RCA consent (eg CAR/WAP) and/or RCA contract reference	

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:** *2015:17*	**Contractor:** *Graham Chapman*	**Principal** *(Client)*: *Erehwon cycling club*		
			RCA: *Hastings District Council*		
Location details and road characteristics	**Road names and suburb**		**House no./RPs** *(from and to)*	**Road level**	**Permanent speed**
	Event route Starting from the Lawn Road Reserve on Lawn Road Turning right into Lawn Rd Turning right into and Te Mata Mangateretere Straight ahead into Waimarama Turning Left into Tuki Tuki Rd Turning right into Raymond Rd Turn naturally left into Parkhill Rd Through Parkhill/ East Intersection Left into Lawn Road Straight through Lawn Road/ Te Mata Mangateretere Roundabout Finishing at the Lawn Road Reserve on Lawn Road				
	The following intersections will be controlled with traffic management:				
	Lawn Road by Lawn Road Reserve		Extending 200m either side of the intersection	L1	50km
	Lawn Rd/ Te Mata Mangateretere Roundabout		Extending 200m either side of the intersection	L1	100km
	Te Mata Mangateretere/ Waimarama/ Te Mata/River Rd		Extending 200m either side of the intersection	L1	80km
	Waimarama/Tuki Tuki Rd		Extending 200m either side of the intersection	L1	100km
	Tuki Tuki Rd/Raymond Rd		Extending 200m either side of the intersection	LV	100km
	Parkhill/ East Intersection		Extending 200m either side of the intersection	L1	100km
	Lawn Road		Extending 200m either side of the intersection	L1	100km
Traffic details (main route)	**AADT** Not specified – up to 10,000 vpd		**Peak flows** The event is held out of peak flow times		
Description of work activity					

RCA consent (eg CAR/WAP) and/or RCA contract reference	

A fun ride organised by the local cycling club.

Includes 3 grade entry events involving multiple laps of the course starting at short time intervals from 8.00am

The event begins at 8.00 and will be completed by 2.00pm

Planned work programme

Start date	6.00am	Time	18 October 2015	End date	18 October 2015	Time	4.00pm

Consider significant stages, for example: • road closures • detours • no activity periods.	TTM set up will be completed between 6.00am and 7.15am Event runs from 8.00am to 2.00pm TTM removal will be completed between 2.00pm and 4.00pm following the completion of the event by the final competitor.
Alternative dates if activity delayed	None planned at this point.

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

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

Proposed traffic management methods

Installation *(includes parking of plant and materials storage)*	A Mobile operation will be used to set out TTM consisting of a TTM equipment vehicle fitted with an appropriate advanced warning sign to the rear and a rotating flashing beacon. When stopped to install equipment this vehicle with be parked clear of the live lane and the equipment is to be offloaded from the non-traffic side of the vehicle. TTM will be placed at intersections on the left hand side approach of each road first. The equipment vehicle is to make left turns following the road network All MTC will be briefed on their role
Attended (day)	The key intersections are managed throughout the event by on site marshals. The marshals are to be in contact with the event STMS and Event manager throughout the event for regular updates of how the event competitors are progressing through the circuit.
Attended (night)	Not required
Unattended (day)	Not required
Unattended (night)	Not required
Detour route	Not required Does detour route go into another RCA's roading network? Yes No *(delete either Yes or No)* *If Yes, has confirmation of acceptance been requested from that RCA?* Yes No *(delete either Yes or No)* ***Note:*** *Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.*
Removal	A Mobile operation will be used to remove TTM consisting of a TTM equipment vehicle fitted with an appropriate advanced warning sign to the rear and a rotating flashing beacon. When stopped to install equipment this vehicle with be parked clear of the live lane and the equipment is to be offloaded from the non-traffic side of the vehicle. TTM will be removed in the following order at each intersection -cones, direction and protection signs, advance warning signs

Proposed TSLs *(see TSL decision matrix for guidance)*

	TSL details as required Approval of Temporary Speed Limits (TSL) are in terms of Section 5 of Land Transport Rule: Setting of Speed Limits 2003,Rule 54001 *(List speed, length and location)*	**Times** *(From and to)*	**Dates** *(Start and finish)*	**Diagram ref. no.s** *(Layout drawings or traffic management diagrams)*

RCA consent (eg CAR/WAP) and/or RCA contract reference	

Attended day/night	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 125m on the approach to each of the following intersections • Cnr Lawn Rd by Lawn Road Reserve • Lawn Rd/ Te Mata Mangateretere Roundabout • Cnr Waimarama/Tuki Tuki Rd • CnrTuki Tuki Rd/Raymond Rd • Cnr Parkhill/ East Intersection • Cnr Lawn Road Roundabout	6.00 am to 4.00pm	18 October 2015	TMD 1 TMD 2A & 2 B TMD 4 TMD 8 TMD 9 TMD 10

Positive traffic management measures

Cone thresholds to be installed wherever MTC are deployed to create side friction

Contingency plans

Generic contingencies for:	**Major Incident**	**Actions**
• major incidents • incidents • pre planed detours. *Remove any options which do not apply to your job*	A major incident is described as: • Fatality or serious injury - real or potential • Significant property damage, or • Emergency services (police, fire, etc) require access or control of the site.	The STMS must immediately conduct the following: • 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.
	Incident	**Actions**
	An incident is described as: • excessive delays - real or potential • minor or non-inquiry accident that has the potential to affect traffic flow • structural failure of the road.	The STMS must immediately conduct the following: • 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.

RCA consent (eg CAR/WAP) and/or RCA contract reference	

	Detour 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: • 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. 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. The detour and route must be designed including: • pre- approval form 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 an pre-installed.	**Actions** When it is necessary to implement the pre-planned detour the STMS must immediately undertake the following: • 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.
	Note also 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 • to maintain the access of the general public to an essential service or utility, or • to prevent serious damage to or serious loss of property.	
Other contingencies to be identified by the applicant *(ie steel plates to quickly cover excavations)*	Emergency vehicles will have full access to the course at all times Key personnel to be briefed on requirements for emergency situations arising and the process to follow. (in particular see 'no interference at an accident scene' above. If a major incident occurs either the STMS or the Event manager to have the incident site isolated and if necessary call a halt to all proceedings until it is safe for all competitors to continue.	

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

RCA consent (eg CAR/WAP) and/or RCA contract reference	

Is an EED applicable?		**EED attached?**	

Delay calculations/trial plan to determine potential extent of delays
Not required
Public notification plan
Not required

Public notification plan attached?	Yes No *(delete either Yes or No)*

On-site monitoring plan	
Attended *(day and/or night)*	The STMS to be available and contactable by key personnel around the course
Unattended *(day and/or night)*	Not required

Method for recording daily site TTM activity *(eg CoPTTM on-site record)*
A CoPTTM on-site record is to be used to record activity at each of the controlled intersections and to record the overriding in control person(s) for the event.
Site safety measures
STMS to complete a pre event course drive over inspection to confirm the route will be safe and the installed TTM will meet requirements. STMS and Event Manager to address any safety concerns raised prior to and during the event without delay.
Other information
All MTC will be briefed on their role by the event STMS when on site.

Site specific layout diagrams	
Number	**Title**
1	Start/Finish Line – Lawn Rd
2 A & B	Lawn Rd/Te Mata Mangateretere Rd, - right turn and return straight ahead
3	Te Mata Mangateretere Rd/Te Mata/River Rd – straight ahead
4	Kahuranaki/Waimarama & Tuki Tuki Rd – left hand turn
5, 6 & 7	Various side roads
8	Tuki Tuki/Raymond Rds right turn
9	Parkhill/East Rds – left turn
10	Various side roads
11	Mill/Lawn Rds Roundabout – left turn

Contact details					
	Name	**24/7 contact number**	**CoPTTM ID**	**Qualification**	**Expiry date**
Principal	*Erehwon cycling club* *Contact person: James Brownley*	*0374 569 675*	----------	----------	----------
TMC	*Jonathan Goodperson*	*0212467780*	*89765*	*STMS L1*	*23/8/17*
Engineers' representative	Not required				

RCA consent (eg CAR/WAP) and/or RCA contract reference	

Contractor/STMS	*Event specialists* *Contact person: Graham Chapman*	*0218023400*	*73564*	*STMS L1*	*14/11/18*
Other TC/STMS	*Graham Chapman*	*0218023400*	*73564*	*STMS L1*	*14/11/18*
Others as required	Not required				

TMP preparation						
Preparation	*Graham Chapman*	*G Chapman*	*01/10/15*	*STMS L1*	*73564*	*14/11/18*
	Name (STMS qualified)	*Date*	*Signature*	*ID no.*	*Qualification*	*Expiry date*

This TMP meets CoPTTM requirements	**Number of diagrams attached**	12

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						
Approved by TMC/engineer *(delete one)*	*Jonathan Goodperson*	*J Goodperson*	*23/01/17*	*STMS L1*	*89765*	*23/8/17*
	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 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	Not required	**Notification completed**	Date Time

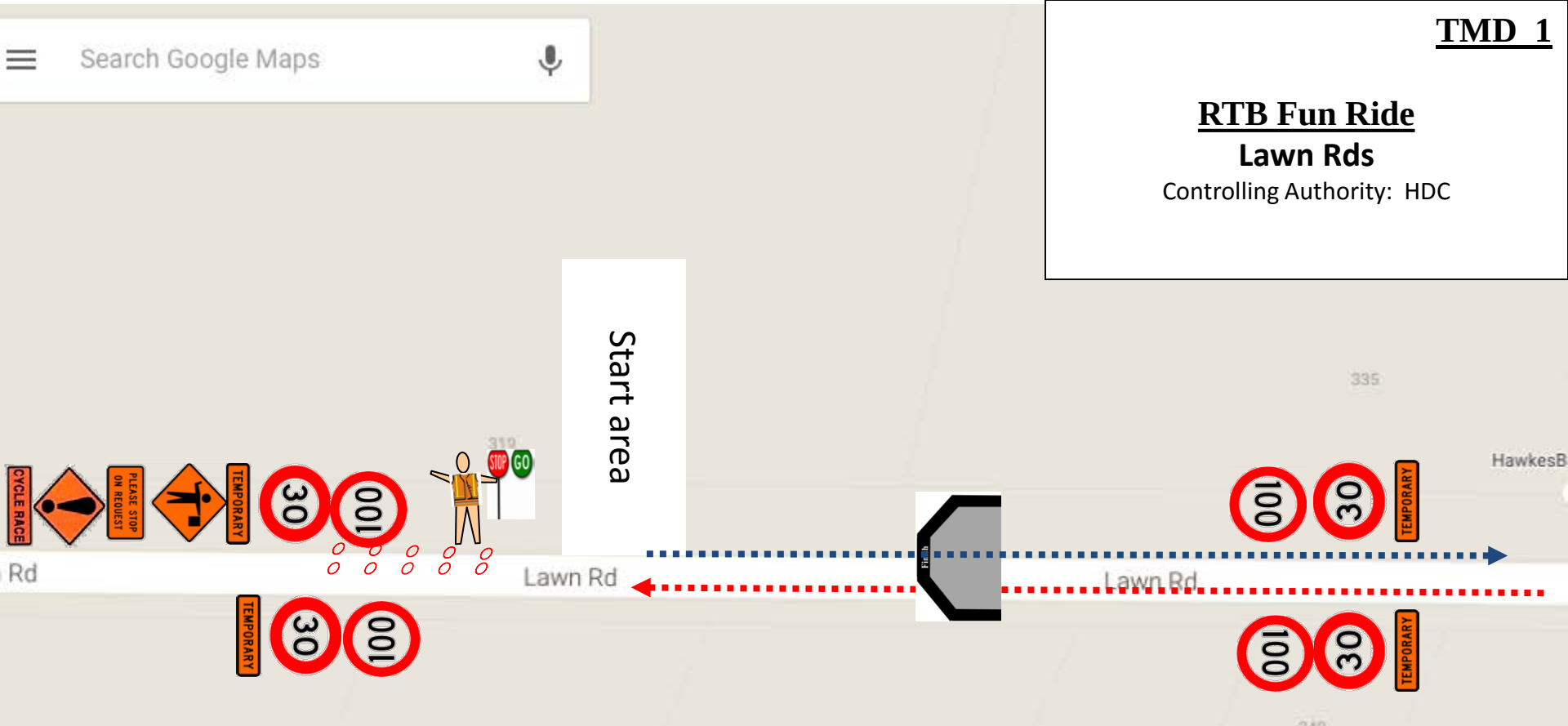

RTB Fun Ride
100 Km Course
Haumoana
Whakatu
9
25
8
7
20
6
15
5
10
10
11
30
5
2
3
1

TMD 1

RTB Fun Ride

Lawn Rds

Controlling Authority: HDC



Temporary Traffic Management:

To allow cyclists right of way. Cyclist will be briefed in reserve area before start. MTC to stop traffic to allow cyclist on to the road
MTC will stop traffic for large bunches finishing

Assumptions:

1.The intersection is in a 100km/h permanent speed zone
2.Gantry high enough to allow traffic under
3.Blue line leaving
4.Red line cyclist returning

Temporary Traffic Management:

Allowing Cyclists right of way onto the roundabout
Cyclist turning 270 degree

Assumptions:

1.The intersection is in a 100km/h permanent speed zone
2.As start of the race cyclist will pass through the roundabout in a reasonable bunch.
3.Intersection 600m from the start

TMD 2A

RTB Fun Ride

Lawn & Te Mata Mangateretere Rds

Controlling Authority: HDC

Temporary Traffic Management:

Allowing cyclists right of way onto the roundabout cyclist to go straight ahead

Assumptions:

1.The intersection is in a 100km/h permanent speed zone

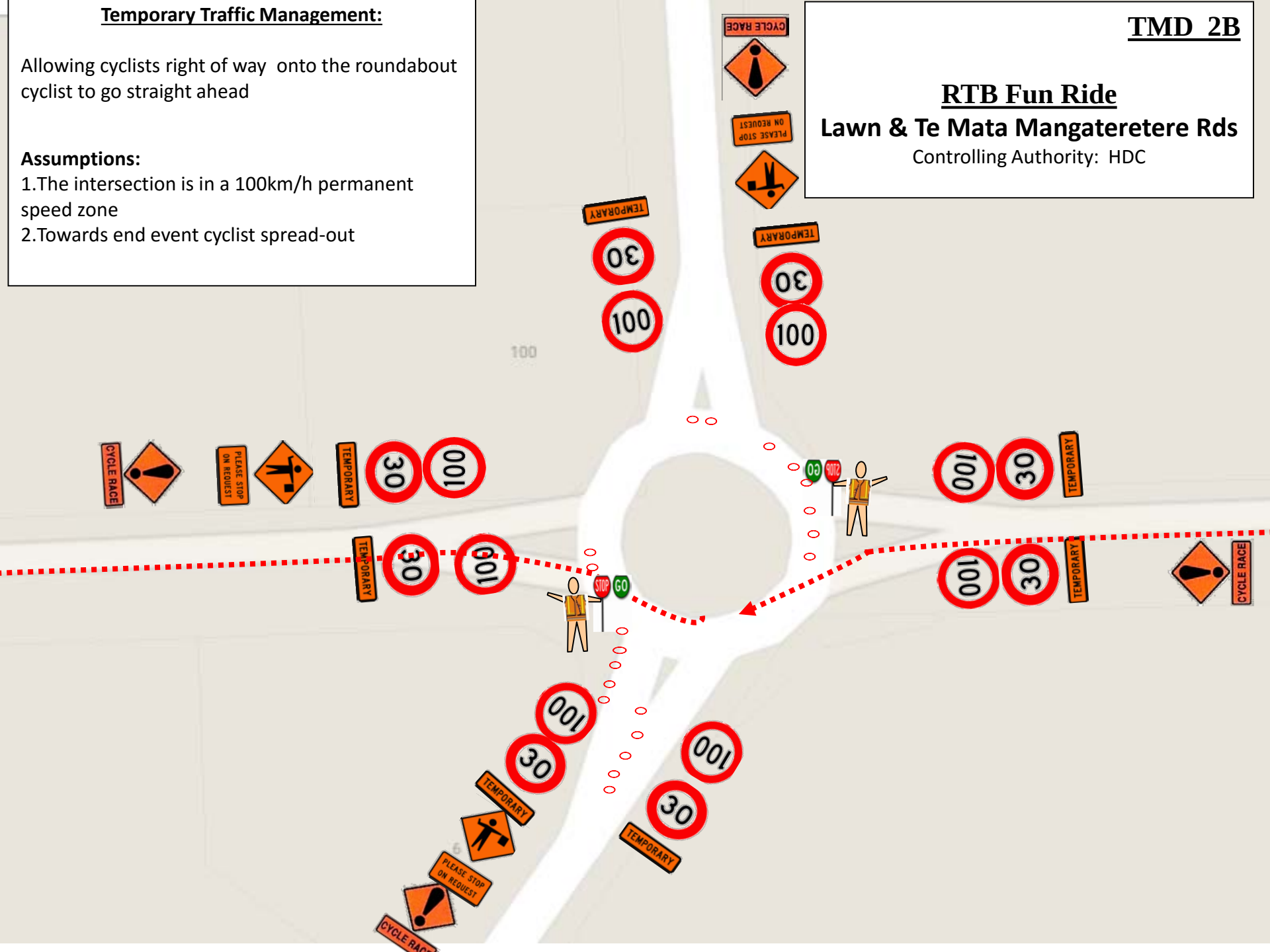
2.Towards end event cyclist spread-out

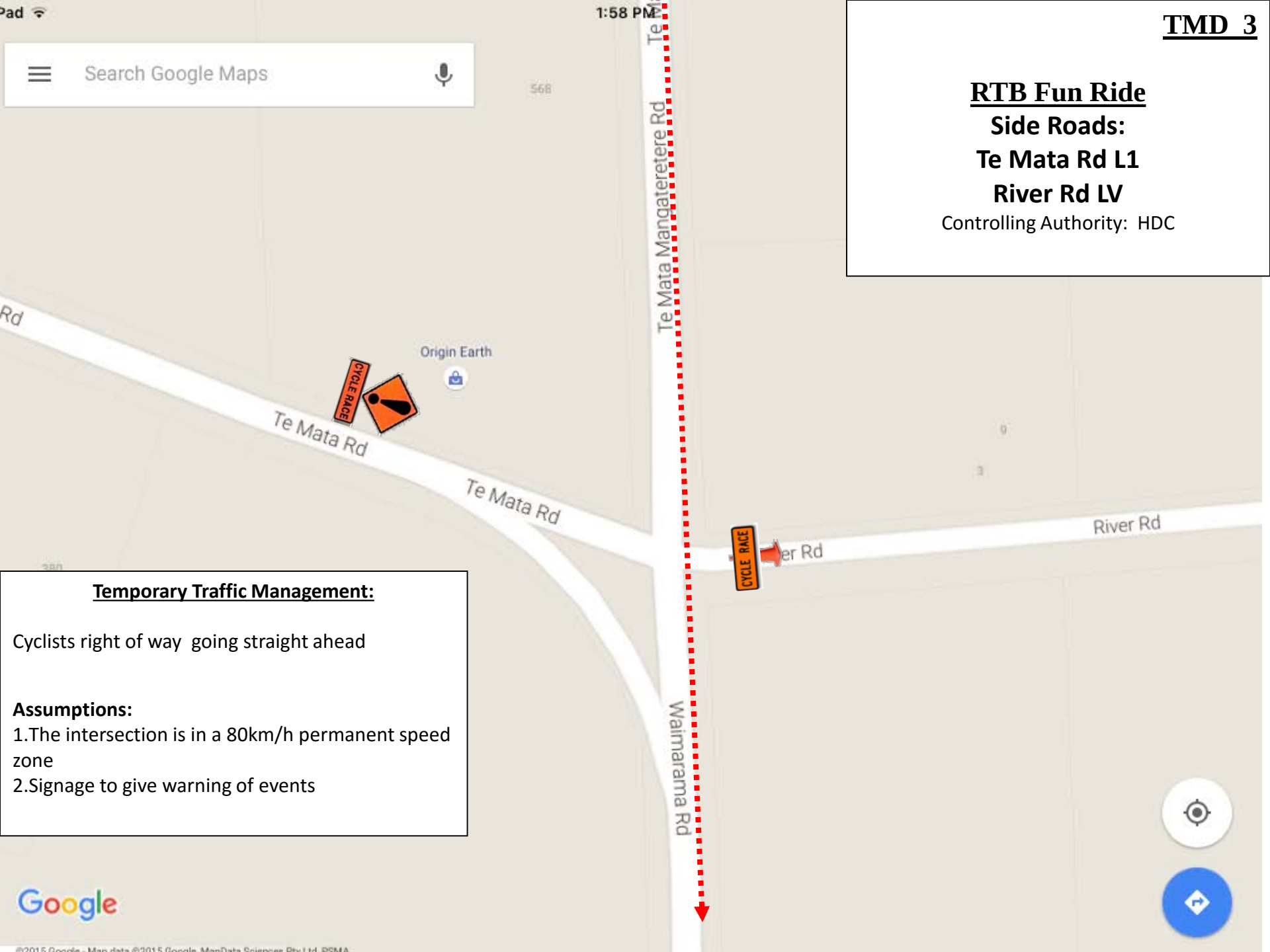
TMD 2B

RTB Fun Ride

Lawn & Te Mata Mangateretere Rds

Controlling Authority: HDC





TMD 3

RTB Fun Ride

Side Roads:

Te Mata Rd L1

River Rd LV

Controlling Authority: HDC

Temporary Traffic Management:

Cyclists right of way going straight ahead

Assumptions:

1.The intersection is in a 80km/h permanent speed zone

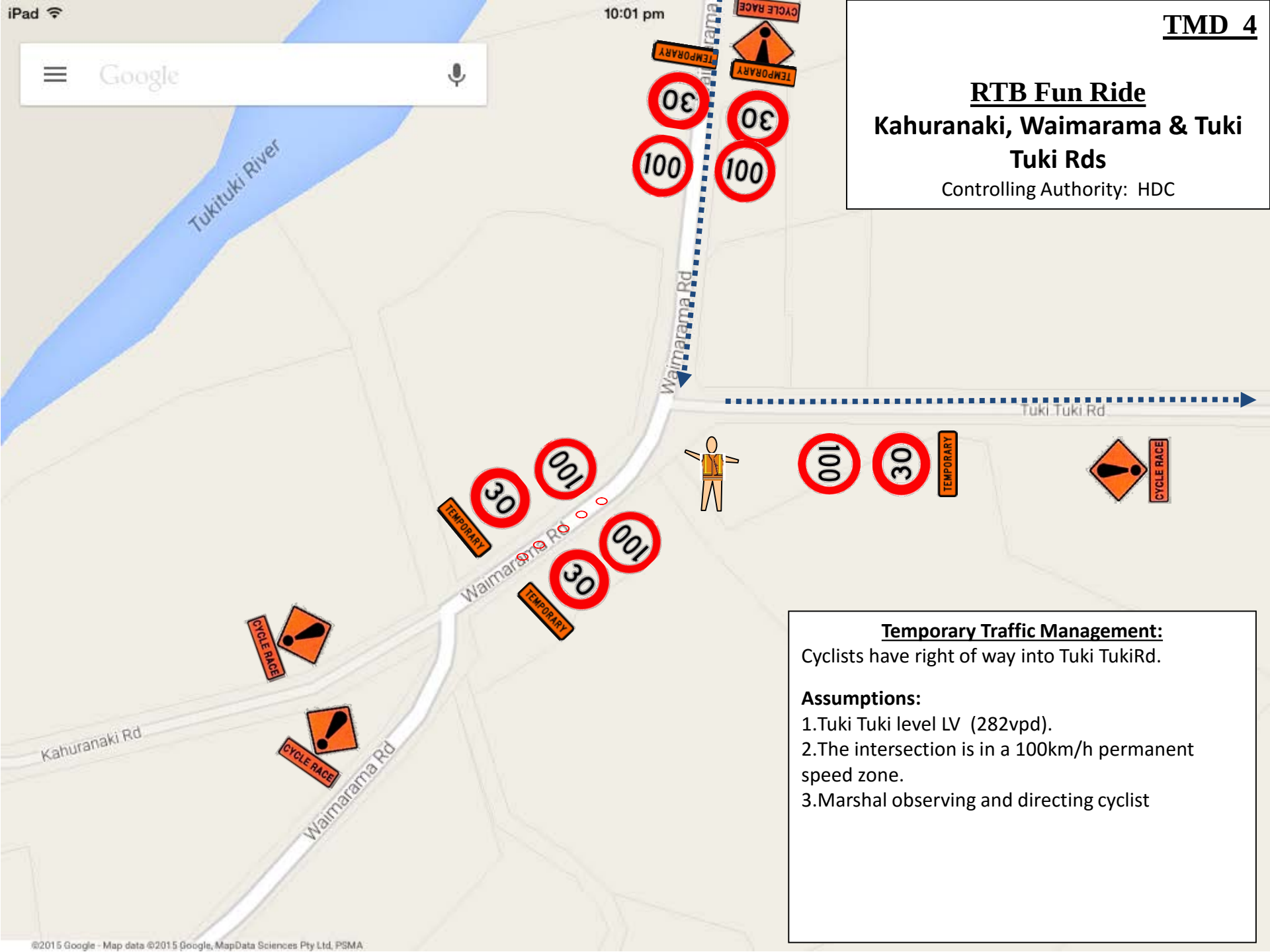
2.Signage to give warning of events

TMD 4

RTB Fun Ride

Kahuranaki, Waimarama & Tuki Tuki Rds

Controlling Authority: HDC



Temporary Traffic Management:

Cyclists have right of way into Tuki TukiRd.

Assumptions:

1.Tuki Tuki level LV (282vpd).
2.The intersection is in a 100km/h permanent speed zone.
3.Marshal observing and directing cyclist

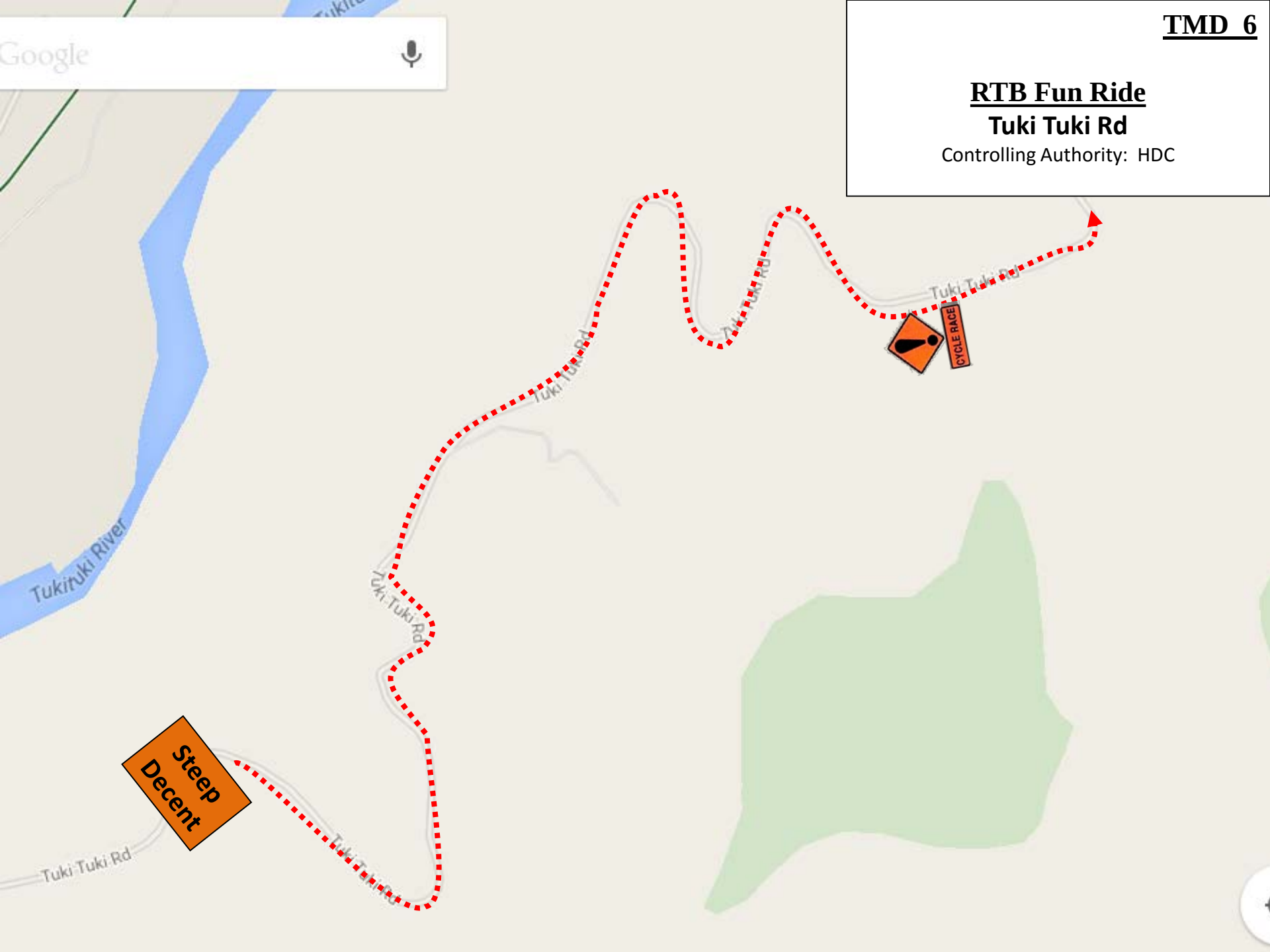

iPad
10:02 pm
Google
TMD 5
RTB Fun Ride
Tuki Tuki Rd
Side Road: Craggy Range Rd
Controlling Authority: HDC
Tuki Tuki Rd
CYCLE RACE
Craggy Range Rd
ki River

TMD 6

RTB Fun Ride

Tuki Tuki Rd

Controlling Authority: HDC



TMD 7

RTB Fun Ride

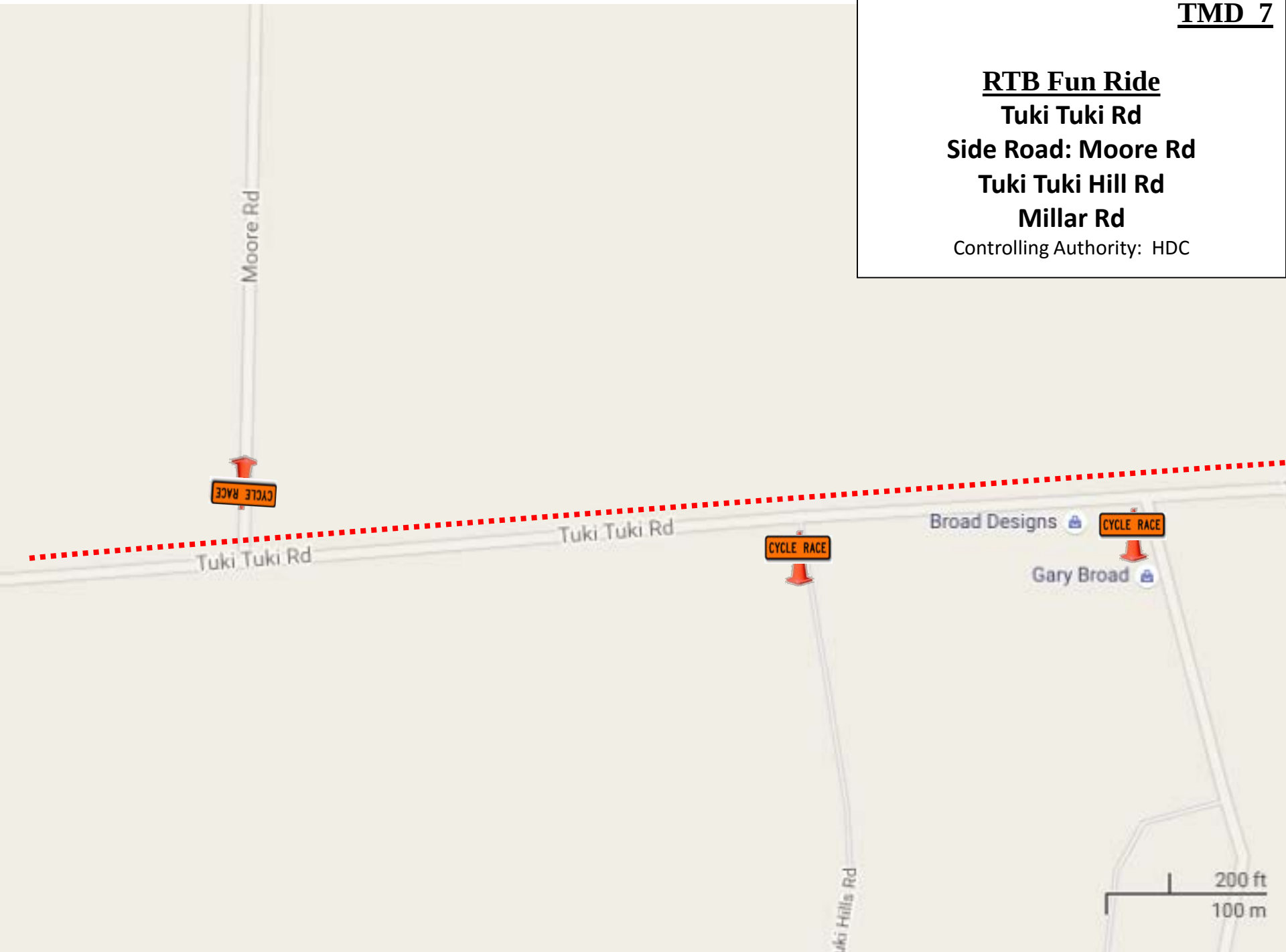
Tuki Tuki Rd

Side Road: Moore Rd

Tuki Tuki Hill Rd

Millar Rd

Controlling Authority: HDC



Temporary Traffic Management:

Cyclists have right of way into Raymond Rd

Assumptions:

1.Tuki Tuki and Raymond Rds level LV

2.The intersection is in a 100km/h permanent speed zone

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TMD 8

RTB Fun Ride

Tuki Tuki & Raymond Rd

Controlling Authority: HDC

Temporary Traffic Management:

To allow Cyclists have right of way into Parkhill Rd

Assumptions:

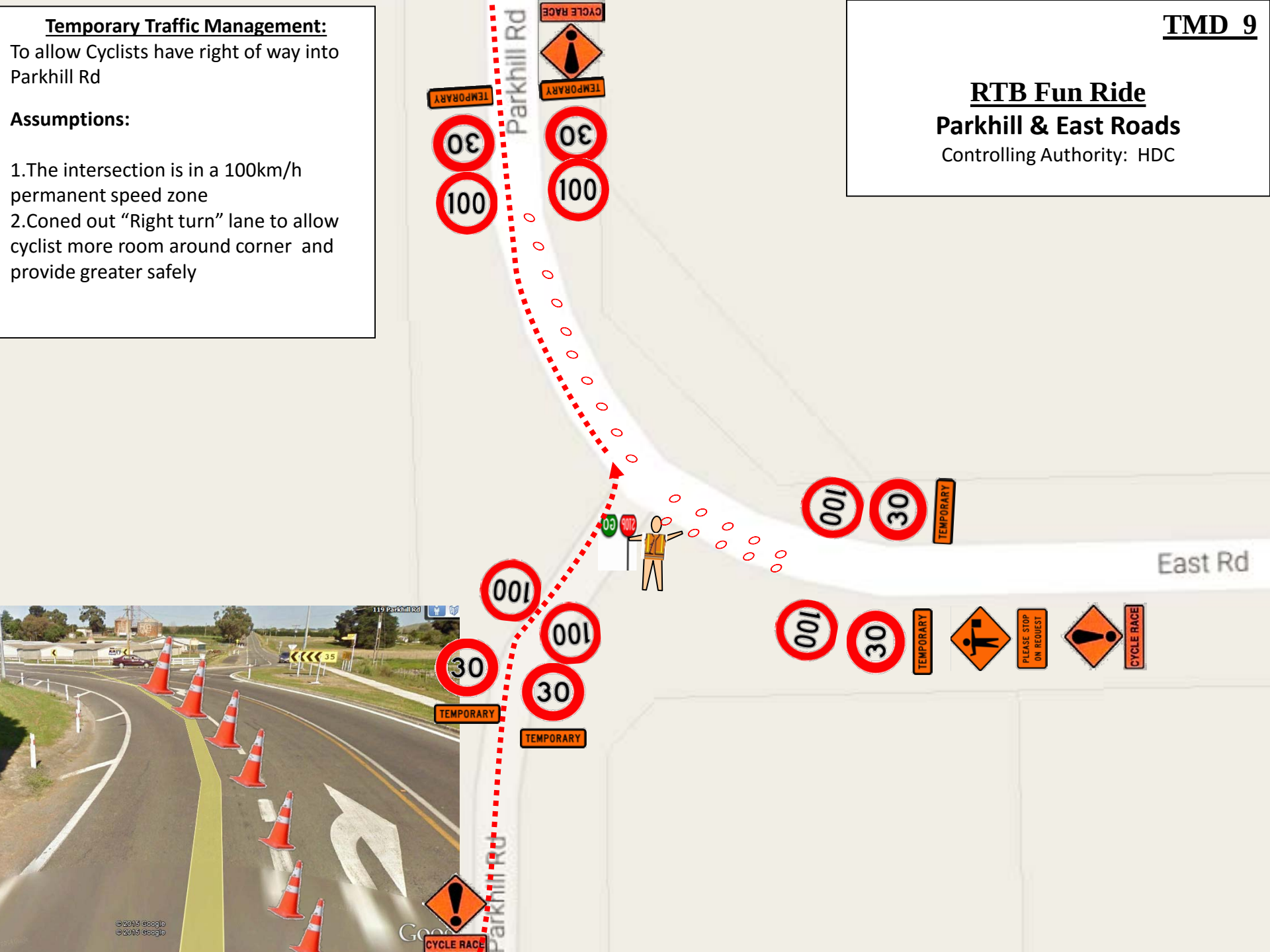
1.The intersection is in a 100km/h permanent speed zone
2.Coned out “Right turn” lane to allow cyclist more room around corner and provide greater safely

TMD 9

RTB Fun Ride

Parkhill & East Roads

Controlling Authority: HDC



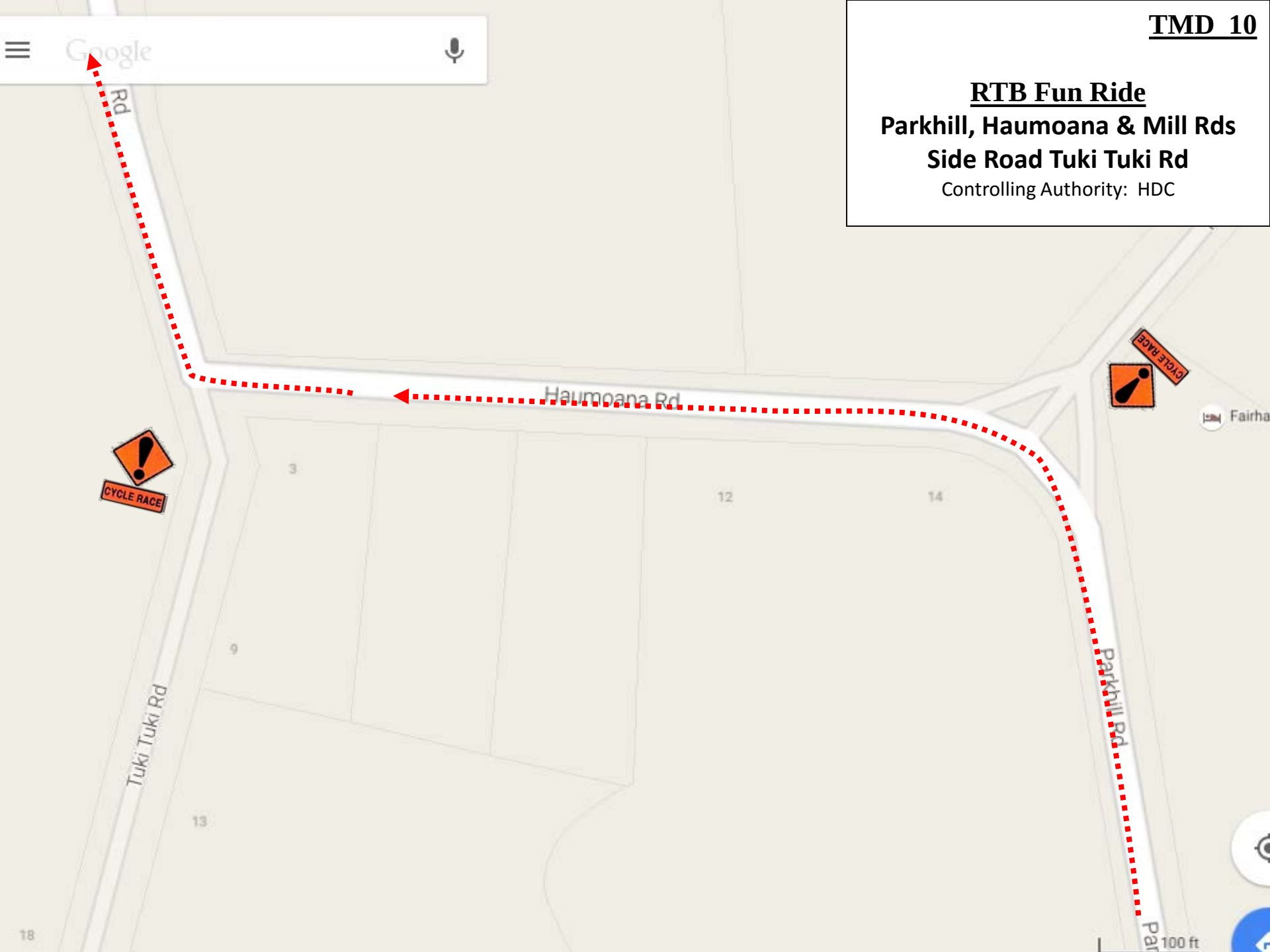
TMD 10

RTB Fun Ride

Parkhill, Haumoana & Mill Rds

Side Road Tuki Tuki Rd

Controlling Authority: HDC



Temporary Traffic Management:

Allow Cyclists have right of way left into Lawn Rd

Assumptions:

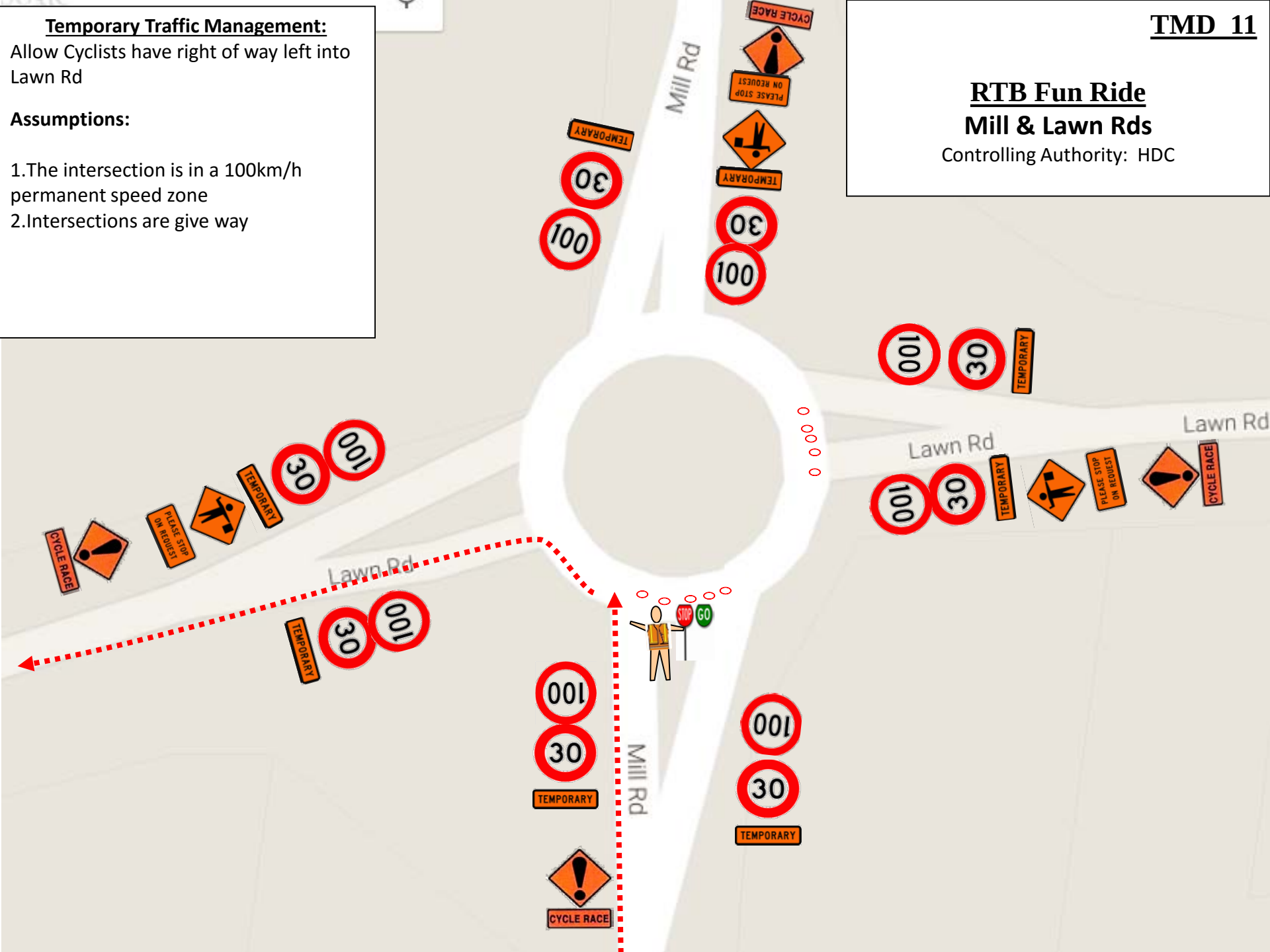
1.The intersection is in a 100km/h permanent speed zone
2.Intersections are give way

TMD 11

RTB Fun Ride

Mill & Lawn Rds

Controlling Authority: HDC



C2.4 Level 1 worksite layout distances

Permanent speed limit or RCA-designated operating speed (km/h)		≤50	60	70	80	90	100
Traffic signs							
A	Sign visibility distance (m)	50	60	70	80	90	100
B	Warning distance (m)	50 or 30*	80	105	120	135	150
C	Sign spacing (m)	25 or 15*	40	50	60	70	75
Safety zones							
D	Longitudinal (m)	10 or 5*	15	30	45	55	60
E	Lateral (m)	1	1	1	1	1	1
Tapers							
G	Taper length (m)#	30	50	70	80	90	100
K	Distance between tapers (m)	40	50	70	80	90	100
Delineation devices							
Cone spacing in taper (m)		2.5	2.5	5	5	5	5
Cone spacing: Working space (m)		5	5	10	10	10	10

* Larger minimum distances apply on all state highways and also on all multi-lane roads. The smaller minimum distances may be applied on other roads to accommodate road environment constraints.

\# On non-state highways with speeds 50km/h or less, a **10m taper** (with cones at 1m centres) may be used when there are road environment constraints (eg intersections and commercial accesses).

On all roads where shoulder width is less than 2.5m and the activity does not affect the live lane, a **10m shoulder taper** is permitted (with at least 5 cones at no greater than 2.5m centres).

A **taper of 30m** (with cones at 2.5m centres) **must** be used where manual traffic control (stop/go), portable traffic signals or priority give way are employed.

Lane widths									
Speed (km/h)		30	40	50	60	70	80	90	100
F	Lane width (m)	2.75	2.75	3.0	3.0	3.25	3.25	3.5	3.5

Except for delineation device spacings, which are maximum values, the distances specified in the above tables are minimum values.