

TRAFFIC MANAGEMENT PLAN**RM 04 Pedestrian Crossing – 1st Phase – 2nd Phase**

Traffic Management Plan Reference	For Office Use Only			
Organisation	Contractor <i>Insert Contractor Name</i>	Client <i>Insert Client Name</i>		
Contract Name/Number	<i>Insert Contract Name</i>	RCA Consent Reference <i>Insert Where Required</i>		
Location	Road Name(s) <i>Insert Road Name</i>	Road Level (LV, 1, 2, 3) Level 1	Speed Limit <i>Insert Speed Limit</i>	From RP <i>Insert R.P</i>
Description of Activity	This is a static operation using temporary lanes and delineated work area for marking or remarking a pedestrian crossing. This will be done in 2 phases: <ul style="list-style-type: none"> • First phase – marking on sides of the road • Second phase – marking on centre of the road. 			
Work Programme	<i>Insert Work Programme</i>			
Proposed/ Restricted Work Hours	<i>Insert proposed or restricted hours of work</i>			
Traffic Details (Main Route)	AADT <i>Insert AADT ex RCA</i>	Peak Hour Flow <i>Insert Peak Hour Flows ex RCA</i>		

Superseded. No longer NZTA recommended guidance. Please refer to the New Zealand guide to temporary traffic management.

<p>Proposed Traffic Management Method</p>	<p>Active:</p> <p>Equipment <u>Advance Warning signs</u> - Static TW1.4 “Road Marking” sign on all site entrances. <u>Direction and Protection signs</u> - RG17 “Keep Left” signs on temporary lanes. <u>Works End signs</u> - Static TW16 “Works End” signs on all site exits. <u>Delineation</u> 900mm cones are used for workplace delineation. 450mm cones may be used to protect wet markings.</p> <p>While the crossing is closed pedestrians will be assisted across the road by the contractor’s staff. Contractor’s on-site staff will keep watch over vehicles entering or exiting driveways.</p> <p>Method</p> <ul style="list-style-type: none"> • There are two phases to this operation: <ul style="list-style-type: none"> ○ First phase – marking on sides of the road ○ Second phase – marking on centre of the road. <p>First phase</p> <ul style="list-style-type: none"> • TTM signs vehicles travel with the flow of traffic. • Set out advance warning and works end signs. • Establish two temporary lanes (one lane in each direction) using 900mm high cones with RG17 arrows to direct traffic. • Lane width to be 3m (if unable to provide 3m lane width reduce to 2.75m with 30km/h TSL). • Lateral safety zone of 1m along the site. • Mark protected section of pedestrian crossing (the left and right hand sides). <p>Second phase</p> <ul style="list-style-type: none"> • TTM signs vehicles travel with the flow of traffic. • Setout 2 lanes going either side of the site (centre of the road) with RG17 arrows to direct traffic. • Lane width to be 3m (if unable to provide 3m lane width reduce to 2.75m with 30km/h TSL). • Lateral safety zones of 1m each side of the site. • Mark protected section of pedestrian crossing (the centre). <p>Removal</p> <ul style="list-style-type: none"> • Removal of TTM equipment will follow the normal pattern of cones then signs. <p>Unattended:</p> <p style="text-align: center;">N/A</p> <p>Night:</p> <p style="text-align: center;">As per “Active” above with the addition of overhead lighting at the pedestrian crossing.</p>
<p>Proposed Speed Restrictions</p>	<p>TSL 30km/h will be required if lane widths are under 3m.</p>
<p>Positive Traffic Management Measures</p>	<p>Pedestrian crossing closed by cones at 1.0m centres, cone bars may be used.</p>

BEST PRACTICE TTM FOR ROAD MARKING ACTIVITIES

RM TMP 04 Pedestrian Crossing – 1st Phase – 2nd Phase

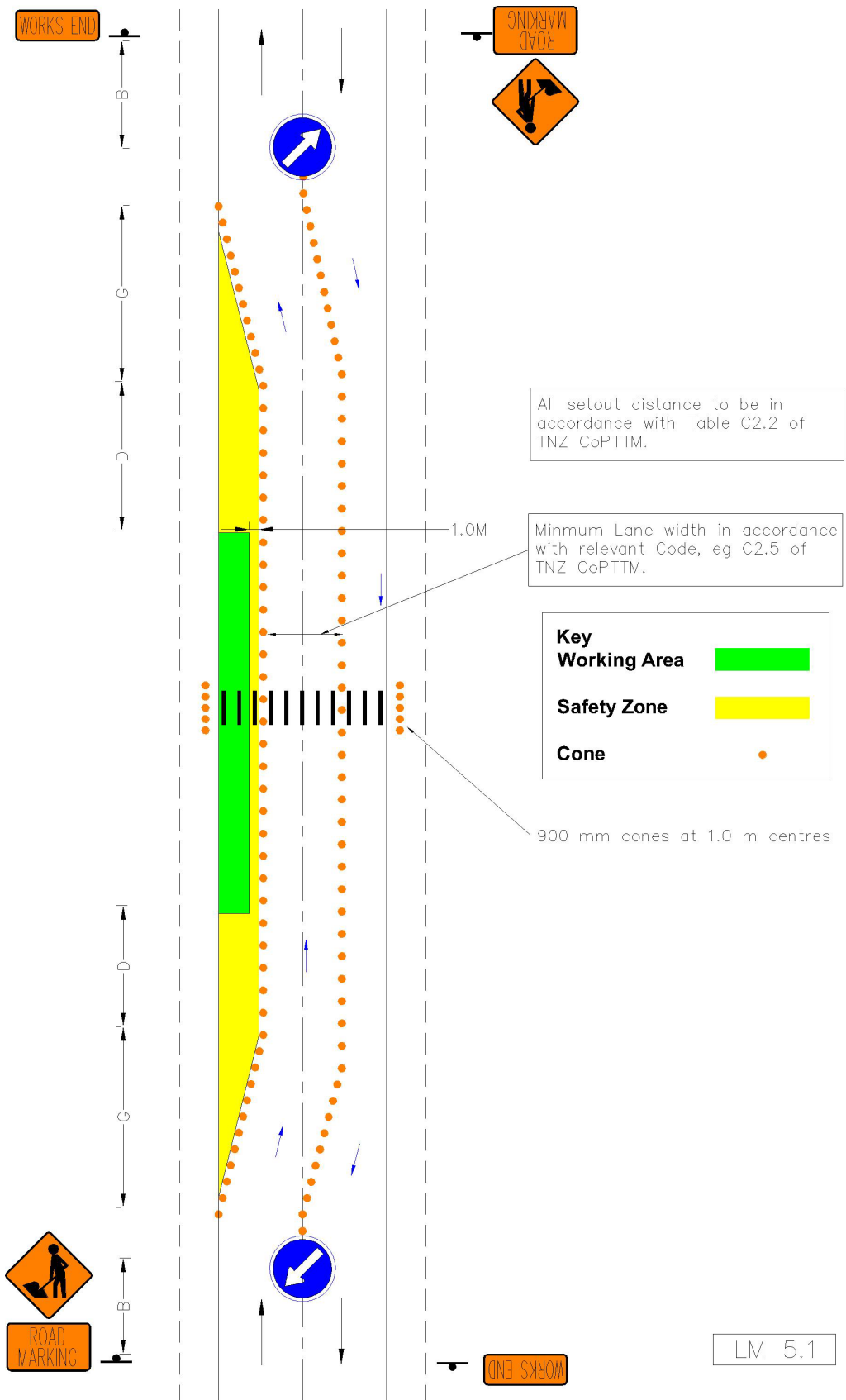
<p>Contingency Plans</p>	<p>In the event of a “Major Incident” (Fatality, serious harm injury [real or potential] or significant property damage):</p> <ul style="list-style-type: none"> • The site will be secured to prevent the prospect of further injury or damage • The emergency services will be notified • The Engineer / RCA will be notified. <p>In the event of an “Incident” (Non injury accident or structural failure of the road):</p> <ul style="list-style-type: none"> • The site will be secured to prevent the prospect of further injury or damage • The Engineer / RCA will be notified. <p>In the event of “Significant delays” to road users, (10 or more vehicles) the activity will be halted and equipment removed from the “live lane”. The activity will only recommence when the traffic queue has cleared and traffic volumes have reduced to a point where the delay is unlikely to be repeated.</p>	
<p>Public Notification</p>	<p>N/A</p>	
<p>Personal Safety</p>	<p>All staff will operate in terms of this approved Traffic Management Plan, the intent of the NZTA CoPTTM and the Company’s Health and Safety Management Plan for this type of operation.</p>	
<p>On-Site Monitoring</p>	<p>All sites will be continuously monitored by the site STMS, site TC, site supervisor and / or other staff involved in the process and as dictated by the traffic volumes, weather conditions, etc.</p>	
<p>Other Information <i>(eg. delay calcs, EED issues, temporary speed issues, etc)</i></p>	<p>N/A</p>	
<p>Layout Diagrams</p>	<p>See attached diagrams at back of this TMP.</p>	
<p>EED Applicable?</p>	<p>No</p>	<p>Attached No</p>
<p>Traffic Controllers</p>	<p>Name (STMS): <i>Insert details</i></p> <p>Cert No: <i>Insert details</i></p>	<p>Phone (24 hours)</p> <p><i>Insert details</i></p>
	<p>Name (TC) <i>Insert details</i></p> <p>Cert No: <i>Insert details</i></p>	<p>Phone (24 hours)</p> <p><i>Insert details</i></p>
<p>TMP prepared accurately to represent site conditions and submitted by</p>	<p>Contractor/Applicant <i>Insert details</i></p> <p>Cert No: <i>Insert details</i></p>	<p>Date</p> <p><i>Insert details</i></p>

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<p>Requires Amendment</p>	<p>Engineer <i>Insert details</i></p> <p>Cert No: <i>Insert details</i></p>	<p>Date</p> <p><i>Insert details</i></p>
<p style="text-align: center;">This TMP is Approved on the Following Basis</p> <p>1. To the best of the approving Engineer’s judgment this TMP conforms to the requirements of the NZTA CoPTTM.</p> <p>2. This plan is approved on the basis that the <i>activity, the location and the road environment have been correctly represented by the applicant.</i> Any inaccuracy in the portrayal of this information is the responsibility of the applicant. 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” (reference A4.5).</p> <p>Approving Engineer:</p> <p style="text-align: center;"><i>(Name and Certificate Number)</i></p> <p>.....</p> <p style="text-align: center;"><i>(Signature)</i></p>		
<p>Acceptance by TMC</p>	<p>TMC: <i>Insert details</i></p> <p>Cert No: <i>Insert details</i></p> <p>Signature:</p>	<p>Date: <i>Insert details</i></p>

LEVEL 1 - TWO LANE - TWO WAY ROAD
PEDESTRIAN CROSSING - First Phase



LEVEL 1 - TWO LANE - TWO WAY ROAD
 MARKING IN TRAFFIC LANE
 PEDESTRIAN CROSSING - Second Phase

