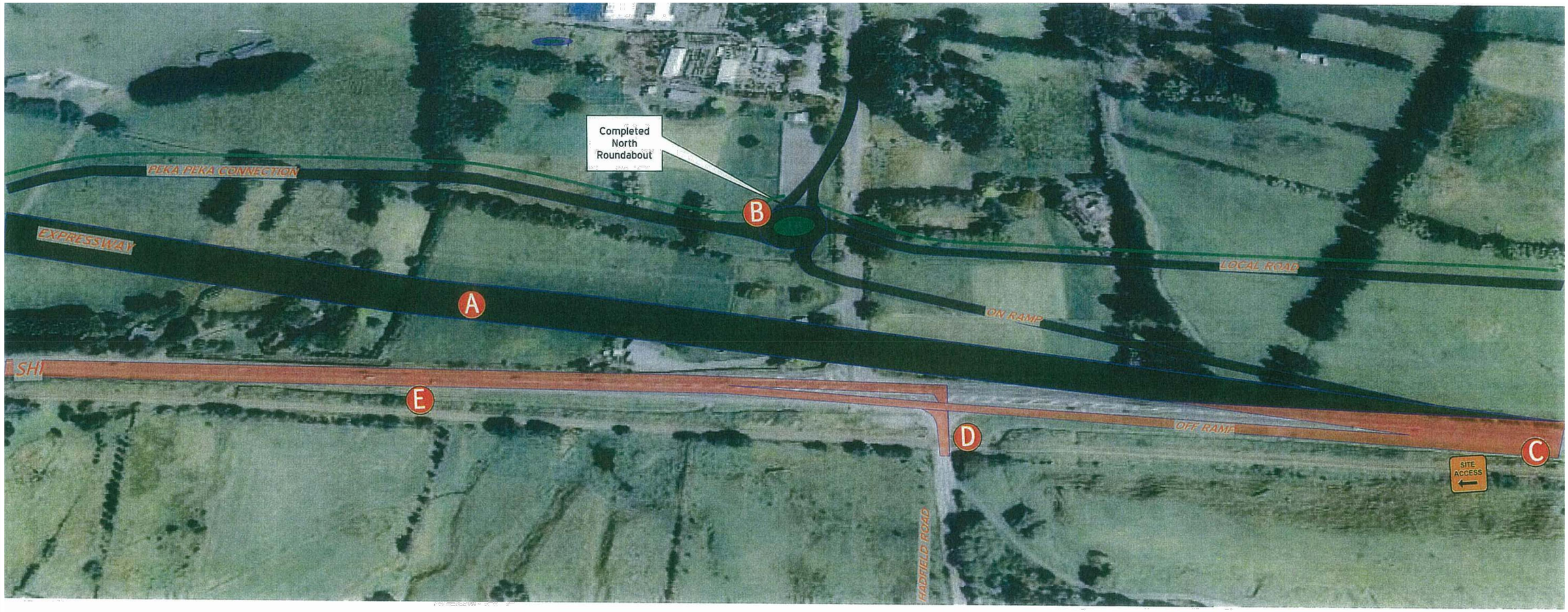
Drawing Plotted: 17 May 2013 01:24 a.m.



NOTES:

- (A) - Completed and open Expressway
- (B) - Completed and open round-a-bout connecting Peka Peka Road with old SH1
- (C) - Final tie-in to State Highway One completed under discrete TM moving lanes around work zone
- (D) - Construction of new road/intersection layout to Hadfield Road
- (E) - Construction of final road layout from Southern round-a-bout to Hadfield Road refer to drawing M2PP-AEE-DWG-CV-CM-325 for the tie-in to the southern round-a-bout

DETAILS:

- All site access off State Highway One from either Site "C" or the Southern Round-A-Bout
- All signage to Level Two CoPTTM requirements

FOR TOC
NOT FOR CONSTRUCTION

No.	Revision	By	Chk	Chk.V	Appd	Date
A	TRAFFIC STAGING FOR TOC PHASE	BB				16-05-13
0	TRAFFIC STAGING FOR CONSENTING	NRN				15-03-12

Original Scale (A1) / Reduced Scale (A3)

Design			Approved For Construction*
Drawn	BB	16-05-13	
Dsg Verifier			
Dwg Check			Date

* Refer to Revision 1 for Original Signature

NZ TRANSPORT AGENCY WAKA KOTAHI

Mackays to Peka Peka

Project: SH1 MACKAYS TO PEKA PEKA EXPRESSWAY RP 1012/0.00 TO 1023/5.00

Title: PEKA PEKA RD INTERCHANGE STAGE 3

Drawing No: CV-CM-329

Rev. 0

Document No. TRAFFIC STAGING DRAWINGS - UPDATE.DWG

Appendix B

Independent Review Comments

INDEPENDENT REVIEW OF CONSTRUCTION TRAFFIC MANAGEMENT PLAN
Independently Reviewed by: Tim Kelly
Date of Independent Review: April 2013
Signature of Independent Reviewer:

Signature of Reviewer: **David Rubery**

Condition Reference	*Section*	*Complies?*	*Independent Reviewer's comment*	*Page/paragraph/section reference within Management Plan*	*Reviewer Response*
DC.16A	a)	Yes	*A general set of mitigation measures is identified which controls the extent of disruption upon all road users, including pedestrians and cyclists.*	*Table 2.2, Pg 16*	*add comment referencing installation of signage in advance of shoulder closure.*
	b)	Yes	*Measures at specific locations will be identified by SSTMPs as/when required.*		*Identify local road delay triggers on local travel routes progressively based on construction programme*
	c)	Yes	*A general 2 minute delay threshold is identified for local roads. For specific location, delay modelling will be presented in SSTMPs to indicate likely levels of delay and mitigation measures. A programme of journey time monitoring is proposed.*		
	d)	Yes	*The condition is worded in relation to 'local' roads only. Clarification is required regarding the applicability of this threshold to the existing SH1.*		*SSTPPs will refer to delay threshold surveys for current baseline, and delay modelling to indicate levels of delay and mitigation measures*
DC. 17	a)	Yes	*A general set of mitigation measures is identified which controls the extent of disruption upon all road users, including pedestrians and cyclists.*		
	b)	Yes	*Measures at specific locations will be identified by SSTMPs as/when required.*		*Provide SSTMP Template in Appendix D*
	c)	Yes	*A general 2 minute delay threshold is identified for local roads. For specific location, delay modelling will be presented in SSTMPs to indicate likely levels of delay and mitigation measures. A programme of journey time monitoring is proposed.*		
DC.17A	a)	Yes	*CTMP confirms these SSTMP approval processes.*		
	b)	Yes	*CTMP confirms these requirements.*		
	c)	Yes	*The CTMP confirms a requirement for receipt of this written confirmation.*		
DC. 17B	a)	Yes	*CTMP specifies these stakeholders to be consulted.*		
	b)	Yes	*CTMP confirms requirement to include responses in the relevant SSTMPs.*		
DC. 18		Yes	*CTMP confirms consistency with COPTTM and application of the EED process where appropriate.*		
DC. 19		Yes			
DC. 20		Yes	*CTMP specifies random audits every 2 months.*		*Amend independent party to be suitably qualified.*
DC. 21	a)	Yes	*CTMP confirms that pre-construction condition surveys will be undertaken.*		*Programme for staged pre construction condition surveys agreed with KCDC. CMP includes hold points in quality plan for completion of the surveys. Specific local roading sectoins have been assessed for maintenance costs for inclusion in TOC.*
	b)	Yes	*Confirmed by CTMP.*		
	c)	??	*CTMP 3.2.2(f) states that all damage will be identified and repaired as soon as practicable, arranged by the M2PP Alliance Project Team. This implies but does not actually state that this will be at the expense of the Requiring Authority (it is possible that KCDC may wish to undertake the work, funded by the RA)*		*Agreed that the cost of the remedial works would be funded by the RA, and physical work done by the KCDC Maintenance contractor.*
DC. 22		Yes	*Confirmed by CTMP.*		*Agreed that the cost of the remedial works would be funded by the RA, and physical work done by the KCDC Maintenance contractor.*
DC. 23	a)	Yes	*Confirmed by CTMP.*		
	b)	??	*CTMP 3.2.2(f) states that regular inspections will be undertaken to ensure any damage arising from construction activity is identified and repaired as soon as practicable. This implies but does not actually state that this will be at the expense of the Requiring Authority (it is possible that KCDC may wish to undertake the work, funded by the RA)*		*Agreed that the cost of the remedial works would be funded by the RA, and physical work done by the KCDC Maintenance contractor.*
	c)	Yes	*Confirmed by CTMP.*		
DC.24		Yes	*Confirmed by CTMP.*		

Appendix C

KCDC Review Comments

REVIEW OF CONSTRUCTION TRAFFIC MANAGEMENT PLAN
Reviewed and Input by: KCDC John Perkins for Roading Asset Manager
Date of Review: 4th May 2013

Signature of KCDC Reviewer **John Perkins**

Signature of Reviewer **David Rubery**

Condition Reference and Section	*Section*	*KCDC comment Comments 23rd April 2013*	*KCDC Additional Comments 4th May 2013*	*Page/paragraph/section reference within Management Plan*	*Response to Reviews dated 23 April & 4 May 2013- by David Ru*
DC.7	*b) iv)*		*Input given 23 April 2013*		*This relates to " b) The following management plans must be submitted to the Manager for certification: iv) Construction Traffic M anagement Plan and any Site Specific Construction Traffic Management Plan" The CTPM commits to this.*
DC.7A c), d)	*c) and d)*		*Include in the "Designation Conditions and Quick reference Guide to Conditions " Also Comment - SSTMP is a living document and needs to be react to changes as they arise*	*3.1.3, Pg21*	*Included in section 3.1.3 Approval Process for SSTMPs.*
DC.9			*Comment - SSTMP is a living document and needs to be react to changes as they arise*	*3.1.3, pg22*	*Included in Approval Process*
DC.10C	*c)*		*Include in the "Designation Conditions and Quick reference Guide to Conditions . Register of changes in SSTMP . Notification of changes to the programme. Good communication / management and prompt advise of any changes to the programme will ensure a best delivery of the works*	*3.1.3 pg23*	*Included in Approval Process*
DC.12 a) DC.13 d) i)			*Include in the "Designation Conditions and Quick reference Guide to Conditions. The Stakeholder and Communication Management Plan (SCMP) should be referenced in the CTMP and SSTMP. Include hold points in SSTMP to ensure that communication issues relating to traffic management are addressed*	*3.2 pg24*	*added to SSTMP Development*
DC.14	*d)*		*Include in the "Designation Conditions and Quick reference Guide to Conditions. Comment - Complaints Register (CR). Management of complaints relating to traffic issues is referenced to the register in the CTMP Consider also including a template form in the SSTMP to ensure all information is recorded for transfer into the CR*	*3.6*	*Ammended in Complaints*
DC.16A	a)	*Mitigation measures in Table 2.2 control the extent of impact from Traffic control activities.*	*Note added - done*	*Table 2.2, Pg 16*	*add comment referencing installation of signage in advance of shoulder closure.*
	b)	*Measures would be identified by SSTMPs progressively. Local road monitoring would need to be carried out progressively to identify any changes from existing baseline journey time. KCDC propose to upgrade section of Kapiti Road from Te Roto Drive and Milne during 2013/14 prior to Kapiti Road Interchange*	*Base journey time information will be measured and audits undertaken The 2 minute delay trigger is included in the CTMP however its not clear how responsive the RA will be. Triggers and rectification measure need to be included in the SSTMP.*	3.3.2	*Identify local road delay triggers on local travel routes progressively based on construction programme.Specific requirement included in SSTMP to track rectification measures from delay measures.*
	c)	*Confirmed by CTMP.*	*Comment -Referenced in SSTMP's*		
	d)i)	*Delay thresholds are inclusive of baseline delays from monitoring of current travel times.*	*note - 5 minute maximum time for bridge structural components*		*SSTPPs will refer to delay threshold surveys for current baseline, and delay modelling to indicate levels of delay and mitigation*
	d) ii)		*Emergency action plans template could be included in the SSTMP*	*3.2.2. l)*	*Emergency Management nPlan template to be appended to SSTMP Template*

DC. 17	a)	*CTMP outlines proposed procedures, requirements and standards necessary for managing traffic effects of*	*add word suit to "qualified independent engineer"*	3.1.3	*Ammended*
	b)	*CTMP confirms these requirements.*	*mitigation measure for all transport modes to be included in SSTMP's*	3.1.2	*SSTMPs document outline references this requirement*
	c)	*CTMP confirms these requirements. KCDC Certifies the CTMP*	*Certification by he KCDC Manager should not transfer the project risks from RA .*		*noted*
DC.17A	a)	*CTMP confirms these requirements.*	*Add area for Manager to sign the SSTMP*		*SSTMP Templates will be edited to be specific for KCDC Sign off.*
	b)	*CTMP confirms these requirements. SSTMP Template should be appended for reference.*	*Estimated delays in minutes should be given in the SSTMP*		*Provide SSTMP Template in Appendix D. SSTMPs describe measures to manage the traffic effects within or not exceeding the delays in DC16.*
	c)	*CTMP confirms these requirements. KCDC Certifies the CTMP*			
DC. 17B	a)	*CTMP specifies these stakeholders to be consulted.*	*Generic Stakeholder consultation list could be added to the SSTMP - reference to SCMP*		*SSTMPs will detail stakeholder consultation, and reference specific stakeholders outlined in 3.1.1 if relevent to the location.*
	b)	*CTMP confirms requirement to include responses in the relevant SSTMPs.*			
DC. 18		*CTMP confirms consistency with COPTTM and application of the EED process where appropriate.*	*Process and triggers for requesting EED should be included in the SSTMP*	3.2	*reference added to section 3.2 SSTMP development for Engineering exceoption decisions*
DC. 19					
DC. 20		*The Independent party appointed by the Requiring authority should be suitably qualified. CTMP requires 2 monthly audits.*	*Appendix B has not been supplied - Reviewer requested that this needs to be submitted for comment*		*Amend independent party to be suitably qualified. Independent review submitted to KCDC*
DC. 21	a)	*CTMP confirms that pre-construction condition surveys will be undertaken. Joint Surveys to be carried out progressively in line with construction programme. Construction Management Plan requires hold points in Quality plan to reference requirement for preconstruction condition surveys for specific local roads as programme progresses.*	*Concur with Response to review dated 23rd April 2013*		*Programme for staged pre construction condition surveys agreed with KCDC. CMP includes hold points in quality plan for completion of the surveys. Specific local roading sections have been assessed for maintenance costs for inclusion in TOC.*
	b)	*Confirmed by CTMP.*			
	c)	*The local roading network under the control of KCDC which sits outside the Construction designation will be maintained by KCDC via its maintenance contractor. The repair of any damage resulting from the impacts of the construction*	*Concur with Response to review dated 23rd April 2013*		*Agreed that the cost of the remedial works would be funded by the RA, and physical work done by the KCDC Maintenance contractor.*
DC. 22		*The repair of any damage resulting from the impacts of the construction activities will be funded by the RA*	*Concur with Response to review dated 23rd April 2013*		*Agreed that the cost of the remedial works would be funded by the RA, and physical work done by the KCDC Maintenance contractor.*
DC. 23	a)	*Confirmed by CTMP.*			
	b)	*The maintenance and costs of the roading carriageway and associated road components within the footprint of the construction designation will the RA responsibility. These sections will be progressively handed over to the RA and removed from the KCDC Maintenance contractor.*			*These sections have been identified, schedules and costed for the TOC.*
	c)	*Confirmed by CTMP.*			
DC.24		*Confirmed by CTMP.*	*The intersection treatment needs to be addressed in the NIP*		*Noted*

GENERAL COMMENTS

		SSTMP Structure. A reference to any specific conditions from other plans which relate to traffic management, such as Environmental Management Plan in regard to wheel washers, noise control and covered loads		Section 3.2.1	*Cross reference any relevant provisions in other plans.*
Programme		*A draft construction programme with reference to staging plans would allow better intrepretation of construction sequence and staging.*			*Include draft Programme and construction methodology statement which references the Traffic management staging plans.*
Management structure		*No detail on proposed TM personnel. Agreed that as project is not approved for construction, this information will follow in further updates and SSTMPs.*	*SSTMP does include a list which identifies the varies roles. However a organisation structure showing lines of responsibilities would confirm the management structure*		*Noted.*
Local Conditions		*National Code of Practice for Utilities Access to Transport Corridors. KCDC Local Conditions Version 3, Revision April 2012. Restrictions on time of work on specific roads. " lane closure and disruptions are not permitted between 7.30am to 9am and 4pm to 6pm Monday to Saturday. At other times between 6am and 7pm Monday to Saturday, a minimum of one lane each way shall be maintained." Road sections to be applied. Te Moana, Kapiti, Raumati, Ihakara, Poplar. Entire lengths.*	*Full compliance required has been added to the CTMP -done*		*Add into CTPM as requirement to be meet in SSTMPs.*

Design Of detours		*The design of detours needs to conform to AUSTROADS standard. A post construction Road safety audit is required for all long term detours. The design standards need to be agreed with the RCA. Design information which include pavement and drainage designs need to be submitted to the RCA for approval*	*Not shown*		*Detail of detours in SSTMPs*
Response Times		*All complaints need to be recorded and dealt to within the same time frames as defined in KCDC maintenance contract.*			*The Complaints register will be aligned with the KCDC Requirement on their network*
Risk Assessment		*The RA need to carry out a risk assessment to assess all risks associated with construction traffic movements and construction worksites*			*Noted*
Traffic Staging Plans		*To be included in SSTMP*			*Included in Appendix A*
Vehicle Movement Plans		*Th RA needs to prepare VMP's to ensure safe movements to onto and away from the construction site*			*This would be a SSTMP for specific site entrance/Exit points*
		The VMP needs to be included in the site specific inductions.			*inductions.*
Project Quality Plan		*The standard of works needs to be reference to the PMP*			*Not relevent to CTMP*
Qualifications and Experience		*The SSTMP needs to identify the personnel and their qualifications and experience for the various activities*			*Noted*
		Responsibilities need to be defined			*Noted*
Detour Removal		*The SSTMP needs to address the removal of temporary detours*			*Noted*
Speed Control		*The inclusion of radar activated speed signs should be considered and included in the SSTMP*			*Noted*
Project notice Boards		*Need to be supplied which include contact detail and a 0800 number*			*Project Requirement*
Safety Vests		*Logos need to be included*			*Noted*
Street Lighting		*The current lighting levels need to be complied with*			*SSTMP detail*
Southern Zone		*Chainage missing*	done	page 3	*Actioned*
RCA		*Defining boundaries for each RCA*			*SSTMP detail*
Definition		*Include definitions in the CTMP e.g the Manager*			*Manager is authroised qualified Manager from KCDC for certification of SSTMPs as per COPTTM*
Trip Generation		*The SSTMP needs to include the estimated trips for construction traffic*			*Construction methodolgy drives the traffic loadings. The DC control the traffic effects and mitigation.*
Complaints		*Complaints response to complainant within 10working days of receiving the complaint Seem's long*		3.6	*Under review.*

Appendix D

SSTMP Template

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:	Contractor:	Principal *(Client)*:		
			RCA:		
Location details and road characteristics	Road names and suburb		House no./RPs *(from and to)*	Road level	Permanent speed
Traffic details (main route)	AADT		Peak flows		

Description of work activity

Planned work programme							
Start date		Time		End date		Time	
Consider significant stages, for example: • road closures • detours • no activity periods.							
Alternative dates if activity delayed							

Road aspects affected *(delete either Yes or No to show which aspects are affected)*											
Pedestrians affected?	Yes	No	Property access affected?	Yes	No	Traffic lanes affected?	Yes	No
Cyclists affected?	Yes	No	Restricted parking affected?	Yes	No	Delays or queuing likely?	Yes	No

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

Proposed traffic management methods	
Installation *(includes parking of plant and materials storage)*	
Attended (day)	
Attended (night)	
Unattended (day)	
Unattended (night)	
Detour route	
	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	

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

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)*
Attended day/night	A temporary maximum speed limit of km/h is hereby fixed for motor vehicles travelling over the length of m situated between (House no./RP) and (House no./RP) on (street or road name)			
Unattended day/night	A temporary maximum speed limit of km/h is hereby fixed for motor vehicles travelling over the length of m situated between (House no./RP) and (House no./RP) on (street or road name)			

Positive traffic management measures

Contingency plans		
Generic contingencies for: • major incidents • incidents • pre planed detours. *Remove any options which do not apply to your job*	Major Incident 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.	Actions 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.

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

	Incident 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.	**Actions** 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.
	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 *(i.e. steel plates to quickly cover excavations)*		

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

Authorisations				
Parking restriction(s) alteration authority	Will controlled street parking be affected?	Yes No	Has approval been granted?	Yes No
Authorisation to work at permanent traffic signal sites	Will portable traffic signals be used or permanent traffic signals be changed?	Yes No	Has approval been granted?	Yes No
Road closure authorisation(s)	Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?	Yes No	Has approval been granted?	Yes No
Bus stop relocation(s) – closure(s)	Will bus stop(s) be obstructed by the activity?	Yes No	Has approval been granted?	Yes No
Authorisation to use portable traffic signals	Make, model and description/number			
	NZTA compliant?	Yes No *(delete either Yes or No)*		

EED			
Is an EED applicable?	Yes No *(delete either Yes or No)*	EED attached?	Yes

Delay calculations/trial plan to determine potential extent of delays

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

On-site monitoring plan	
Attended *(day and/or night)*	
Unattended *(day and/or night)*	

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

Method for recording daily site TTM activity *(eg CoPTTM on-site record)*

Site safety measures

Other information

Site specific layout diagrams	
Number	Title

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

Contact details					
	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date
Principal					
TMC					
Engineers' representative					
Contractor					
STMS					
TC					
Others as required					

TMP preparation						
Preparation						
	Name (STMS qualified)	*Date*	*Signature*	*ID no.*	*Qualification*	*Expiry date*
This TMP meets CoPTTM requirements				Number of diagrams attached		
TMP returned for correction *(if required)*						
	Name	*Date*	*Signature*	*ID no.*	*Qualification*	*Expiry date*

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

Engineer/TMC to complete following section when approval or acceptance required						
Approved by TMC/engineer *(delete one)*						
	Name	*Date*	*Signature*	*ID no.*	*Qualification*	*Expiry date*
Acceptance by TMC *(if required)*						
	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		Notification completed	Date Time

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

TRAFFIC MANAGEMENT PLAN (TMP) – SHORT FORM

Complete ***short form*** *if simple activity and RCA permits. 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:	Contractor:	Principal *(Client)*:			
			RCA:			
Location details and road characteristics	Road names and suburb		House no. / RPs *(From and to)*	Road level	Permanent speed	AADT/Peak flows
Description of work activity						

Planned work programme							
Start date		Time		End date		Time	
Consider significant stages, for example: • road closures • detours • no activity periods.							
Alternative dates if activity delayed							

Road aspects affected *(delete either Yes or No to show which aspects are affected)*							
Pedestrians affected?	Yes No	Property access affected?	Yes No	Traffic lanes affected?	Yes No
Cyclists affected?	Yes No	Restricted parking affected?	Yes No	Delays or queuing likely?	Yes No

TSL/ Diagram *(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 TMDs)*
Attended day/ night	A temporary maximum speed limit of km/h is hereby fixed for motor vehicles travelling over the length of m situated between (House no./RP) and (House no./RP) on (street or road name)			
Unattended day/ night	A temporary maximum speed limit of km/h is hereby fixed for motor vehicles travelling over the length of m situated between (House no./RP) and (House no./RP) on (street or road name)			

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

Contingency plan		
If long queues form or delays exceed 5mins *(or any other period required by RCA),* site to be disestablished or additional lanes made available.	Adjust TMD to suit unforeseen circumstances *(eg weather or site overlaps with another work site)*.	Emergency services will be accommodated and access provided through the site as required.
Add additional contingencies:		

Contact details						
	Name		24/7 contact number	CoPTTM ID	Qualification	Expiry date
Principal						
TMC						
Engineers' representative						
Contractor						
STMS						
TC						
Others as required						

TMP preparation (or approval if STMS delegated authority to approve TMPs) *Delete the option that does not apply (either prepared or approved)*						
Prepared / Approved						
	Name	Date	*Signature*	*ID no.*	*Qualification*	*Expiry date*
This TMP meets CoPTTM requirements			Number of diagrams attached			
TMP returned for correction						
	Name	Date	*Signature*	*ID no.*	*Qualification*	*Expiry date*
Engineer/TMC to complete following section when approval or acceptance required						
Approved by TMC or engineer *(delete one)*						
	Name	Date	*Signature*	*ID no.*	*Qualification*	*Expiry date*
Acceptance by TMC *(if required)*						
	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.