

**TRAFFIC MANAGEMENT PLAN****RM 16 Edgeline Marking – with Cone Pick Up Vehicle**

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>
				To RP <i>Insert R.P</i>
Description of Activity	This is mobile operation for marking and re-marking road edgelines using a Type A applicator. Cones are used to protect wet markings.			
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Superseded.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><b>Proposed Traffic Management Method</b></p>	<p><b>Active:</b></p> <p><b>Equipment</b>  <u>Tail Pilot Vehicle</u> - Complete with TW1.4 “Road Marking” sign, RG34 “Keep Right” sign and two flashing amber beacons that are visible from both directions of travel.  <u>Work Vehicle - cone retrieval vehicle</u> - Complete with TW34 “Pass with Care” sign, and two flashing amber beacons that are visible from both directions of travel (arrow board optional).  <u>Work Vehicle – Type A applicator</u> - Complete with TW34 “Pass with Care” sign, forward facing TW26 “Road Works” sign and two flashing amber beacons that are visible from both directions of travel.  <b>Delineation</b>                      900mm cones are used for workplace delineation.                      450mm cones may be used to protect wet markings.</p> <p><b>Method:</b></p> <ul style="list-style-type: none"> <li>• All vehicles will travel in same direction when road marking and retrieving cones.</li> <li>• Cones will be placed from the work vehicle (applicator) to keep road users away from wet markings.</li> <li>• Cone runs must not exceed 1km.</li> <li>• Cones will be retrieved and stacked by the operator working from the deck of the Cone Retrieval vehicle rather than from the road.</li> <li>• It is necessary for cones to be returned to the lead working vehicle (applicator)</li> <li>• The transfer must take place in a safe location clear of the carriageway.</li> <li>• When the cone retrieval vehicle returns to its position, it must travel with the flow of traffic and all flashing lights and the arrow board must be switched off.</li> <li>• Tail pilot and cone recovery vehicles are positioned on the carriageway to manage traffic flow.</li> <li>• All the vehicles in the operation travel close to the edgeline, to ensure the traffic passes them on their right hand side.</li> <li>• An indication will be given to road users to pass on the right when there is sufficient room and it is safe to do so.</li> <li>• All vehicles are in communication at all times.</li> <li>• If there is poor visibility due to weather work should cease.</li> <li>• Where there is no clear sight distance (CSD) due to vertical and horizontal curves (corners and hills) lead and tail pilot vehicles must be used.</li> <li>• When work is complete lead vehicle holds position until all vehicles comes forward. Then all vehicles merge with the traffic.</li> <li>• All flashing lights will be left on until merge complete.</li> </ul>
	<p><b>Unattended:</b></p> <p style="text-align: center;">N/A</p>
	<p><b>Night:</b></p> <p style="text-align: center;">As per “Active” above.</p>
<p><b>Proposed Speed Restrictions</b></p>	<p style="text-align: center;">N/A</p>
<p><b>Positive Traffic Management Measures</b></p>	<p style="text-align: center;">N/A</p>

<p><b>Contingency Plans</b></p>	<p>In the event of a <b>“Major Incident”</b> (Fatality, serious harm injury [real or potential] or significant property damage):</p> <ul style="list-style-type: none"> <li>• The site will be secured to prevent the prospect of further injury or damage</li> <li>• The emergency services will be notified</li> <li>• The Engineer / RCA will be notified.</li> </ul> <p>In the event of an <b>“Incident”</b> (Non injury accident or structural failure of the road):</p> <ul style="list-style-type: none"> <li>• The site will be secured to prevent the prospect of further injury or damage</li> <li>• The Engineer / RCA will be notified.</li> </ul> <p>In the event of <b>“Significant delays”</b> to road users, <b>(10 or more vehicles)</b> the activity will be halted and equipment removed from the “live lane”. The activity will only recommence when traffic volumes are at a level to reduce road users delays</p>	
<p><b>Public Notification</b></p>	<p>N/A</p>	
<p><b>Personal Safety</b></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><b>On-Site Monitoring</b></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><b>Other Information</b> <i>(eg. delay calcs, EED issues, temporary speed issues, etc)</i></p>	<p>N/A</p>	
<p><b>Layout Diagrams</b></p>	<p>See attached diagram at back of this TMP.</p>	
<p><b>EED Applicable?</b></p>	<p>No</p>	<p><b>Attached</b> No</p>
<p><b>Traffic Controllers</b></p>	<p>Name (STMS): <i>Insert details</i></p> <p>Cert No: <i>Insert details</i></p>	<p><b>Phone (24 hours)</b></p> <p><i>Insert details</i></p>
	<p>Name (TC) <i>Insert details</i></p> <p>Cert No: <i>Insert details</i></p>	<p><b>Phone (24 hours)</b></p> <p><i>Insert details</i></p>
<p><b>TMP prepared accurately to represent site conditions and submitted by</b></p>	<p>Contractor/Applicant <i>Insert details</i></p> <p>Cert No: <i>Insert details</i></p>	<p><b>Date</b></p> <p><i>Insert details</i></p>

<b>Requires Amendment</b>	<b>Engineer</b> <i>Insert details</i>  <b>Cert No:</b> <i>Insert details</i>	<b>Date</b>  <i>Insert details</i>
<b>This TMP is Approved on the Following Basis</b>		
<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 <b><i>activity, the location and the road environment have been correctly represented by the applicant.</i></b> 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>		
<b>Acceptance by TMC</b>	<b>TMC:</b> <i>Insert details</i> ..... <b>Cert No:</b> <i>Insert details</i> ..... <b>Signature:</b> .....	<b>Date:</b> <i>Insert details</i> .....

## LEVEL 1 - TWO LANE - TWO WAY ROAD EDGELINE WITH CONE PICK UP VEHICLE

