CHRISTCHURCH TRANSPORT OPERATIONS CENTRE

A partnership of Christchurch City Council, New Zealand Transport Agency and Environment Canterbury

Keeping Christchurch Moving

www.tfc.govt.nz

TMP Cover Notes

Attached is an accepted Traffic Management Plan (TMP) from a CTOC, Traffic Management Coordinator. Acceptance is conditional on the requirements below, and to any notes added to the TMP.
Failure to comply with any of these requirements may cause the TMP acceptance to be revoked.

Collaboration Expected

The Client and Contractor must collaborate with any other Clients / Contractors that submit future TMP requests for the same area. CTOC expects all parties to work together to advance their projects, and notes that compromises and changes to the TMP configuration may be required at times. Should collaboration not occur this TMP acceptance may be revoked .

Network Impact

Activities on any road must be planned so as to cause as little disruption, delay or inconvenience to road users as practicable without compromising safety. The length, width and duration of any TTM must be restricted to the minimum required for the safe operation of the activity.

TTM Principles

TMPs must be deployed in accordance with the principles contained in COPTTM, CTOC Local Operating Procedures (LOP), and the CCC Construction Standard Specification (CSS).

Real Time Operations Contact

The **Real Time Operations** team must be contacted prior to and during any work within 50 metres of a set of traffic lights. Refer to CTOC LOP for further details.
Real Time Operations contact number (03)941-8620

Permission to affect CCC Assets

It is the responsibility of the Client to arrange and pay for any permits required for works that affect CCC road assets.
Permits include **Corridor Access Request (CAR), Temporary Use of a Legal Road, and Construction Zones. Contact** the CCC Asset Protection Team for further details.
Placement of any containers, skips, hoardings and scaffolding on legal road will require Temporary Use of a Legal Road approval. A copy of the approved form must be attached to the onsite TMP at all times, and be available on request to any CCC Council Officer.

Parking Meters

Where metered car parks cannot be used because of work being undertaken, the Client must pay the associated costs for loss of revenue by contacting the CCC Parking Operations Team. Payments must be arranged before the accepted TMP can be installed.
Note if a Time Limit car park or loading zone is required to be used as part of the worksite, you may be required to provide a Time Limit car park or Loading Zone in an alternative location for public use.

Public Notifications

Notifications must be carried out a minimum of 5 working days prior to the installation of the accepted TMP. A record must be kept of who, when, and how the notifications were made. Notifications must be tailored to communicate the impacts of the work to affected stakeholders. Where impacted, the stakeholders receiving notifications must include: bus operators, businesses, private residences, schools , hospitals , and emergency service providers.

Pedestrian Access

When there is a need to detour pedestrians from the footpath into the carriageway and there are no dropped kerbs or driveways available, a solution must be implemented to safely transition wheelchairs, mobility scooters, prams etc down the level difference. Options include ramps, and (for long term sites) installing a dropped kerb in compliance with CCC Construction Standard Specification. Storm water flows must be maintained. The onsite STMS/TC must monitor and ensure that facilities are maintained so that the health & safety of members of the public are protected.

Footpath Closures

Footpath closures are permitted on roads with traffic volume of 5,000 vehicles per day or less, provided that the following conditions are met:

- There is an alternative suitable footpath on the other side of the road.
- There is suitable clear sight distance available for pedestrians to make a safe crossing.
- Transitions from kerb to road level (eg ramps) have been put in place where required.
- Crossing points are clearly defined using appropriate signage.
- STMS has carried out a risk assessment on site to ensure that the location is appropriate. This assessment must consider the likely users of the crossing point e.g. if near a primary school, then particular care is needed to determine a safe location and additional mitigation may be necessary.

A Site Specific TMP is required for any footpath closure that affects a Zebra crossing or dedicated school crossing point.

Where any of the above requirements cannot be met or traffic volumes are above 5,000 vehicles per day, a Site Specific TMP is required.

Recycling & Waste Collections

Where the TTM prevents normal collections from occurring, the contractor must either enable collection vehicle access through their worksite, or pre-arrange alternative collection points.

Programme and Nature of Worksite Changes

- When work is completed early, the STMS must update TMPforCHCH (close the TMP).
- Where a date extension is required for an existing worksite, the STMS must submit an Extension form to TMPforCHCH prior to the End Date of the original TMP.
- The TMP details contained in TMPforCHCH must reflect the current site conditions. If the nature of the worksite or TTM impact changes significantly after TMP acceptance, then a Revision to the TMP must be submitted.

Water Discharge

All discharges of de-watering or drilling liquids onto legal roads or into the drainage system requires a discharge permit. The discharged water/drilling liquid is only allowed to be discharged to the environment via a silt trap.

Further information can be found at: www.tmpforchch.co.nz

TRAFFIC MANAGEMENT PLAN					TMP Proforma Version 1.1
TMP4CHCH #	25838	SCIRT #	10969	Project Reference:	PRJ#10969 – TMP#0273 – Fendalton Bridge
Organisations	Contractor: McCONNELL DOWELL CREATIVE CONSTRUCTION™		Principal: SCIRT Rebuilding Infrastructure		RCA: CTOC

Road Names	Road Level	Permanent Speed	AADT	Peak Volumes	
				AM	PM
Fendalton Rd Dean Ave Harper Ave	LV ☐ L1 ☐ L2 ☒ LV ☐ L1 ☐ L2 ☒ LV ☐ L1 ☐ L2 ☒	**50kph** 50kph	21870 36500 29700	7.00am to 9.00am	4.00pm to 6.00pm

Summary of Construction Work

Repairs to Fendalton Bridge – removal & fixing hand rail, reinstatement of concrete capping and sealing of two separate cracks

Work Programme

START DATE: Monday, 12 January 2015 **END DATE:** Friday, 27 February 2015

TTM Onsite		Stages or specifics of use *(e.g. establishment/disestablishment time, continuous setup, time etc.)*
Inter Peak	☒	establishment/disestablishment of TTM, concrete deliveries
Daytime (7am - 6pm)	☒	Construction
Night-time (6pm – 7am)	☐	
All Day (24hrs)	☐	

Program Sequence

Repairs to Fendalton Bridge – require the footpath to be closed to pedestrians. TTM to manage pedestrians is to have a lane closure with a footpath diversion around the site.

No lane closures during critical world cup period.Feb 9th to 23rd Feb (inclusive).Must maintain 2 lanes 2 way during this period.

APPROVED
AE/CTOC STAMP
By Kevin Westeneng L2-3NP #956 at 11:41 am, Dec 01, 2014

Site Specific Layout Diagrams		Number of Diagrams Attached:	
Stage #	**Page #**	**Description**	
	TMP 1	West side of footpath Closed – one lane closure for concrete deliveries	
	TMP 2	East side of footpath Closed – one lane closure for concrete deliveries	
	TMP 3	West side of footpath Closed – Four lane contra flow	
	TMP 3a	West side of footpath Closed – Four lane contra flow	
	TMP 4	East side of footpath Closed – Four lane contra flow	
	TMP 4a	East side of footpath Closed – Four lane contra flow	
	TMP 5	VMS Strategy	

SCIRT Universal plans to be used:

Proposed TSL	Approval of Temporary Speed Limits (TSL) are in terms of section 5 of Land Transport Rule: Setting of Speed Limits 2003, Rule 54001		
Attended	Day	30kph ☒ 40kph ☐ 50kph ☐ 60kph ☐ 70kph ☐ 80kph ☐	
Location			**Time and Dates**
A temporary maximum speed limit is hereby fixed for motor vehicles travelling between: Dean Ave, Harper Ave and Fendalton Rd.			7.00am 12/01/2015 to 6.00pm 27/02/2015
Unattended	Day/Night	30kph ☒ 40kph ☐ 50kph ☐ 60kph ☐ 70kph ☐ 80kph ☐	
Location			**Time and Dates**
A temporary maximum speed limit is hereby fixed for motor vehicles travelling between: Dean Ave, Harper Ave and Fendalton Rd.			6.00pm 12/01/2015 to 7.00am 27/02/2015

TSLs MUST BE REMOVED WHEN NOT REQUIRED

Contact Details *(for STMS contact details for this site, refer to company personal list)*

	Name	**Contact #**	**Email or STMS Qualifications.**		
Project Manager	Derek McDermott	021 420 795	Derek.mcdermott@mcdgroup.com		
TMP Designer	Gwynmarie Tomlin	343 9725	151	L2/3 STMS NP	10/11/2014
			ID #	*Qualification*	*TMP Design Date*

APPROVED
AE/CTOC STAMP
By Kevin Westeneng L2-3NP #956 at 11:41 am, Dec 01, 2014

Site Specific Details

General TTM Concept and Principles Used:

Repairs to Fendalton Bridge – require the footpath to be closed to pedestrians. TTM to manage pedestrians with a footpath diversion around the site.

Discussion of Critical Areas:

Level 2 road with double lanes not providing an alternative crossing point for pedestrians.

Traffic Impact Assessment:

Maintain lanes with a pushed contra flow. Dropping the traffic to one lane for concrete deliveries (Inter peak) VMS Strategy to warn road users of delays.

will not cause traffic delays greater than permitted by COPTTOM(<5min)

Site Accessing Methodology:

Traffic should follow the direction of traffic as per the TMP and follow the instructions given by the STMS

On-Site Monitoring Plan	
Attended	2 hourly checks
Unattended	Required: Yes ☒ No ☐ Daily Check

Impact Mitigation Strategy

☐ No Public Notification Required

☒ Standard Project Notifications *(detail below)*

Mitigation Level	Site Specific Details
☒ Level 1 Mitigation	Letter drop to residents
☐ Level 2 Mitigation	
☒ Level 3 Mitigation	VMS broads warning of traffic delays
☐ Level 4 Mitigation	

Contingency Plans

The incident will be assessed and the required TTM measures installed

Authorisations

Real Time Operations (RTO)	Real Time Operations notification required: Yes ☒ No ☐ All work within 50m of a signalized intersection must be notified to CTOC's RTO team. This includes sign deployment, and detouring significant volumes of traffic through signalized intersections. RTO contact details are: • (03) 941 8620 (6am – 6pm and for emergencies) or signals@ccc.govt.co.nz <u>RTO notification time frames:</u> • 24-48 hours before work commences *(email preferred)* • At time of day deployment *(phone call preferred) For night deployments, provide confirmation of planned deployment during the preceding business hours* • 24-48 hours of major site changes or disestablishment *(phone call preferred)*

APPROVED AE/CTOC STAMP

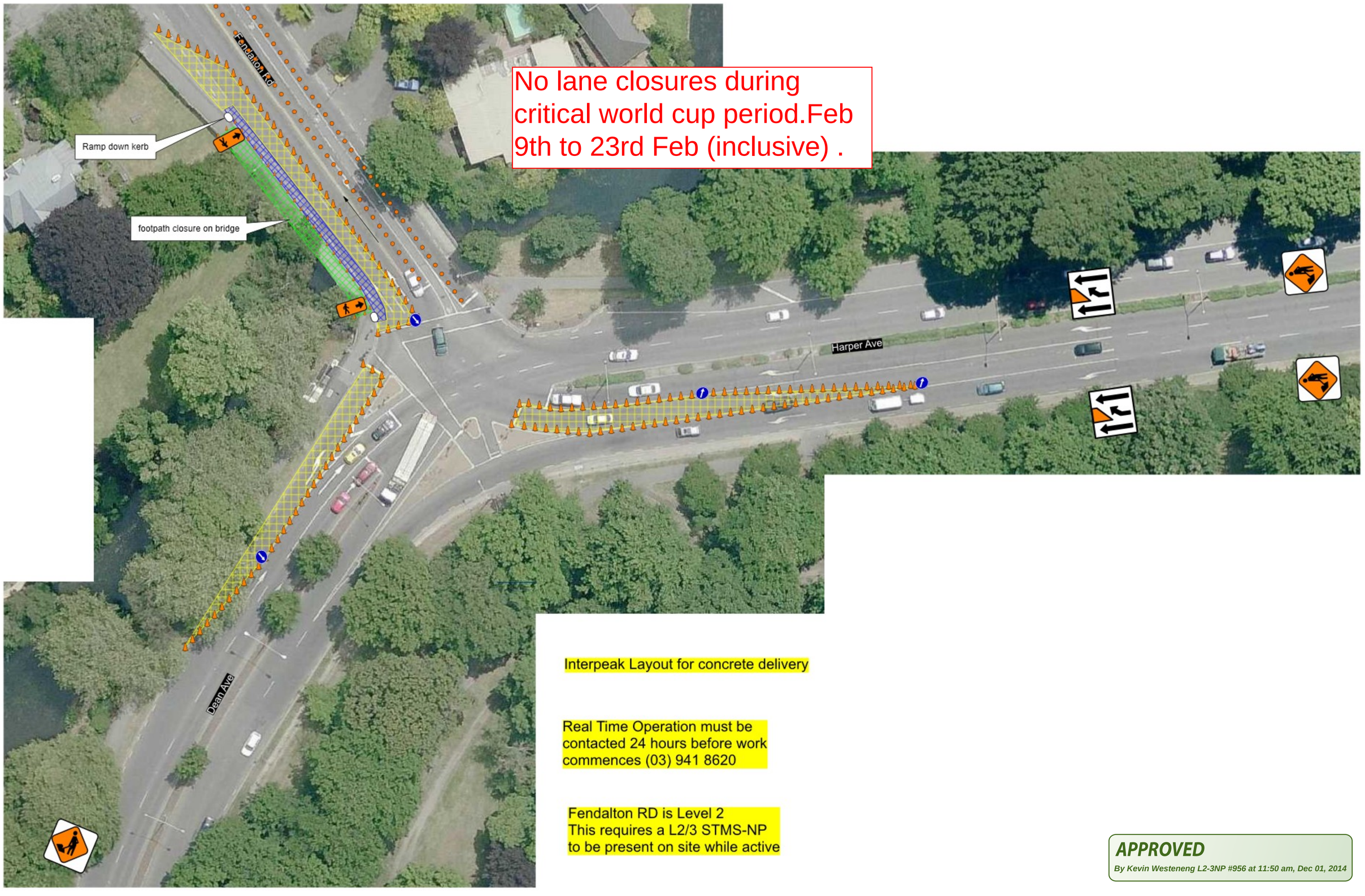
By Kevin Westeneng L2-3NP #956 at 11:42 am, Dec 01, 2014

Engineer/TMC to complete following section when approval or acceptance required		
Approved by Engineer	SCIRT Traffic Manager as Approving Engineer	**APPROVED** *By Kevin Westeneng L2-3NP #956 at 11:42 am, Dec 01, 2014*
	Name, Date, Signature, Qualification and ID no. Required	
Accepted by TMC		**APPROVED** *By Craig Halkett #22437 For CTOC From Date And Time Of Stamp at 9:09 am, Dec 05, 2014*
	Name, Date, Signature, Qualification and ID no. Required	

Qualifier for Engineer or TMC Approval

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 and/or CTOC LOPs
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 is reminded that it is the STMS's duty to postpone, cancel or modify operations due to adverse traffic, weather or other conditions that affect the safety of this site.
4. If this TMP interacts / overlaps with another TMP, contact between STMSs must occur, to ensure agreement on: (i) what work activities can viably occur concurrently (ii) what the TTM configuration will be (iii) who is responsible for each Working Space (iv) who is responsible for maintaining / managing each TTM component. The objective is for all parties to work collaboratively together, without compromising safety or traffic efficiency. Agreements must be documented, and updated as necessary as work progresses. If agreement cannot be reached, then CTOC must be contacted to resolve the issue.
5. The Site Specific details in this TMP are supplemented by information contained in the SCIRT supplementary TMP document. This supplementary document must be treated as part of the TMP and be onsite/presentable at all times.



No lane closures during critical world cup period.Feb 9th to 23rd Feb (inclusive) .

Interpeak Layout for concrete delivery

Real Time Operation must be contacted 24 hours before work commences (03) 941 8620

Fendalton RD is Level 2
This requires a L2/3 STMS-NP to be present on site while active

APPROVED
By Kevin Westeneng L2-3NP #956 at 11:50 am, Dec 01, 2014

McCONNELL DOWELL CREATIVE CONSTRUCTION

Date: 03/11/2014 **Author:** Gwyn Tomlin **Project:** 10969 - Fendalton Bridge

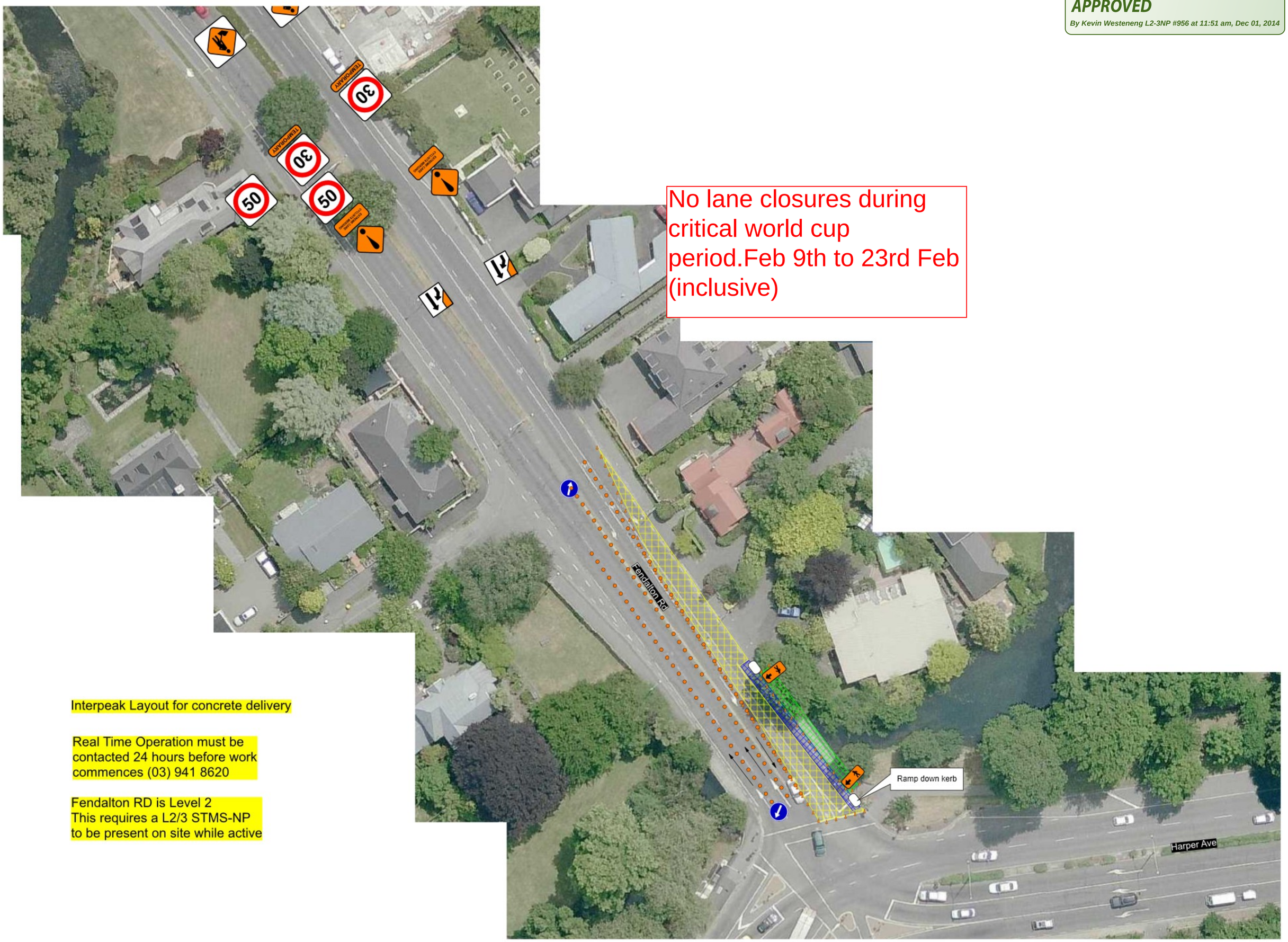
Comments:

Fendalton Bridge - footpath closure
DWG-0177 - TMP 1
Design based on CTOC TTM Local Operating Procedures (LOPs)

SCIRT Rebuilding Infrastructure

APPROVED

By Kevin Westeneng L2-3NP #956 at 11:51 am, Dec 01, 2014



No lane closures during critical world cup period.Feb 9th to 23rd Feb (inclusive)

Interpeak Layout for concrete delivery

Real Time Operation must be contacted 24 hours before work commences (03) 941 8620

Fendalton RD is Level 2
This requires a L2/3 STMS-NP to be present on site while active

Date: 03/11/2014 **Author:** Gwyn Tomlin **Project:** 10969 - Fendalton Bridge

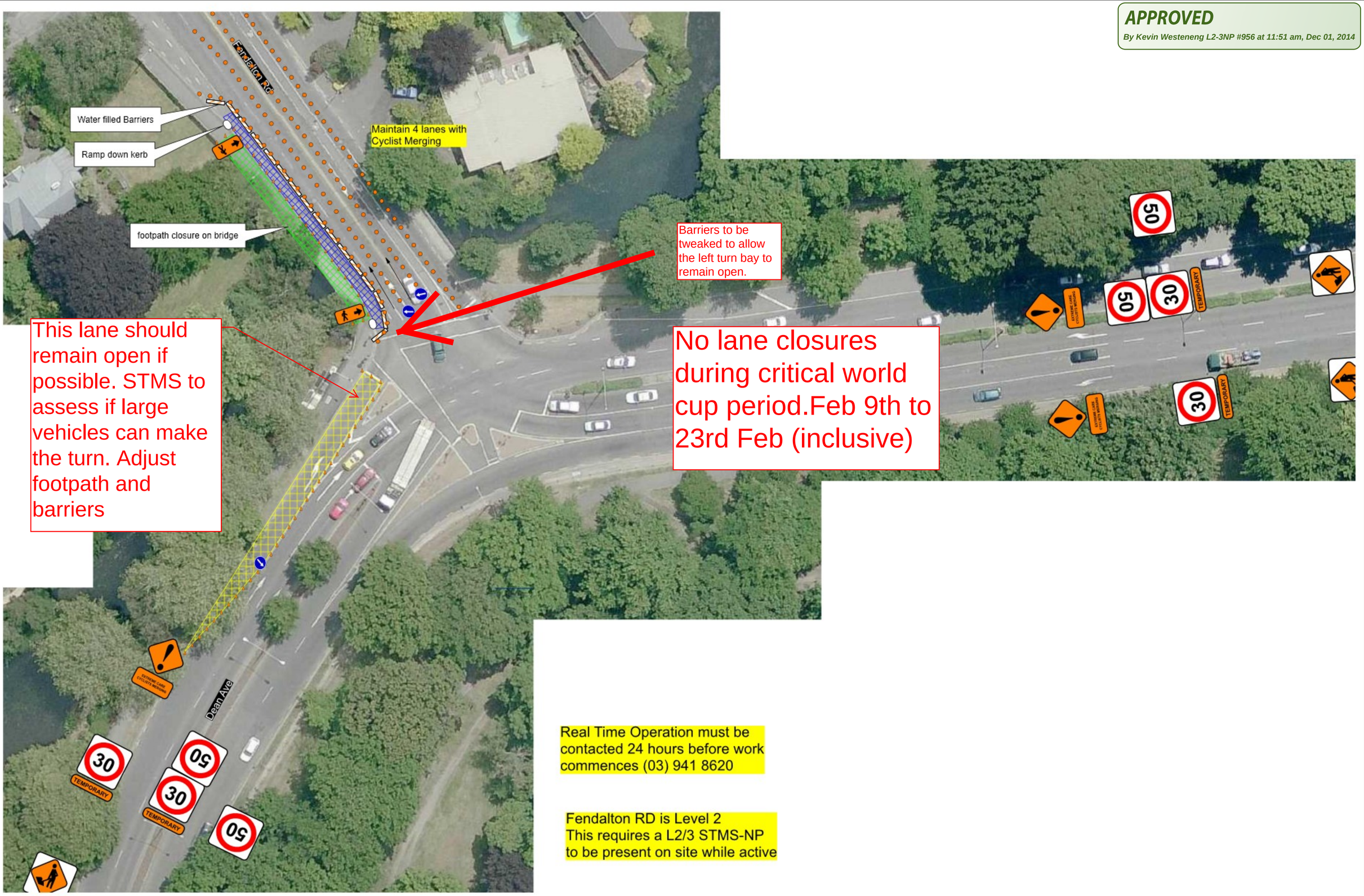
Comments:

Fendalton Bridge - footpath closure
DWG-0177 - TMP 2
Design based on CTOC TTM Local Operating Procedures (LOPs)

McCONNELL DOWELL CREATIVE CONSTRUCTION

SCIRT Rebuilding Infrastructure

APPROVED
By Kevin Westeneng L2-3NP #956 at 11:51 am, Dec 01, 2014



Date: 03/11/2014 **Author:** Gwyn Tomlin **Project:** 10969 - Fendalton Bridge

Comments:

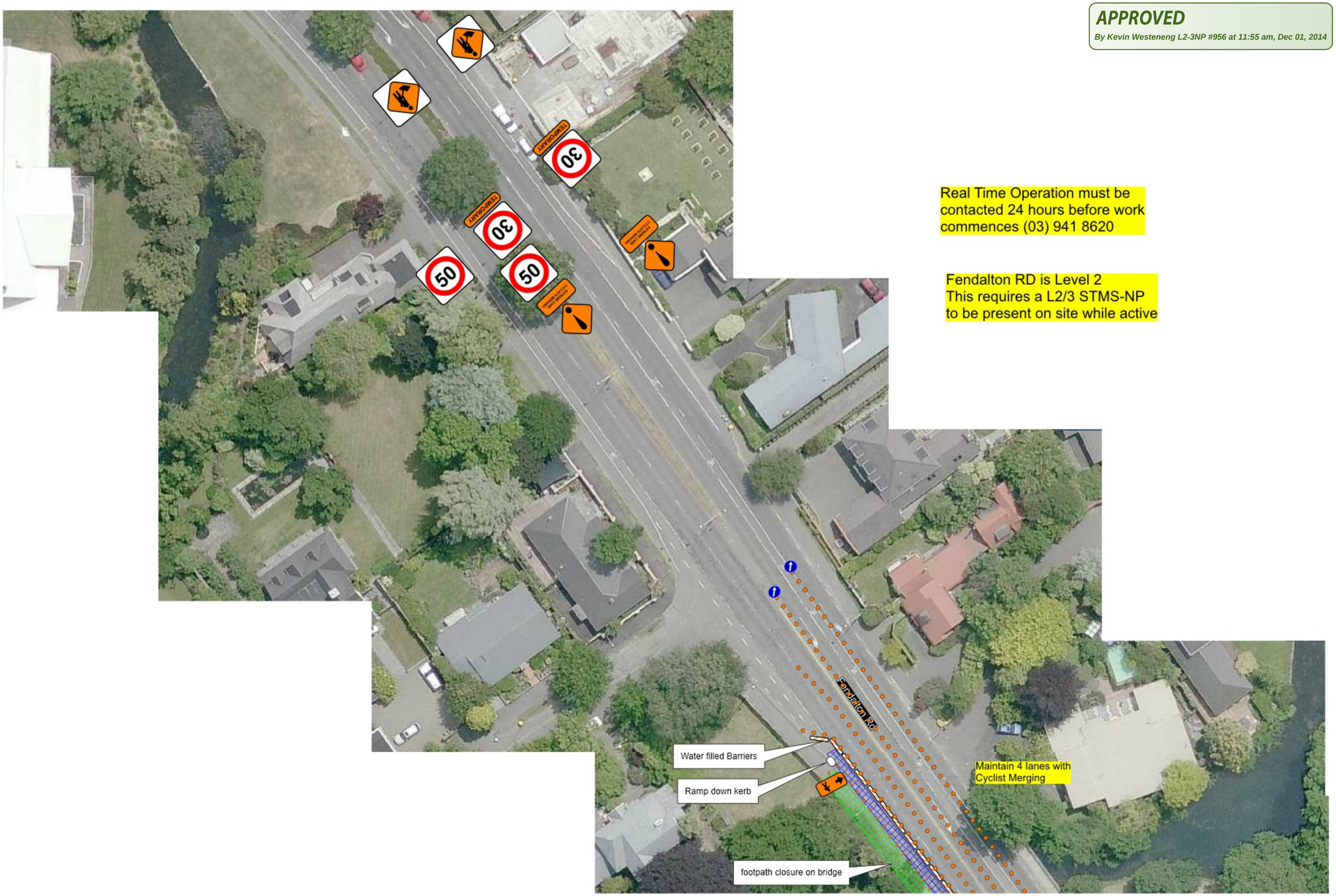
Fendalton Bridge - footpath closure
DWG-0177 - TMP 3 - Contra flow
Design based on CTOC TTM Local Operating Procedures (LOPs)

McCONNELL DOWELL CREATIVE CONSTRUCTION

SCIRT Rebuilding Infrastructure

APPROVED

By Kevin Westeneng L2-3NP #956 at 11:55 am, Dec 01, 2014



Real Time Operation must be contacted 24 hours before work commences (03) 941 8620

Fendalton RD is Level 2
This requires a L2/3 STMS-NP to be present on site while active

Date: 03/11/2014 **Author:** Gwyn Tomlin **Project:** 10969 - Fendalton Bridge

Comments:

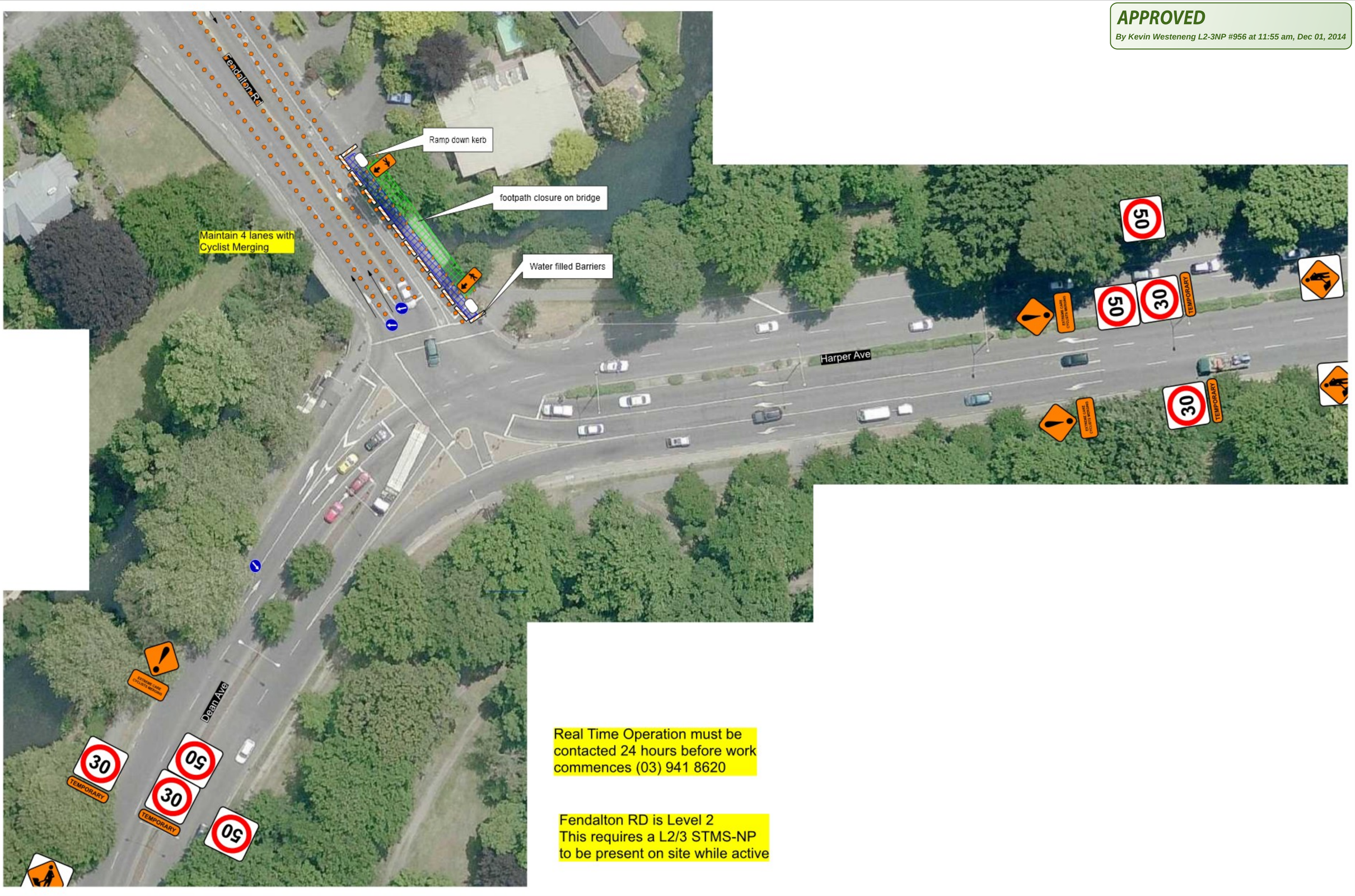
Fendalton Bridge - footpath closure
DWG-0177 - TMP 3a - Contra flow
Design based on CTOC TTM Local Operating Procedures (LOPs)

McCONNELL DOWELL CREATIVE CONSTRUCTION

SCIRT Rebuilding Infrastructure

APPROVED

By Kevin Westeneng L2-3NP #956 at 11:55 am, Dec 01, 2014



Real Time Operation must be contacted 24 hours before work commences (03) 941 8620

Fendalton RD is Level 2
This requires a L2/3 STMS-NP to be present on site while active

Date: 03/11/2014 **Author:** Gwyn Tomlin **Project:** 10969 - Fendalton Bridge

Comments:

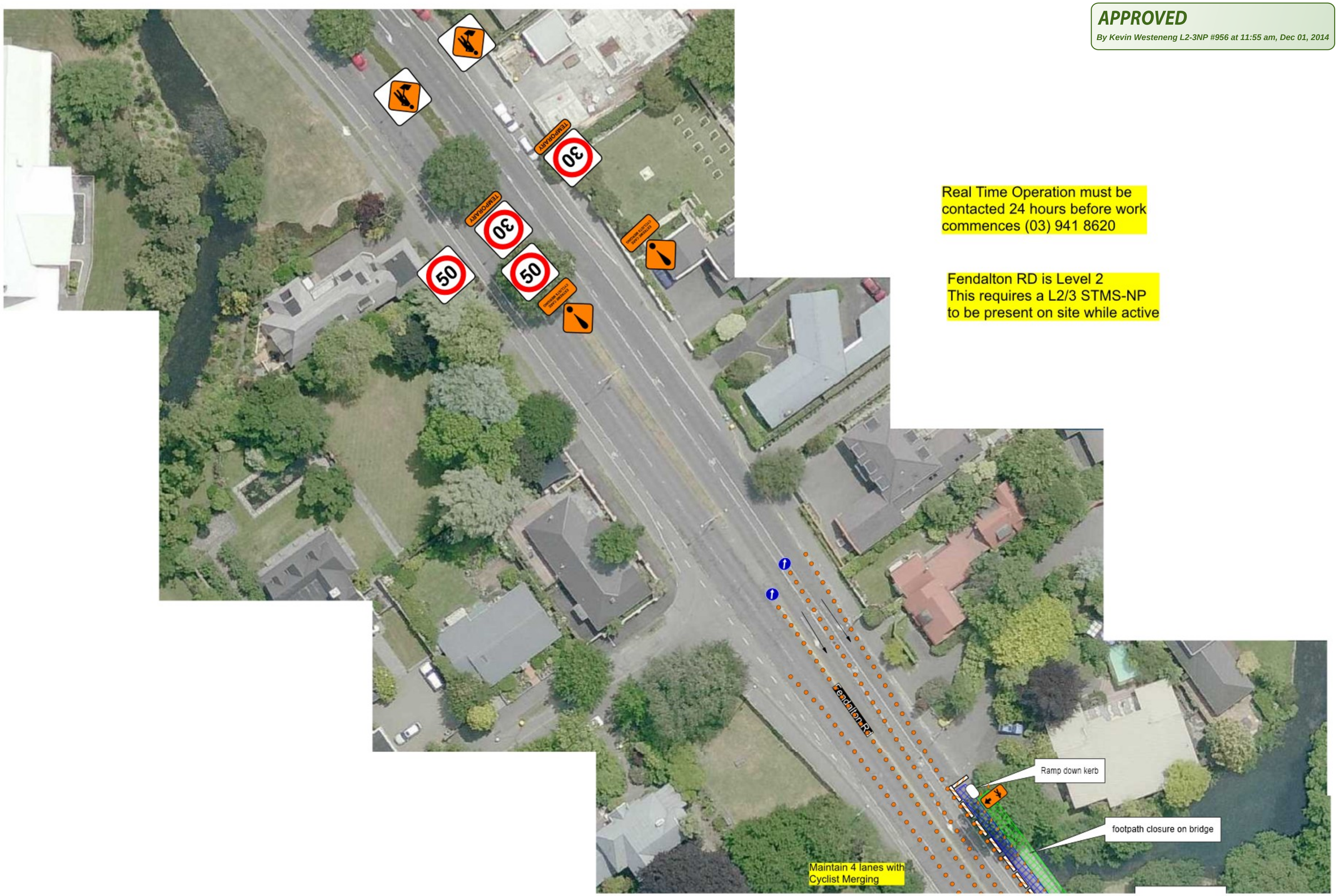
Fendalton Bridge - footpath closure
DWG-0177 - TMP 4 - Contra flow
Design based on CTOC TTM Local Operating Procedures (LOPs)

McCONNELL DOWELL CREATIVE CONSTRUCTION

SCIRT Rebuilding Infrastructure

APPROVED

By Kevin Westeneng L2-3NP #956 at 11:55 am, Dec 01, 2014



Real Time Operation must be contacted 24 hours before work commences (03) 941 8620

Fendalton RD is Level 2
This requires a L2/3 STMS-NP to be present on site while active

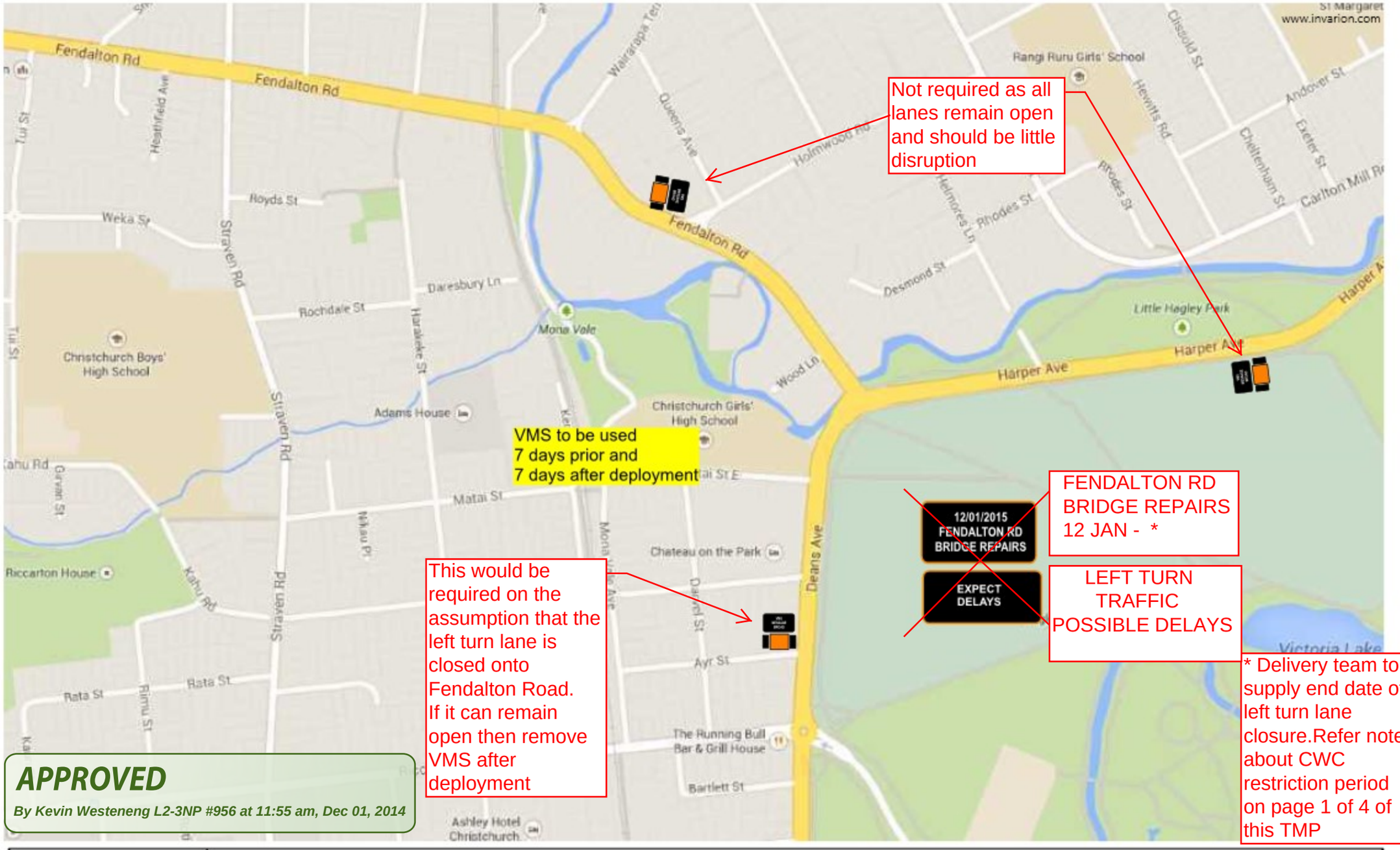
Date: 03/11/2014 **Author:** Gwyn Tomlin **Project:** 10969 - Fendalton Bridge

Comments:

Fendalton Bridge - footpath closure
DWG-0177 - TMP 4a - Contra flow
Design based on CTOC TTM Local Operating Procedures (LOPs)

McCONNELL DOWELL
CREATIVE CONSTRUCTION

SCIRT
Rebuilding Infrastructure



APPROVED

By Kevin Westeneng L2-3NP #956 at 11:55 am, Dec 01, 2014

Date: 10/11/2014 **Author:** Gwyn Tomlin **Project:** 10969 - Fendalton Bridge

Comments:

Fendalton Bridge - VMS Strategy
DWG-0177a - TMP 5
Design based on CTOC TTM Local Operating Procedures (LOPs)

McCONNELL DOWELL

SCIRT
Rebuilding Infrastructure