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

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:** To be inserted	**Contractor:** OAMA - Operations and Maintenance alliance	**Principal** *(Client)*: NZTA **RCA:** NZTA

	Road names and suburb	House no./RPs *(from and to)*	Road level	Permanent speed
Location details and road characteristics	SH 16	State Highway 16, Auckland, from a point 255 metres east of the St Lukes Road over bridge to 880 metres west of the eastern abutment of the Rosebank Bridges, including all on-ramps and off-ramps connected to this section of State highway;	3	Variable 80-30km/h
	SH 20	State Highway 20, Auckland, from a point 30 metres south of the Dominion Road over bridge to the northern end of State Highway 20 at the Great North Road Interchange, including all on-ramps and off-ramps connected to this section of State highway; and	3	Variable 80-30km/h
	All ramps	All ramps connecting State Highway 16 and State Highway 20.	3	Variable 80-30km/h

Traffic details (main route)	**AADT** 83k (forecast)	**Peak flows Provide numbers** Interpeak or after peak

Description of work activity

Closure of a lane or lanes to carry out incident response or other short-term activities (eg deliver workers to a service area).

Planned activities will be completed off peak. Incident response may occur either peak or off peak.

Planned work programme

Start date	To be inserted	**Time**	To be inserted	**End date**	To be inserted	**Time**	To be inserted

Consider significant stages, for example: • road closures • detours • no activity periods.	Incident response may occur 24/7
~~**Alternative dates if activity delayed**~~	Not Applicable

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?**	Yes

RCA consent (eg CAR/WAP) and/or RCA contract reference	**RCA reference to be inserted**

Proposed traffic management methods	
Installation (includes parking of plant and materials storage)	Control center to: • identify lane closure(s) required • identify the overhead gantry and VMS system requirements as per Appendix A of the Tunnel Traffic operations plan • notify the TTM crew of the vehicle and signage requirements for the operation as per attached layout diagrams TTM Crew to: • set up vehicles with signage as per attached layout diagrams • inform control center of preparedness Control center to: • activate gantry and VMS signage • inform TTM Crew to enter tunnel and travel to location of activity TTM crew to: • proceed to location and confirm when in position • implement lane closure(s) required
Attended (day)	**Drop off of service personnel at service area** TTM vehicles to remain in position whilst the service personnel access the service area **Activity on the carriageway** TTM vehicles to remain in position if the activity is on the carriageway
Attended (night)	As for Attended (day)
~~**Unattended (day)**~~	Not applicable
~~**Unattended (night)**~~	Not applicable
Detour route	Detour routes and signage have been agreed with Auckland Transport. *Detour route is: Maioro St, New Windsor Rd, Tiverton Rd, Blockhouse Bay Rd, Great North Road (and same in reverse direction).* This route will be activated when required. VMS messages will be displayed to guide road users to alternative routes.
	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.*

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

Removal	**Removal of service personnel from service areas** Service personnel to: • contact control centre and identify they are ready to be removed Control center to: • identify lane closure(s) required • identify the overhead gantry and VMS system requirements as per Appendix A of the Tunnel Traffic operations plan • notify the TTM crew of the vehicle and signage requirements for the operation as per attached layout diagrams TTM Crew to: • set up vehicles with signage as per attached layout diagrams • inform control center of preparedness Control center to: • activate gantry and VMS signage • inform TTM Crew to enter tunnel and travel to location of activity TTM crew to: • proceed to location and confirm when in position • implement lane closure(s) required • confirm when service personnel are onboard • vacate the tunnel with regular flow of traffic **Activity on the carriageway** TTM crew to: • complete a final check to ensure all equipment and any materials are correctly stowed on vehicles and the carriageway is safe for road users • contact the control centre and confirm readiness for departure • vacate the tunnel on control centre's instruction • TTM crew to raise attenuator pad, switch off amber flashing beacons/LAS signage and accelerate to the speed limit and rejoin traffic flow Control center to: • Return gantry and VMS signage to normal operating conditions • Confirm TTM crew has returned to their appointed location

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

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)*
Day/night	*Not required*			

Positive traffic management measures

Where the activity is near the tunnel portal, lowest applicable variable speed is to be repeated twice before road user enters the tunnel

Lowest applicable variable speed is repeated on every tunnel gantry prior to the activity/incident

Reinforcement VMS messages to be displayed to support the reduction in speed and to advise road users of activity/incident ahead

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. • Pre agreed escort points • Police to RV with emergency vehicles
	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.

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

	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 from 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.	**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)*	TMAs parked near tunnel portals during peak times Recovery vehicles and TMAs to be nearby at all times	

Authorisations				
Parking restriction(s) alteration authority	**Will controlled street parking be affected?**	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	**Has approval been granted?**	Yes
Road closure authorisation(s)	**Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?**	Yes	**Has approval been granted?**	Yes
	Details of the road closure authorisation are included in another TMP			
Bus stop	**Will bus stop(s) be obstructed by the activity?**	No	**Has approval been granted?**	~~Yes~~ ~~No~~

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

relocation(s) – closure(s)		
~~**Authorisation to use portable traffic signals**~~	~~**Make, model and description/number**~~	Not applicable
	~~**NZTA compliant?**~~	~~Yes No *(delete either Yes or No)*~~

EED			
Is an EED applicable?	No *(delete either Yes or No)*	**EED attached?**	Not applicable

Delay calculations/trial plan to determine potential extent of delays

Road is yet to open. Delay calculations for 1 lane closure and 2 lane closures to be provided once road opens.

Public notification plan

Public Notification plan

This plan consists of the following components:

- Website for tunnel information
- Industry liaisons
- Full media release (as per Waterview Tunnel communications plan)

Public notification plan attached?	Yes ~~No *(delete either Yes or No)*~~  **TunneLive - Campaign Overview**

On-site monitoring plan	
Attended *(day and/or night)*	Monitored by the ATOC Smales and make any necessary calls/decisions

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

Monitored by the ATOC Smales and make any necessary calls/decisions

Site safety measures

When service personnel are being dropped off at service area they must exit from the non-traffic side of the vehicle

Other information

Site specific layout diagrams

Number	Title
I-12	Site plan
I-12.1	Right lane closure
I-12.2	Left lane closure
I-12.3	Right and middle lanes closure
I-12.4	Left and middle lanes closure

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

I-12.5	All lanes closed

Contact details

	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date
Principal	NZTA / ATOC	To be inserted			
TMC	AMA TMC	To be inserted	To be inserted	To be inserted	To be inserted
Engineers' representative					
Contractor	Incident response team	To be inserted			
STMS	Incident response team leader	To be inserted	To be inserted	To be inserted	To be inserted
TC	Not applicable				
Others as required	Not applicable				

TMP preparation

Preparation	To be inserted	To be inserted	To be inserted	To be inserted	To be inserted	To be inserted
	Name (STMS qualified)	*Date*	*Signature*	*ID no.*	*Qualification*	*Expiry date*

This TMP meets CoPTTM requirements	**Number of diagrams attached**	6

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)*						
	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.

RCA consent (eg CAR/WAP) and/or RCA contract reference	**RCA reference to be inserted**

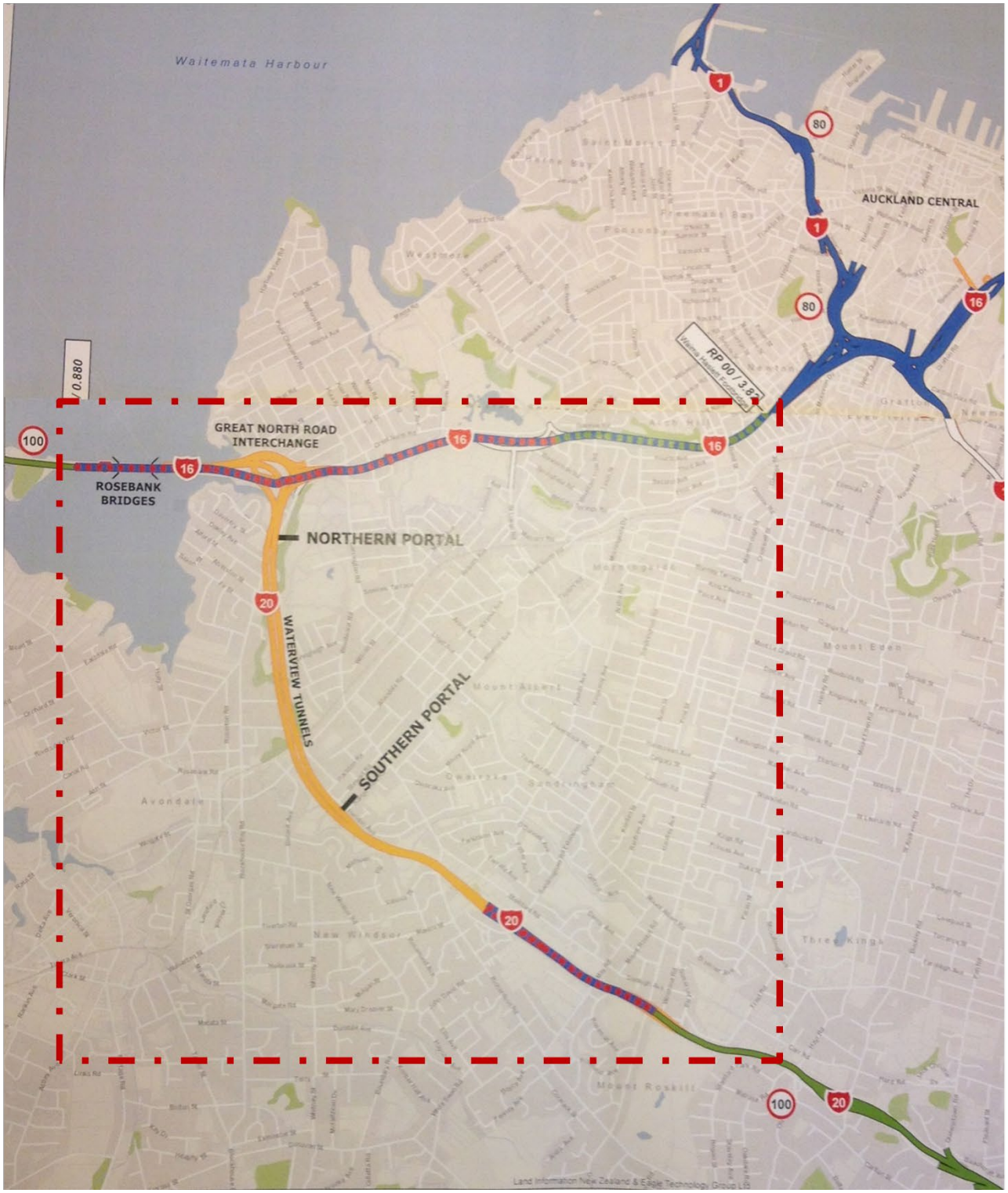
Notification to TMC prior to occupying worksite/Notification completed			
Type of notification to TMC required		**Notification completed**	Date Time

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

WATERVIEW TUNNEL

SITE LOCATION

I-12
Level 3



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

WATERVIEW TUNNEL

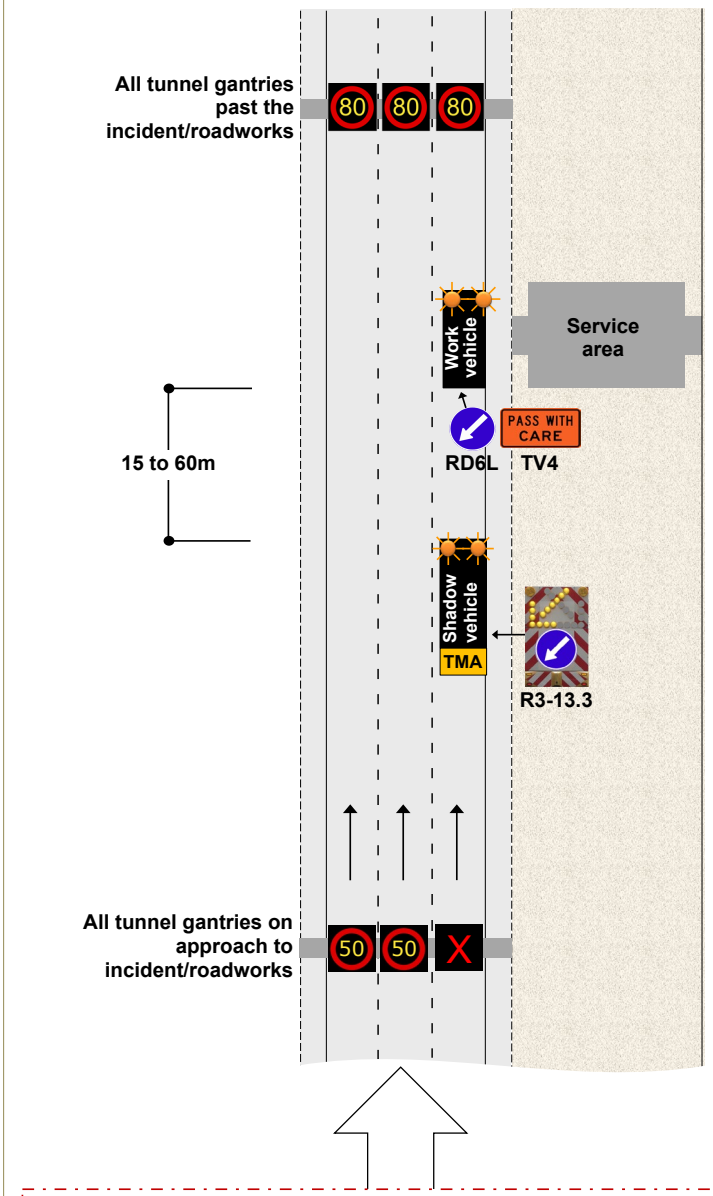
ONE-WAY THREE-LANE ROAD
Right lane closure

I-12.1
Level 3

Notes

1. Gantry signage to be supported by VMS signs on approach to the incident/roadworks
2. VMS warnings as below
   INCIDENT AHEAD
   or
   ROADWORKS AHEAD

   RIGHT LANE CLOSED



Signage on the gantries approaching the tunnel must be as per Appendix A of the Tunnel Traffic Operations Plan (standard operating procedure)

All merges occur outside the tunnel

Options for speed reductions from 100km/h include, but are not limited to:

80 70 50 30 / 80 70 30 / 80 50 30 **or** 80 30 / 80 50 **or** 30 / 50

Lanes progressively closed as follows:

or from the Viaduct approach

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

WATERVIEW TUNNEL

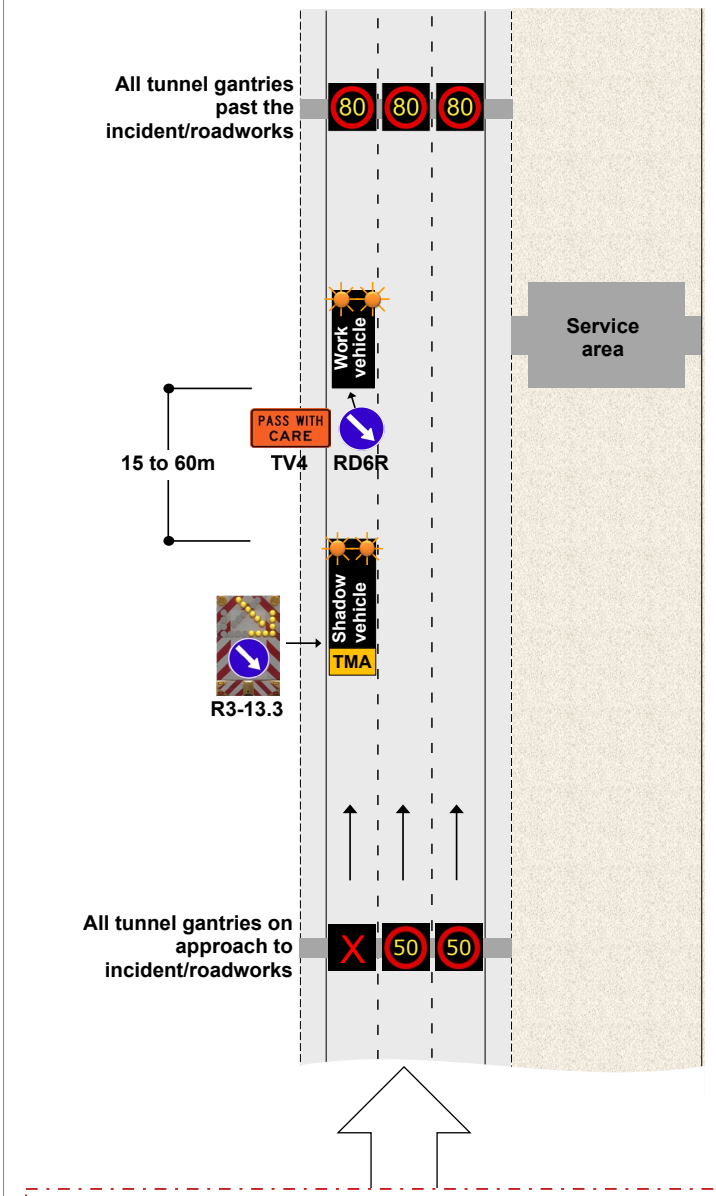
ONE-WAY THREE-LANE ROAD
Left lane closure

I-12.2
Level 3

Notes

1. Gantry signage to be supported by VMS signs on approach to the incident/roadworks
2. VMS warnings as below
   INCIDENT AHEAD
   or
   ROADWORKS AHEAD

   LEFT LANE CLOSED



Signage on the gantries approaching the tunnel must be as per Appendix A of the Tunnel Traffic Operations Plan (standard operating procedure)

All merges occur outside the tunnel

Options for speed reductions from 100km/h include, but are not limited to:

80 70 50 30 / 80 70 30 / 80 50 30 **or** 80 30 / 80 50 **or** 30 / 50

Lanes progressively closed as follows:

or from the Viaduct approach

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

WATERVIEW TUNNEL

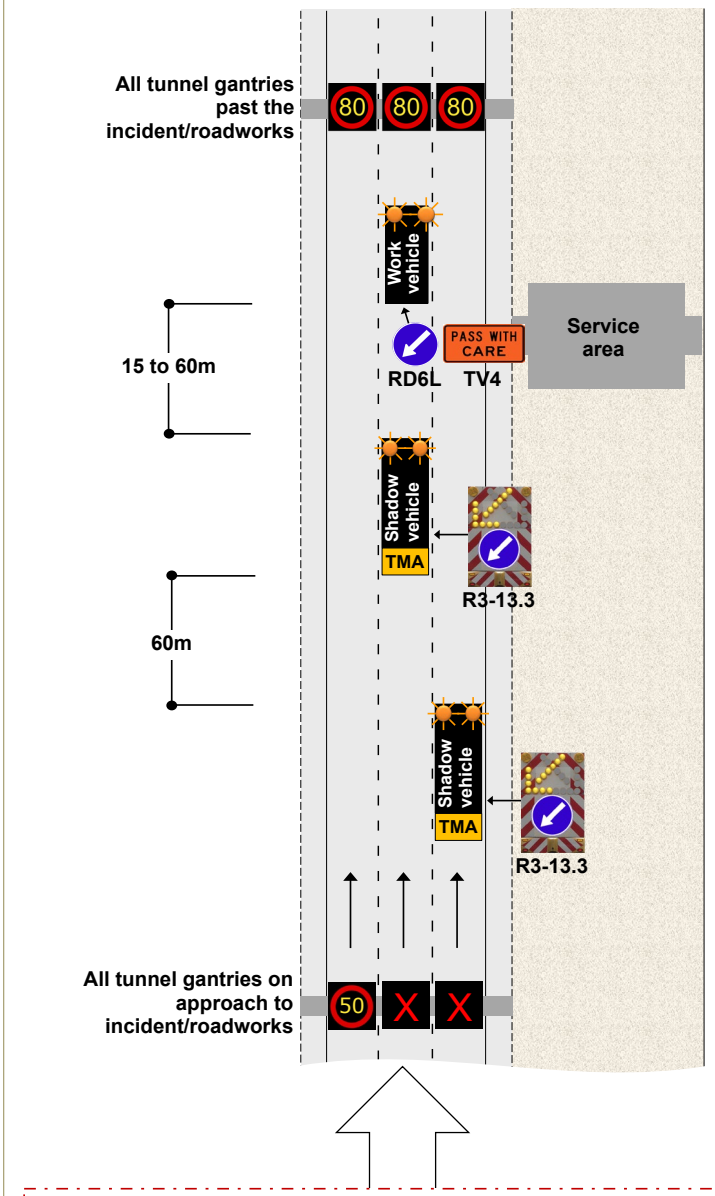
ONE-WAY THREE-LANE ROAD
Right and middle lanes closure

I-12.3
Level 3

Notes

1. Gantry signage to be supported by VMS signs on approach to the incident/roadworks
2. VMS warnings as below
   INCIDENT AHEAD
   or
   ROADWORKS AHEAD

   RIGHT LANES CLOSED



Signage on the gantries approaching the tunnel must be as per Appendix A of the Tunnel Traffic Operations Plan (standard operating procedure)

All merges occur outside the tunnel

Options for speed reductions from 100km/h include, but are not limited to:

80 70 50 30 / 80 70 30 / 80 50 30 **or** 80 30 / 80 50 **or** 30 / 50

Lanes progressively closed as follows:

or from the Viaduct approach

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

WATERVIEW TUNNEL

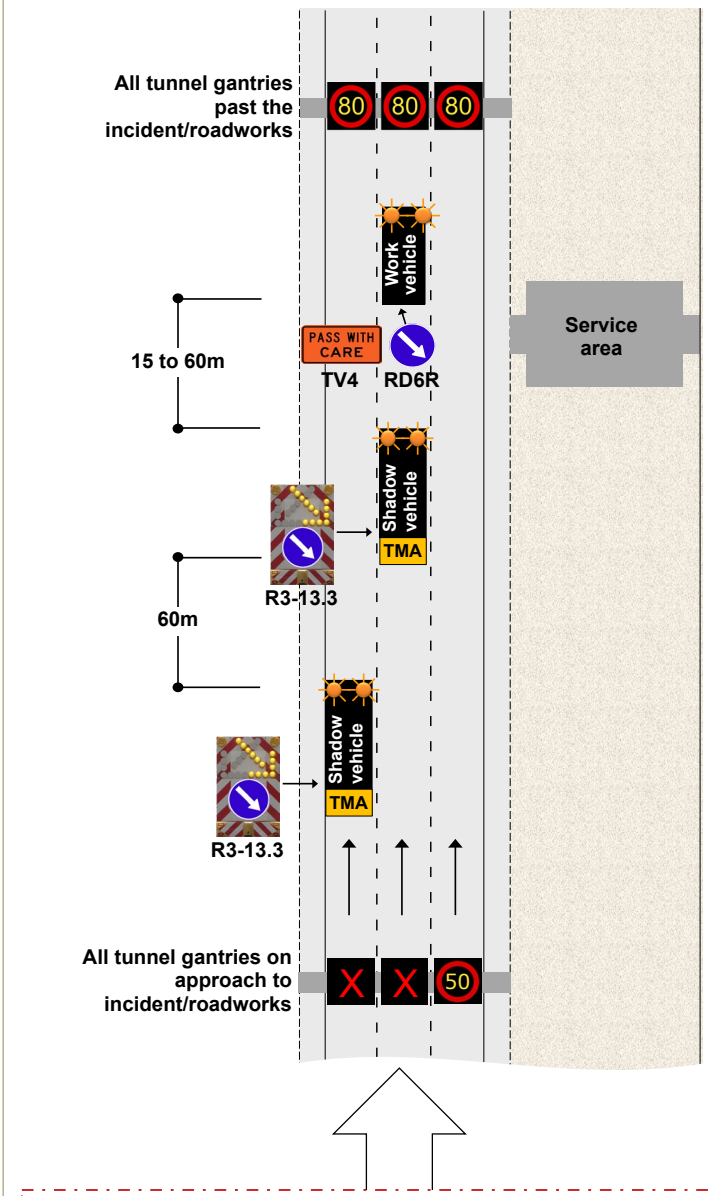
ONE-WAY THREE-LANE ROAD
Left and middle lanes closure

I-12.4
Level 3

Notes

1. Gantry signage to be supported by VMS signs on approach to the incident/roadworks
2. VMS warnings as below
   INCIDENT AHEAD
   or
   ROADWORKS AHEAD

   LEFT LANES CLOSED



Signage on the gantries approaching the tunnel must be as per Appendix A of the Tunnel Traffic Operations Plan (standard operating procedure)

All merges occur outside the tunnel

Options for speed reductions from 100km/h include, but are not limited to:

80 70 50 30 / 80 70 30 / 80 50 30 **or** 80 30 / 80 50 **or** 30 / 50

Lanes progressively closed as follows:

or from the Viaduct approach

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

WATERVIEW TUNNEL

ONE-WAY THREE-LANE ROAD
All lanes closed

I-12.5
Level 3

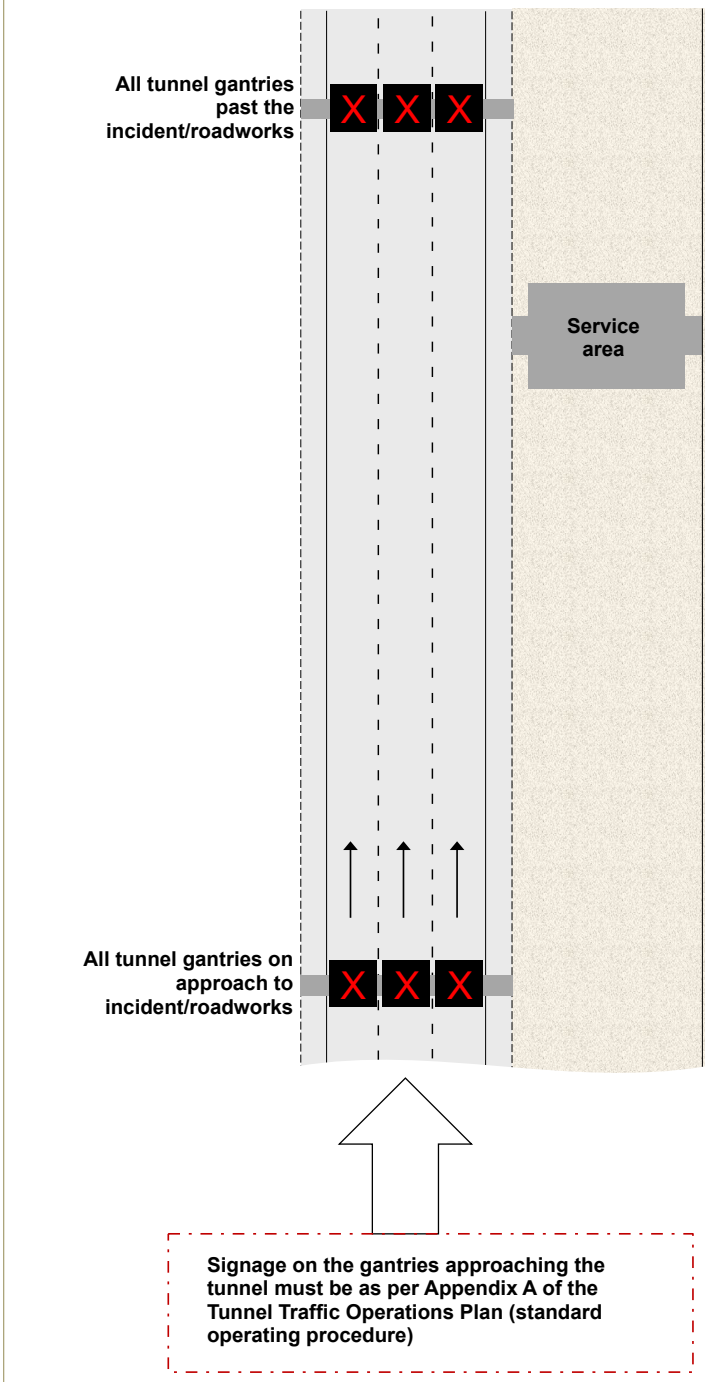
Notes

1. Gantry signage to be supported by VMS signs on approach to the incident
2. VMS warnings as below

INCIDENT AHEAD

TUNNEL CLOSED

DO NOT PROCEED



TunneLive - Campaign Overview

Research phase Jul – Aug 2016	Campaign starts Sept - Nov 2016	Event focus Dec 2016-Feb 2017	Project completion
Key messages Parts 1 and 2	**Key messages** Parts 1 and 2	**Key messages** Parts 1, 2 and 3	Ongoing operational messaging to influence behaviour inside the tunnel and across the network tbc in consultation with: WRR Completion Plan Team, WRR Communications Events and Media Steering Group, SHMTA, Operational Success Group.
	Events Oct tbc: St Lukes ribbon cutting Tbc: East West Link Stage 1 sod turning	**Events** Nov tbc: Causeway ribbon cutting Nov tbc: Northwestern Cycleway event Feb tbc: Waterview public open days Feb tbc: Black tie tunnel dinner Feb tbc: Tunnel ribbon cutting event	**Events** Likely events after tunnel opening include Waterview cycleway (Apr 2017 tbc) and Lincoln to Westgate ribbon cutting
Supporting activity / collateral • Design of campaign brand • Ministerial briefing • Research: communities, suburbs profiles, drivers, ambassadors • BuildMedia flythrough (consider Virtual Reality) • Media deal negotiated • Media releases distributed • Other media pitching starts • Motorway signage updated • Event working groups set up; planning starts (ongoing)	**Supporting activity / collateral** • Stakeholder briefing to project distribution lists • Stakeholder meetings as required • Radio advertising starts • TunneLive flyer distributed • TunneLive website launches • Driver info sheet distributed • FAQs lists distributed • Inclusion of TunneLive messaging in project newsletters and externally facing collateral • TunneLive footer goes on email signatures	**Supporting activity / collateral** • Breakfast TV and other broadcast media coverage • Paid online advertising starts • VMS reference website and safety messages • Facebook and Twitter campaigns commence • Hotspot information live • Event roll-out • Activities to support influencing behaviour re. options across the network start (ongoing)	**Supporting activity / collateral** • Media releases announcing opening • Motorway signage finalised • Operational signage finalised • Reporting and evaluation of comms plan