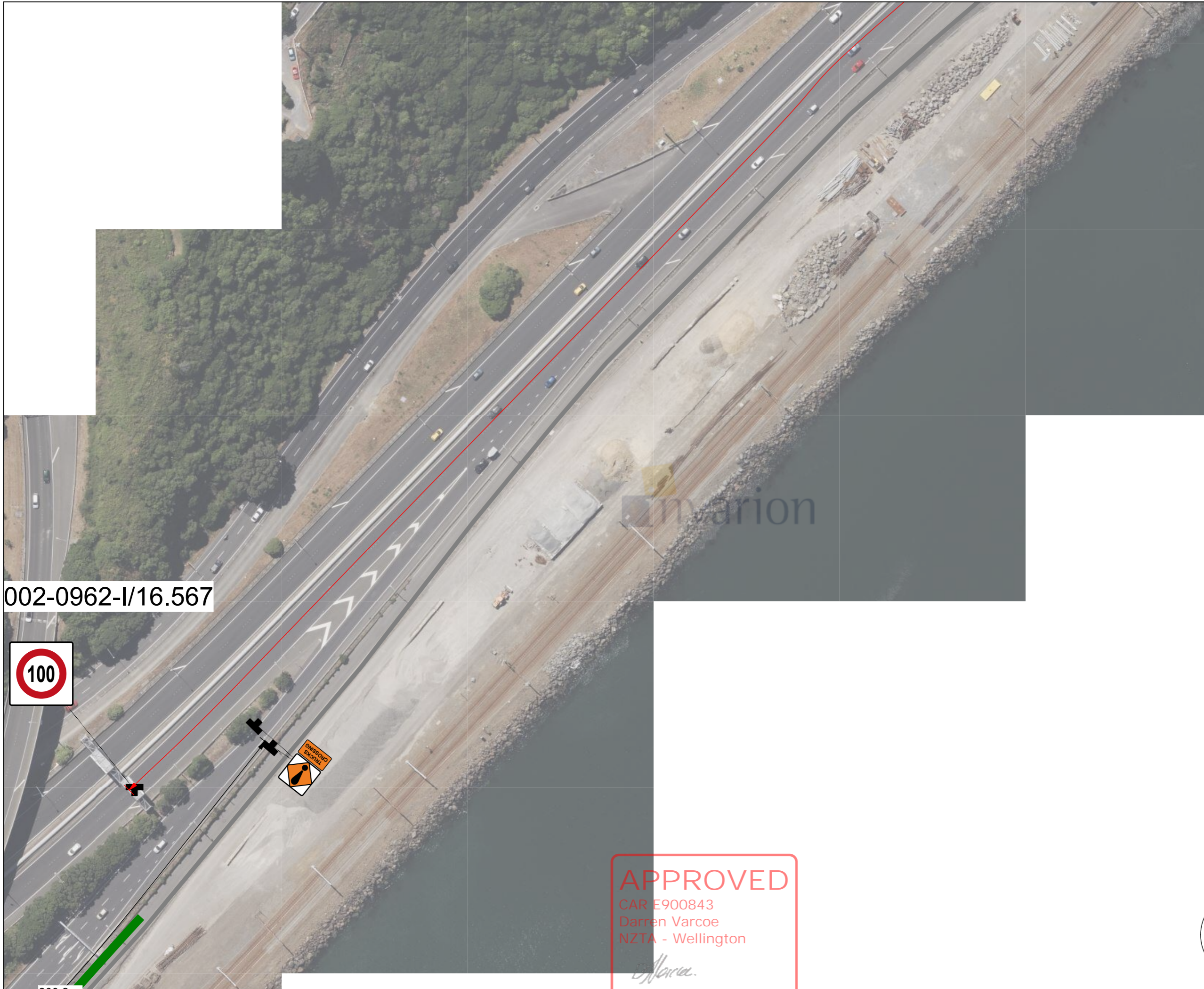
Location

Te-ara-tupua-001

TMP

4 of 9

PAGE



002-0962-I/16.567



APPROVED
CAR E900843
Darren Varcoe
NZTA - Wellington
D. Varcoe
13 January 2023

4

This design is the property of Heb Construction and is not be used without written permission of HEB Construction

Client

Waka Kotahi

RCA



Created By

Te-ara-tupua
Long term Site access
and Cycle way
management

Description of Works

Cycle way diversion
Site access

Closure Type / Description

SH2 SB Petone to
Ngauranga

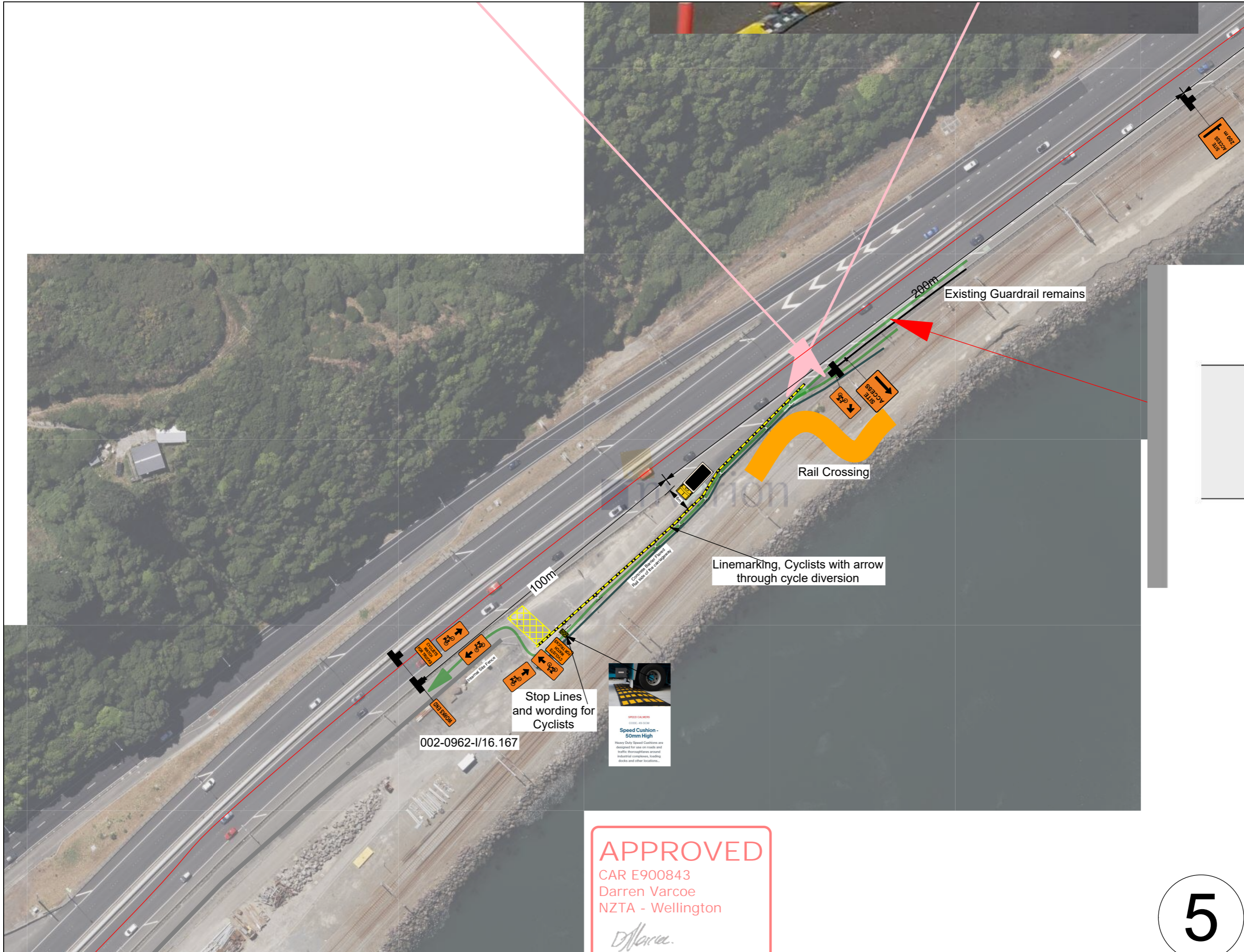
Location

Te-ara-tupua-001

TMP

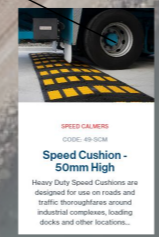
5 of 9

PAGE



002-0962-I/16.167

Stop Lines
and wording for
Cyclists



APPROVED
CAR E900843
Darren Varcoe
NZTA - Wellington
D. Varcoe
13 January 2023

5

This design is the property of Heb Construction and is not be used without written permission of HEB Construction

Client

Waka Kotahi

RCA



Created By

Te-ara-tupua
Long term Site access
and Cycle way
management

Description of Works

Cycle way diversion
Site access

Closure Type / Description

SH2 SB Petone to
Ngauranga

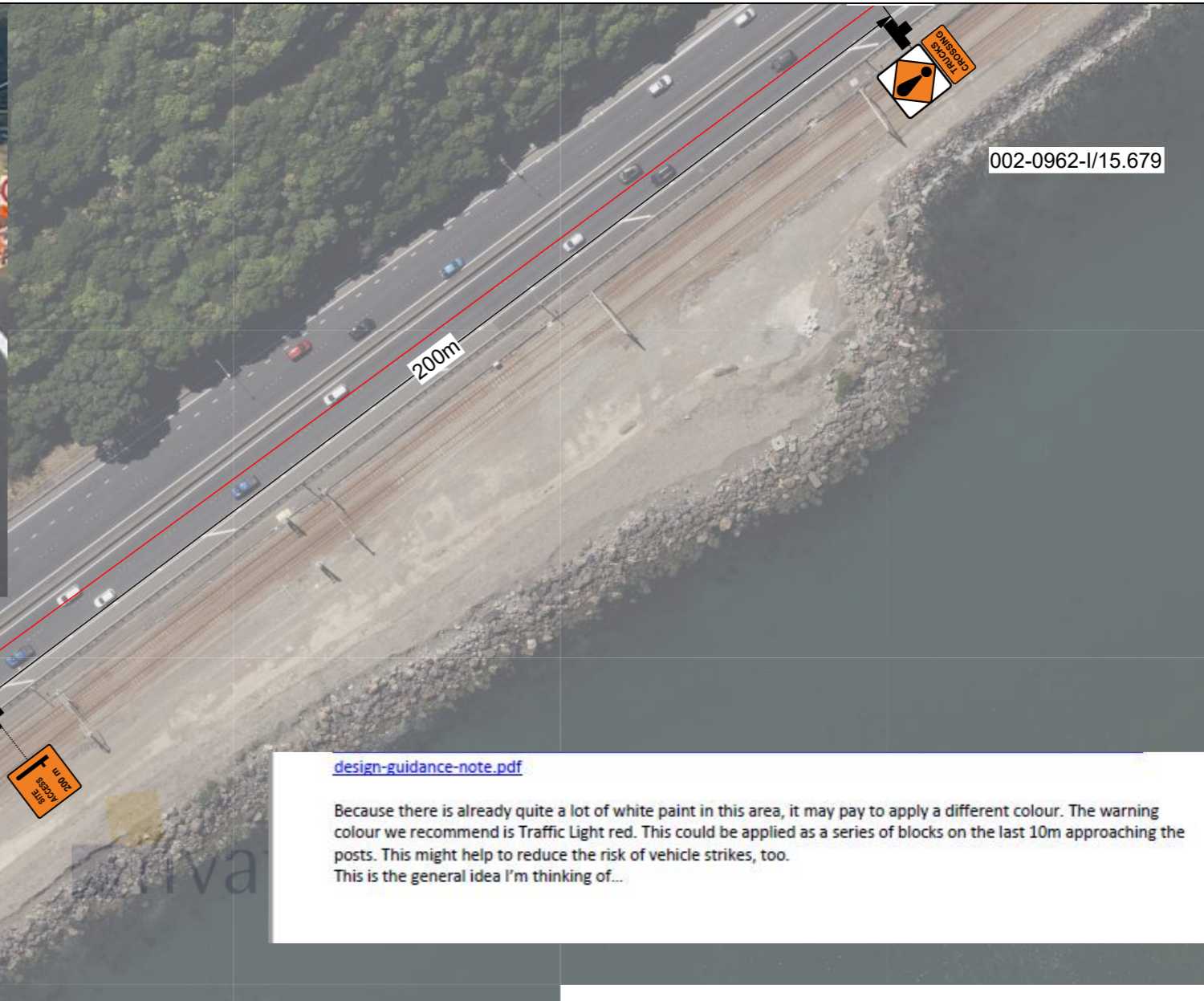
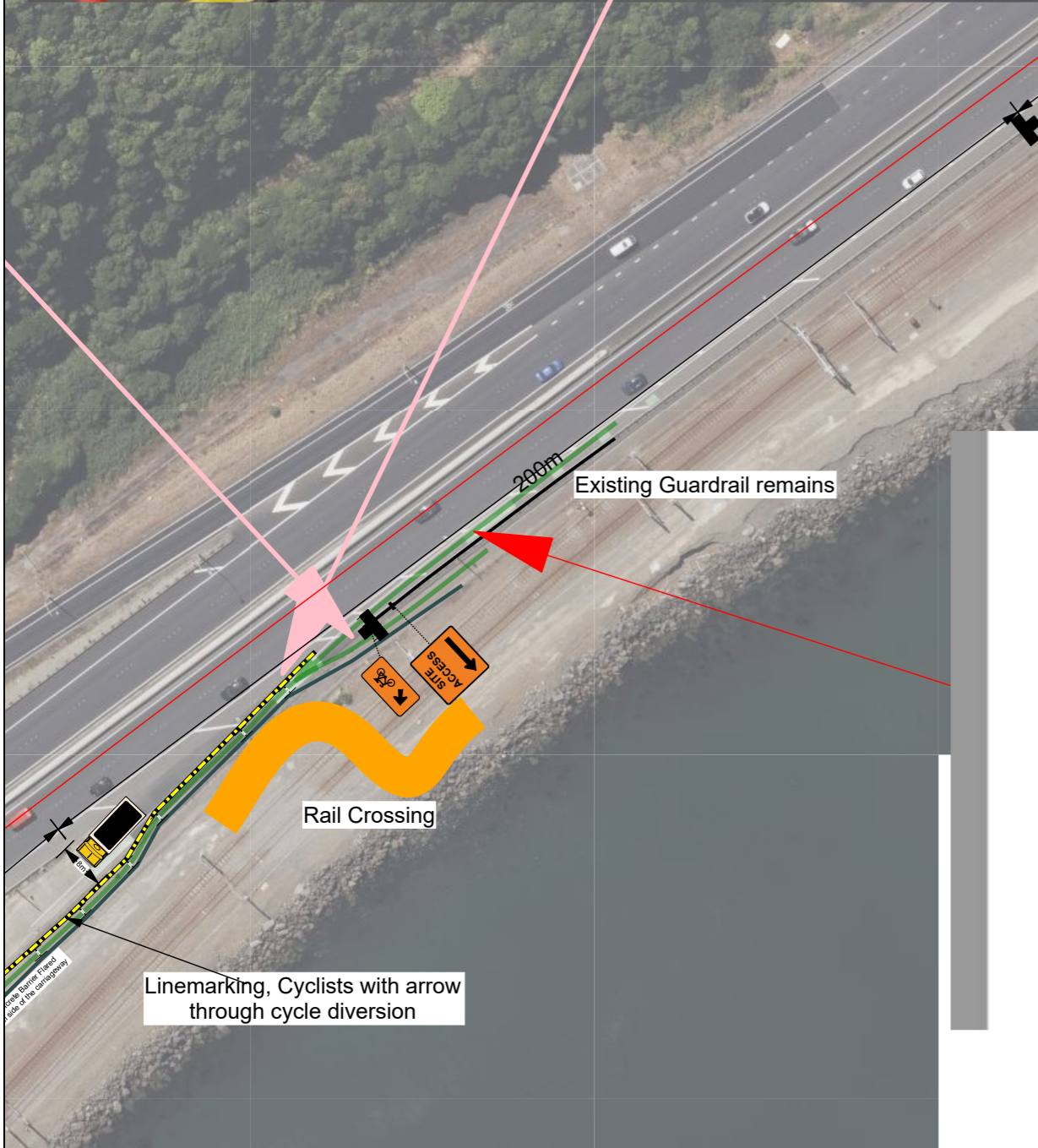
Location

Te-ara-tupua-001

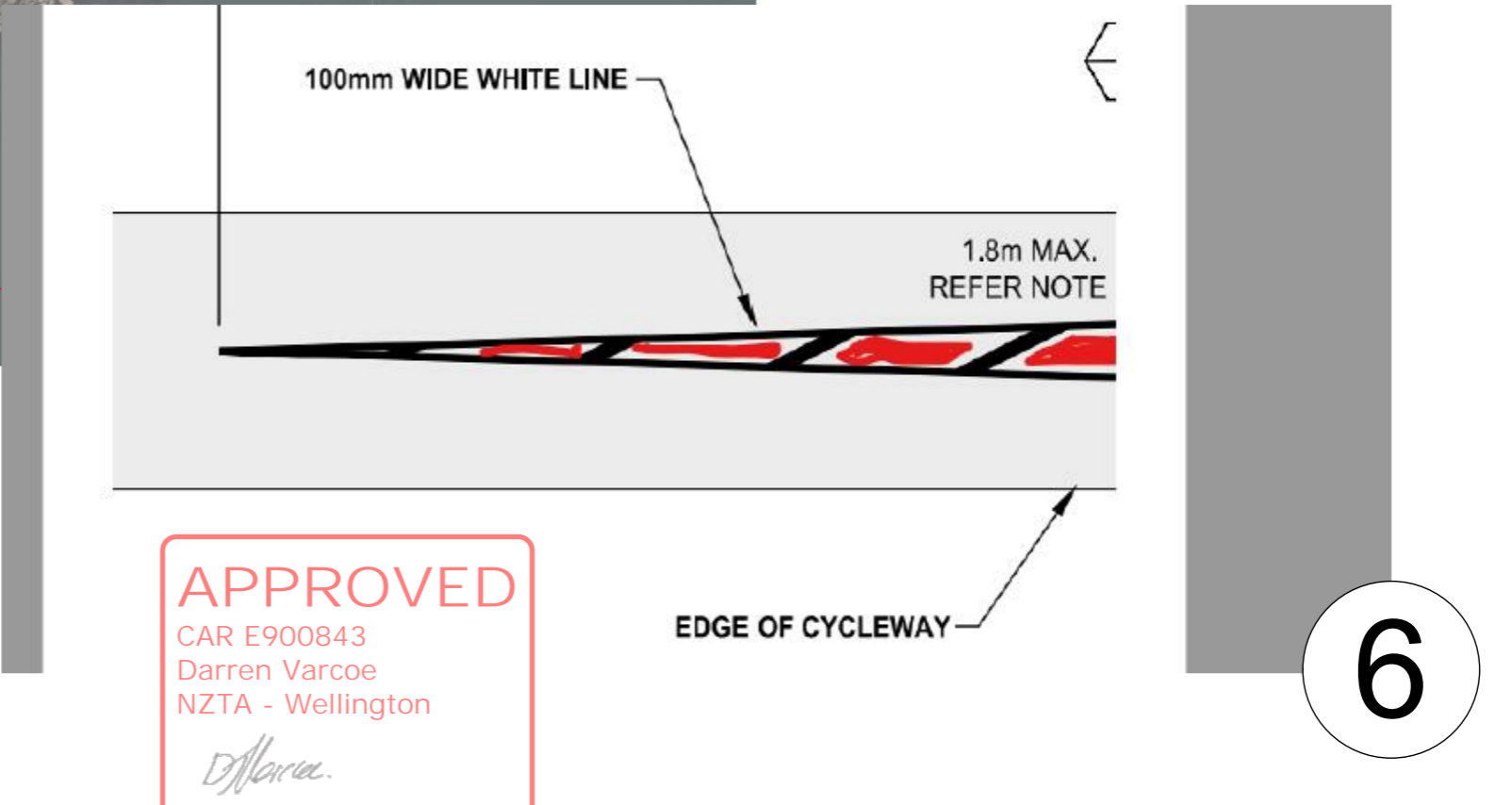
TMP

6 of 9

PAGE



[design-guidance-note.pdf](#)
Because there is already quite a lot of white paint in this area, it may pay to apply a different colour. The warning colour we recommend is Traffic Light red. This could be applied as a series of blocks on the last 10m approaching the posts. This might help to reduce the risk of vehicle strikes, too. This is the general idea I'm thinking of...



APPROVED
CAR E900843
Darren Varcoe
NZTA - Wellington
D. Varcoe
13 January 2023

6



Client

Waka Kotahi

RCA



Created By

Te-ara-tupua
Long term Site access
and Cycle way
management

Description of Works

Cycle way diversion
Site access

Closure Type / Description

SH2 SB Petone to
Ngauranga

Location

Te-ara-tupua-001

TMP

7 of 9

PAGE



002-0962-D15.393



1788.9 m



002-0962-I/15.679

199.6 m

APPROVED
CAR E900843
Darren Varcoe
NZTA - Wellington
[Signature]
13 January 2023

7

This design is the property of Heb Construction and is not be used without written permission of HEB Construction



Client

Waka Kotahi

RCA



Created By

Te-ara-tupua
Long term Site access
and Cycle way
management

Description of Works

Cycle way diversion
Site access

Closure Type / Description

SH2 SB Petone to
Ngauranga

Location

Te-ara-tupua-001

TMP

8 of 9

PAGE



Google
CAR E900843
Darren Varcoe
NZTA - Wellington

D. Varcoe

13 January 2023

8



Client

Waka Kotahi

RCA



Created By

Te-ara-tupua
Long term Site access
and Cycle way
management

Description of Works

Cycle way diversion
Site access

Closure Type / Description

SH2 SB Petone to
Ngauranga

Location

Te-ara-tupua-001

TMP

9 of 9

PAGE



APPROVED
CAR E900843
Darren Varcoe
NZTA - Wellington
D. Varcoe
13 January 2023

9

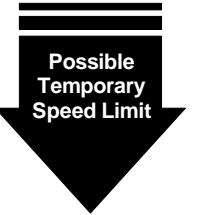
This design is the property of Heb Construction and is not be used without written permission of HEB Construction

**TEMPORARY SPEED LIMIT (TSL)
DECISION MATRIX
WORKSHEET**

INSTRUCTIONS

Select the appropriate road condition description for each of the four factors, and in the right hand circle list the chosen TSL for that road condition. Transfer lowest TSL to the bottom circle.

Appendix B



	EXCELLENT	AVERAGE	BELOW AVERAGE	POOR	
1. Minimum Lane Width	3.5m	3.25m	3.00m	2.75m	
2. Pavement / Surface Condition	The shoulder and lane is clear of loose or greasy material and the traveled way is smooth	The road is close to normal condition except for a few minor defects (eg small pot holes or a few pieces of loose aggregate) 70km/h where new seal has been swept but not marked	Defects and / or loose material on the lane (eg unattended reseals) 50km/h for protection of a new seal	There are major defects and / or significant loose material on the lane (eg recently milled surface , large stones, steel plates)	
3. Visibility and Alignment	There is greater than 140m visibility to the first cone in taper, and the worksite has not imposed a change in alignment	There is less than 140m visibility to the first cone in taper, or vehicles are deflected by 20 degrees or less from the original direction of travel Deflected by less than 20°	There is less than 60m visibility to the first cone in taper, or vehicles are deflected by 20-45 degrees from the original direction of travel Deflected by 20° to 45°	There is less than 30m visibility to the first cone in taper, or vehicles are deflected by more than 45 degrees from the original direction of travel Deflected more than 45°	
4. Site Clutter	Low site clutter, clear vehicle lanes, cycle lanes and footpaths	Some site clutter either plant or materials, vehicle lanes, cycle lanes and footpaths are lightly trafficked	Considerable site clutter requires additional management to guide vehicles though the site. Some queues of road users	Has numerous driver distractions including construction traffic. Cycle lanes or footpaths are closed. 30km/h for portable traffic signals, MTC operations or where traffic has to traverse the actual active working space (either in a delineated single lane or where traffic is not separated from the working space)	

Is the lowest speed 80km/h or less and at least 10km/h below the permanent speed?

APPROVED
CAR E900843
Approved by
NZTA - Wellington

Yes → Use this Temporary Speed Limit

No → No Temporary Speed Limit Required

13 January 2023



[Click here to reset](#)

MOBILE OPERATION FOR 70KM/HR OR MORE ROADS ONLY (CATEGORY C, LEVEL 2 OR 3)

PXX-12.3

WORK IN THE LEFT LANE OF MULTI-LANE ROAD

WORK CAN OCCUR

- BETWEEN 15m AND 60m IN FRONT OF THE SHADOW VEHICLE
- AROUND AND ON THE WORK VEHICLE - PROVIDED IT (AND THE SPACE BEING WORKED) REMAINS IN THE PROTECTED ZONE DESCRIBED ABOVE IN FRONT OF THE SHADOW VEHICLE
- ANYWHERE TO THE LEFT OF THE WORKING SPACE TO (AND INCLUDING) A BERM OR FOOTPATH
- STRADDLING A CYCLE LANE, PROVIDED THE 'HIGH RISK' INSTRUCTIONS ARE FOLLOWED IN THE ADJACENT NOTE

HIGH RISK
 IF CYCLE LANE IS PRESENT TWO WORKERS MUST BE USED, ONE ACTING AS A SPOTTER IF THE CYCLE LANE NEEDS TO BE CROSSED WITH CLEAR SIGHT DISTANCE AVAILABLE FOR THE SPOTTER. NO EQUIPMENT IS TO BE PLACED IN THE CYCLE LANE, BUT IT MAY BE CROSSED SAFELY TO INSTALL OR REMOVE EQUIPMENT

VEHICLES MUST NOT BLOCK THE CYCLE LANE AT ANY TIME.

CYCLISTS MUST NOT BE IMPEDED (INTERACTION WITH CYCLE LANE TAKES ON 'INSPECTION-LIKE' RULES (WORKERS MUST MOVE FOR CYCLISTS))

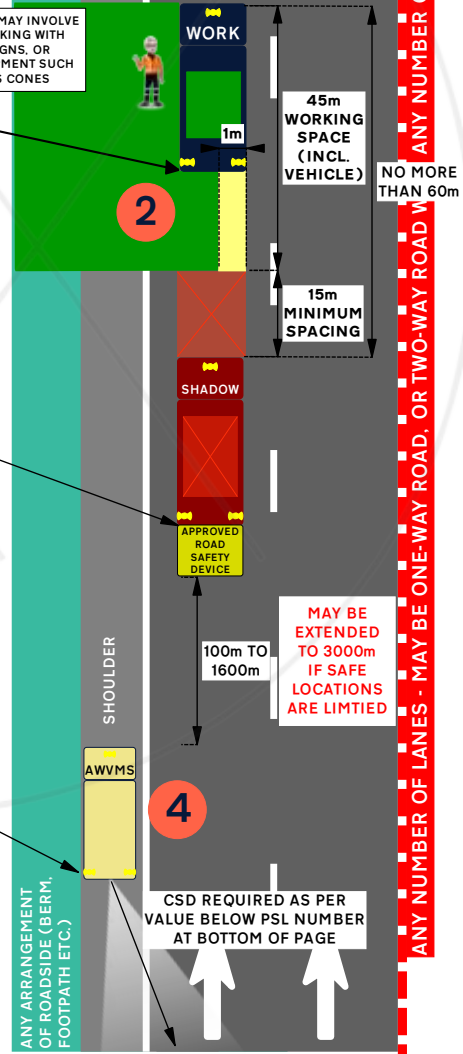
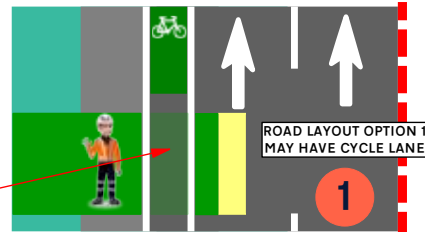
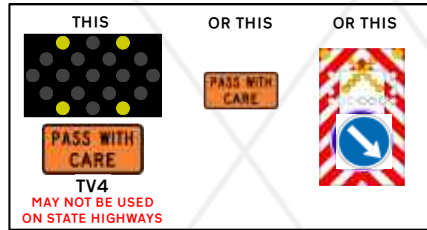
WORK CANNOT OCCUR

- WITHIN 1m OF THE LIVE LANE
- WITHIN 15m IN FRONT OF THE SHADOW VEHICLE
- IN THE CYCLE LANE (BUT IT MAY BE SAFELY CROSSED)

OTHER REQUIREMENTS

- SHADOW VEHICLE MUST 'TAKE THE LANE' TO ENSURE ROAD USERS ARE CLEAR THAT THE ENTIRE LANE IS CLOSED AND THE ADJACENT LANE MUST BE USED
- VEHICLE ROTATING BEACONS TO BE ON AT ALL TIMES DURING THE OPERATION
- IF A HORIZONTAL ARROW BOARD IS USED - IT MUST BE SURROUNDED BY THE RED AND WHITE REAR PANEL

- 1 ROAD MAY HAVE A CYCLE LANE. WORK MAY BE EITHER SIDE OF CYCLE LANE HOWEVER HIGH RISK NOTES MUST BE FOLLOWED
- 2 WORKING SPACE IS 45m LONG - THE WORK VEHICLE (IF ONE IS USED - CAN BE WITH OR WITHOUT) CAN BE POSITIONED ANYWHERE IN THAT PROTECTED RANGE
- 3 AWMMS DISTANCE SUPPLEMENTARY MUST BE ADJUSTED AS OPERATION CHANGES ITS DISTANCE. DISTANCE MEASURED FROM THE AWMMS TO THE REAR OF THE SHADOW VEHICLE
- 4 AWMMS TO BE LOCATED ON A LEVEL SURFACE CLEAR OF THE LANE. IT MAY PROCEED ALONG THE SHOULDER (IF IT CAN REMAIN CONTAINED OFF THE LANE), OR LEAPFROG TO SUITABLE LOCATIONS. IT MUST REMAIN ATTENDED AT ALL TIMES.



© PARALLAXX LIMITED, 2021

ROAD LAYOUT CAN BE: ONE WAY TWO OR MORE LANES / TWO-WAY 3 OR MORE LANES	ROAD CAT MUST BE: C	ROAD LEVEL CAN BE: APPROVED 2 / 3	PSL CAN BE: 70, 80, 90, 100, 110
DELINTEATION: [Icon]	SIGNS: [Icon]	NO-GO ZONES: [Icon]	CSD: 210m, 240m, 270m, 300m, 330m
SAFETY ZONES: [Icon]		ROTATING BEACONS: [Icon]	SAFE WORKING AREA: [Icon]

PSL CAN BE: 70, 80, 90, 100, 110

CSD: 210m, 240m, 270m, 300m, 330m

ROTATING BEACONS (NUMBER MAY VARY, 360 COVERAGE REQUIRED)

SAFE WORKING AREA

MOBILE OPERATION 70KM/HR ROADS AND ABOVE ONLY (CATEGORY C, LEVEL 2 OR LEVEL 3)
LEFT LANE SEMI-STATIC ON MULTI-LANE ROAD (2 OR MORE LANES, DIVIDED OR UNDIVIDED)

PXX-15.1

WORK CAN OCCUR

- ANYWHERE IN THE CLOSED LANE FORWARD OF THE 15m SPACE IN FRONT OF THE SHADOW VEHICLE - TO ADJACENT TO THE LAST CONE IN THE CLOSED LANE
- AROUND AND ON THE WORK VEHICLE - PROVIDED IT (AND THE SPACE BEING WORKED) REMAINS IN THE PROTECTED ZONE DESCRIBED ABOVE IN FRONT OF THE SHADOW VEHICLE
- ANYWHERE TO THE LEFT OF THE WORKING SPACE TO (AND INCLUDING) THE BERM AND FOOTPATH

WORK CANNOT OCCUR

- WITHIN 1m OF THE LIVE LANE
- WITHIN 15m IN FRONT OF THE SHADOW VEHICLE (OR REAR OF THAT POINT IN THE SAFETY ZONES OR TAPER)
- IN THE CYCLE LANE

OTHER REQUIREMENTS

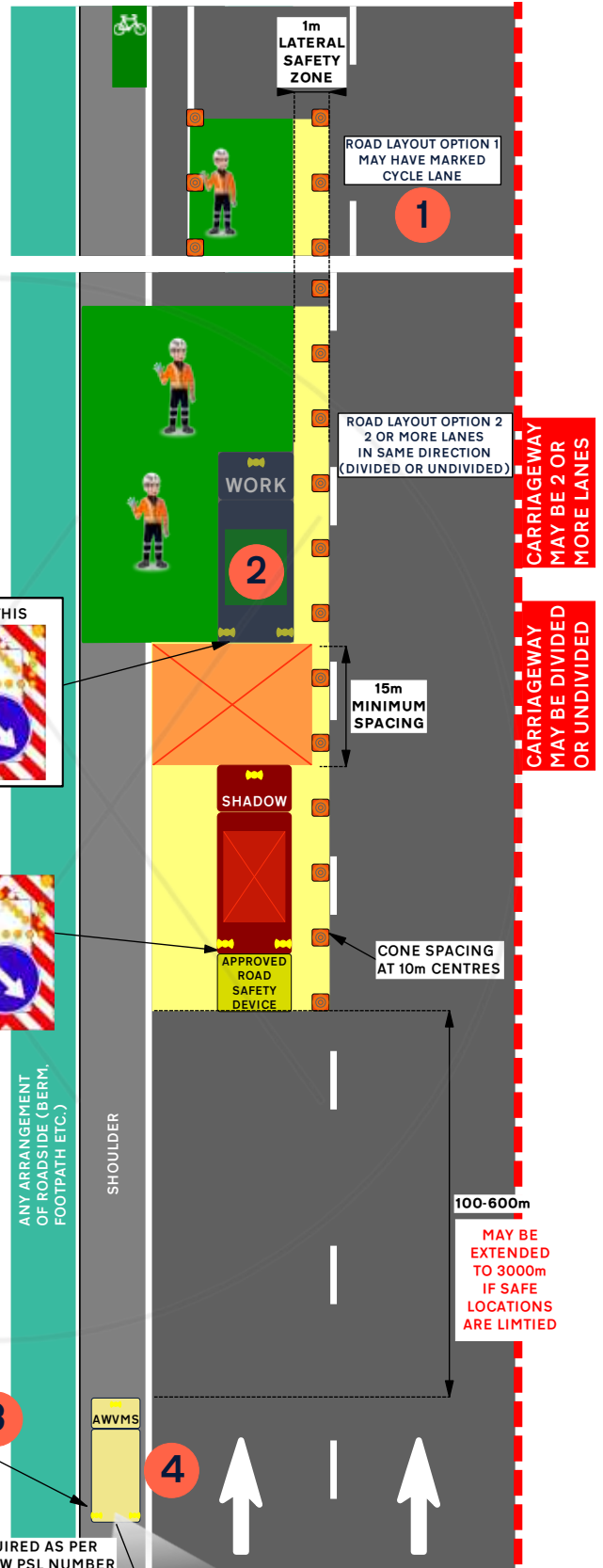
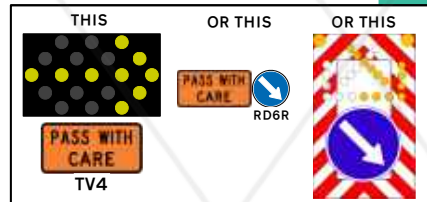
- VEHICLE ROTATING BEACONS TO BE ON AT ALL TIMES DURING THE OPERATION
- IF A HORIZONTAL ARROW BOARD IS USED - IT MUST BE SURROUNDED BY THE RED AND WHITE REAR PANEL
- **MOBILE DIAGRAM PXX-12.3 MUST BE USED TO INSTALL THE TAPER AND ADDITIONAL CONES BEFORE THE SEMI-STATIC OPERATION IS ACTIVE**

- 1 ROAD MAY HAVE A CYCLE LANE. IF SO - CONES MUST BE PLACED ON THE WORK SIDE OF THE CYCLE LANE TO MAINTAIN ITS OPERATION
- 2 WORK VEHICLE MAY OR MAY NOT BE PRESENT (WORKING SPACE REMAINS THE SAME) - IF NOT PRESENT, WORKERS CAN ACCESS WORKING SPACE FROM LEFT SIDE OF ROAD (SHADOW VEHICLE NOT TO BE INTERACTED WITH)
- 3 AWMMS DISTANCE SUPPLEMENTARY MUST BE ADJUSTED AS OPERATION CHANGES ITS DISTANCE. DISTANCE MEASURED FROM THE AWMMS TO THE REAR OF THE SHADOW VEHICLE
- 4 AWMMS TO BE LOCATED ON A LEVEL SURFACE CLEAR OF THE LANE. IT MAY PROCEED ALONG THE SHOULDER (IF IT CAN REMAIN CONTAINED OFF THE LANE), OR LEAPFROG TO SUITABLE LOCATIONS. IT MUST REMAIN ATTENDED AT ALL TIMES.

HIGH RISK
 IF CYCLE LANE IS PRESENT TWO WORKERS MUST BE USED, ONE ACTING AS A SPOTTER IF THE CYCLE LANE NEEDS TO BE CROSSED WITH CLEAR SIGHT DISTANCE AVAILABLE FOR THE SPOTTER. NO EQUIPMENT IS TO BE PLACED IN THE CYCLE LANE, BUT IT MAY BE CROSSED SAFELY TO INSTALL OR REMOVE EQUIPMENT

VEHICLES MUST NOT BLOCK THE CYCLE LANE AT ANY TIME.

CYCLISTS MUST NOT BE IMPEDED (INTERACTION WITH CYCLE LANE TAKES ON 'INSPECTION-LIKE' RULES (WORKERS MUST



© PARALLAXX LIMITED, 2021

ROAD LAYOUT CAN BE: ONE WAY TWO OR MORE LANES / TWO-WAY 3 OR MORE LANES	ROAD CAT MUST BE: C	ROAD LEVEL CAN BE:	PSL CAN BE: 70 (CSD: 210m) / 80 (CSD: 240m) / 90 (CSD: 270m) / 100 (CSD: 300m) / 110 (CSD: 330m)
DELINEATION:	SIGNS:	NO-GO ZONES:	SAFETY ZONES:
ROTATING BEACONS (NUMBER MAY VARY, 360 COVERAGE REQUIRED)			SAFE WORKING AREA

**MOBILE OPERATION 70KM/HR ROADS AND ABOVE ONLY (CATEGORY C,
LEVEL 2 OR LEVEL 3)
LEFT LANE SEMI-STATIC ON MULTI-LANE ROAD (2 OR MORE LANES, DIVIDED OR UNDIVIDED)**

PXX-15.2

WORK CAN OCCUR

- ANYWHERE IN THE CLOSED LANE FORWARD OF THE 15m SPACE IN FRONT OF THE SHADOW VEHICLE - TO ADJACENT TO THE LAST CONE IN THE CLOSED LANE
- AROUND AND ON THE WORK VEHICLE - PROVIDED IT (AND THE SPACE BEING WORKED) REMAINS IN THE PROTECTED ZONE DESCRIBED ABOVE IN FRONT OF THE SHADOW VEHICLE
- ANYWHERE TO THE LEFT OF THE WORKING SPACE TO (AND INCLUDING) THE BERM AND FOOTPATH

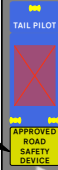
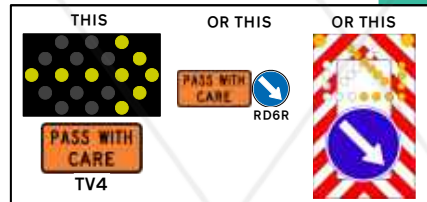
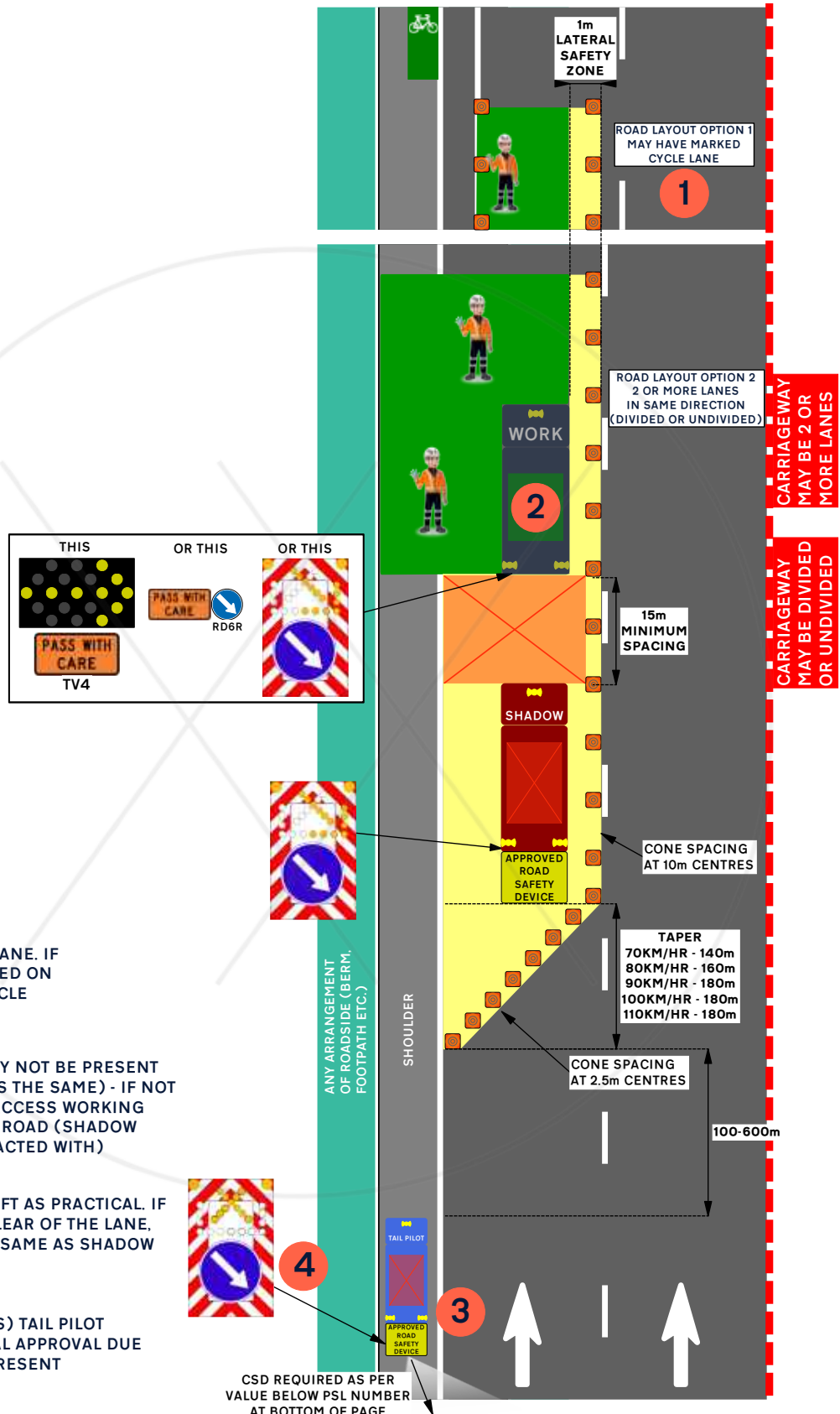
WORK CANNOT OCCUR

- WITHIN 1m OF THE LIVE LANE
- WITHIN 15m IN FRONT OF THE SHADOW VEHICLE (OR REAR OF THAT POINT IN THE SAFETY ZONES OR TAPER)
- IN THE CYCLE LANE

OTHER REQUIREMENTS

- VEHICLE ROTATING BEACONS TO BE ON AT ALL TIMES DURING THE OPERATION
- IF A HORIZONTAL ARROW BOARD IS USED - IT MUST BE SURROUNDED BY THE RED AND WHITE REAR PANEL
- **MOBILE DIAGRAM PXX-12.3 MUST BE USED TO INSTALL THE TAPER AND ADDITIONAL CONES BEFORE THE SEMI-STATIC OPERATION IS ACTIVE**

- 1 ROAD MAY HAVE A CYCLE LANE. IF SO - CONES MUST BE PLACED ON THE WORK SIDE OF THE CYCLE LANE TO MAINTAIN ITS OPERATION
- 2 WORK VEHICLE MAY OR MAY NOT BE PRESENT (WORKING SPACE REMAINS THE SAME) - IF NOT PRESENT, WORKERS CAN ACCESS WORKING SPACE FROM LEFT SIDE OF ROAD (SHADOW VEHICLE NOT TO BE INTERACTED WITH)
- 3 TAIL PILOT TO BE AS FAR LEFT AS PRACTICAL. IF IT CANNOT BE ENTIRELY CLEAR OF THE LANE, THE RIGHT ARROW SETUP (SAME AS SHADOW VEHICLE) IS TO BE USED)
- 4 LIGHT ARROW SYSTEM (LAS) TAIL PILOT DISPLAY REQUIRES SPECIAL APPROVAL DUE TO A T1 SIGN NOT BEING PRESENT



CSD REQUIRED AS PER VALUE BELOW PSL NUMBER AT BOTTOM OF PAGE

© PARALLAXX LIMITED, 2021

ROAD LAYOUT CAN BE: ONE WAY TWO OR MORE LANES / TWO-WAY 3 OR MORE LANES	ROAD CAT MUST BE: C	ROAD LEVEL CAN BE:	APPROVE 2	3	PSL CAN BE: 70, 80, 90, 100, 110	CSD: 210m, 240m, 270m, 300m, 330m
DELINEATION	SIGNS	NO-GO ZONES	SAFETY ZONES	ROTATING BEACONS	SAFE WORKING AREA	

APPROVE 2 CAR E900843

Darren Varcoe NZTA - Wellington

ROTATING BEACONS (NUMBER MAY VARY, 360 COVERAGE REQUIRED)

13 January 2023

TMP or generic plan reference

ON-SITE RECORD MOBILE OPERATIONS (*On-site record must be completed and retained with the applied TMP for 12 months*) Today's date

STMS in charge of TTM

Name	NZTA warrant	TTM ID Number	NZTA warrant expiry date	STMS signature	Time

In charge STMS pre-start check

Mandatory Items to be checked as fit for purpose	High-visibility garments are fit for purpose, in an acceptable condition and worn correctly?	Vehicle Xenon (or LED)/Beacons are fit for purpose?	LAS/RD6/AWVMS/VMS/Horizontal arrow boards are fit for purpose?	TMA's are fit for purpose	Two-way radios available, operating OK and batteries are fully charged	Correct signs for work operation are fitted to all vehicles and are fit for purpose
Time the check was completed:		In charge STMS signature:				

Operation record (*To be completed for all inspection worksites/runs, mobile runs, semi-static sites*)

Affected Road Environment Details			Work Activity Timing	
Affected Road name(s)	Worksite start point	Worksite end point	Start	End

APPROVED
 CAR E900843
 Darren Varcoe
 NZTA - Wellington
 13 January 2023

Checks *(must be completed and documented at least every 30 minutes)*
Mobile closure

Time	Distances between vehicles maintained	Lateral positioning of vehicles maintained	LAS/RD6/AWVMS/VMS/Horizontal arrowboards continue to operate correctly	Road clear and available for planned work?	Static equipment maintained?	Safety zones maintained?	Working space adequate and maintained?

Comments relating to any changes and or improvements to the approved TTM/TMP

Time of comment	Detail

APPROVED

CAR E900843
Darren Varcoe
NZTA - Wellington

13 January 2023