





Traffic Management Plan Reference	RCA consent (eg CARWAP and/or)						
	For office use only						
Organisations	Contractor: 	Principal (Client): 	RCA: 				
	TTM Contractor: 						
Location details and road characteristics	Road names and suburb	House no./RPs (from and to)	Road level	Permanent Speed			
	AS per attached TMP						
Traffic details (main route)	AADT: RCA to Advise	Peak flows: Level 1: 0600-0800 & 1700-1900 on non-public holidays and weekdays Level 2: 0600-0900 & 1600-1900 on non-public holidays and weekdays					
Description of work activity							
Mountain Bike Challenge around Taupo. Refer to TMP Diagrams Traffic management to assist with crossing points							
Planned work programme							
Start date	26/11/16	Time	0600	End date	26/11/16	Time	1800
Consider significant stages, for example: - Road closures - Detours - No activity periods.	<u>Closure Operation</u> TTM will install Closures by 0700, Wrapped by 1800. Contractor may start as soon as all TTM is in place and mandatory hazard identifications and site inductions are completed.						
Alternative dates if activity delayed	N/A						
Road aspects affected (delete either Yes or No to show which aspects are affected)							
Pedestrians affected?	Yes	Property access affected?	No	Traffic lanes affected?	Yes		
Cyclists affected?	Yes	Restricted parking affected?	Yes	Delays or queuing likely?	Yes		
Proposed traffic management methods							
Installation	As per CoPTTM compliant Mobile Operation						
Attended	Closure as per CoPTTM and diagram attached. STMS Notes: - Weather Conditions that can affect sign visibility - Initial Sign placed is the Advanced Warning Sign - Remaining signage to be installed as per TMP - Taper installation will follow once all signage has been installed. - Personnel onsite to monitor Pedestrians						
	Note: Before Contractor enter the worksite the STMS will conduct final site check to confirm the Work zone is securely safe.						
Detour route	Does detour route go into another RCA's roading network? No If Yes, has confirmation of acceptance been requested from that RCA? NO						
Unattended	After normal working hours signage will be covered after hours.						
Night work	N/A						

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Removal	As per CoPTTM compliant Mobile Operation			
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	Times (From and to)	Dates (Start and finish)	Diagram ref. no.s (Layout drawings or traffic management diagrams)
Attended	<p>A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 40m on Huka Falls Rd (street or road name). From 20m South of SH1 to 60m South of SH1</p> <p>A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 150m on Huka Falls Rd, Karetoto Rd, Karapiti Rd and Thermal Explorer Hwy from 75m North of SH1 from Huka Falls Rd to 75m South of SH1</p> <p>A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 200m on Karapiti Rd from 100m west of Karapiti Rd from Craters of the moon entry to from 100m east of Karapiti Rd from Craters of the moon entry</p> <p>A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 200m on Karetoto Rd from 50m North of Karetoto Rd from T Intersection to 50m South of Karetoto rd from T Intersection</p> <p>A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles on Redoubt St from Ferry Rd to SH1</p>	0700 - 1700	26/11/2016	TMD 1,2,3 and 5
Unattended	N/A	N/A	N/A	N/A

Positive traffic management measures

- Advance Warning and Protection will be implemented when required.
- Mobile vehicles will be fitted with Amber Flashing Beacons
- Sites will always be implemented in accordance with the 'Code of Practice'.
- All TTM signage and equipment on used site will be compliant with CoPTTM 4th Ed.
- All TTM signage must be removed on completion site.
- All sites must operate in a safe manner and delays must not exceed 5 minutes to motorists.
- All traffic management staff onsite will have the correct qualifications.

Contingency plans

Generic contingencies for: <ul style="list-style-type: none"> major incidents incidents 	Major Incident A major incident is described as: <ul style="list-style-type: none"> Fatality or notifiable 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: <ul style="list-style-type: none"> stop all activity and traffic movement where possible 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.
	Incident An incident is described as: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> stop all activity and redirect 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 the pre-arranged contingency messaging as per the communication protocols.

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	<p>Detour</p> <p>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:</p> <ul style="list-style-type: none"> 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. <p>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.</p> <p>The detour and route must be designed including:</p> <ul style="list-style-type: none"> pre- approval form the RCA's whose roads will be used or affected by the detour route <p>Ensure that TTM equipment for the detour - signs etc. are on site and pre-installed.</p>	<p>Actions</p> <p>When it is necessary to implement the pre-planned detour the STMS must immediately undertake the following:</p> <ul style="list-style-type: none"> 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. Comply with any obligation to notify WorkSafe.
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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
- make the site safe or to minimise the risk of a further accident; 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
- follow the direction of a constable acting in his or her duties or act with the permission of an inspector

Other Contingencies:	<p>Weather</p> <ul style="list-style-type: none"> All works will cease, the road will be made safe and the closure uplifted in the event of adverse weather and or if visibility falls below 100m <p>Traffic</p> <ul style="list-style-type: none"> The STMS will monitor the traffic flow. If delays occur exceeding 5mins or 250m in length then the STMS will cease works and remove any visual impacts that may have an adverse effect on traffic flow. If these methods not successful, the STMS will cease all works make the road safe and open up extra lanes one at a time until the traffic levels are at an acceptable delay period. <p>Emergency Services</p> <ul style="list-style-type: none"> Emergency Services will be given priority at all times and assisted where possible through the closure. The STMS on site will <u>ensure</u> emergency services priority <p>Spills</p> <ul style="list-style-type: none"> The STMS will suspend all works, Spill to be contained with onboard Spill Kits; Emergency TTM will be installed as required, also STMS to call 0800 USPILL.
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Authorisations

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

EED

Is an EED applicable?	No	EED attached?	No
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Delay calculations/trial plan to determine potential extent of delays

N/A

Public notification plan

N/A - Clients Responsibility. RCA will define if required.

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Public notification plan attached?	No				
On-site monitoring plan					
Attended	The STMS will be present at the worksite at all times except when carrying out a site check (this will be completed every 2 hours). In this case the STMS may be away from the worksite for up to 30 minutes.				
Unattended	Site will be checked once daily when unattended.				
Method for recording daily site TTM activity (eg CoPTTM on-site record)					
As per Evolution Traffic Management Ltd daily Site Condition Rating form's					
Site safety measures					
<ul style="list-style-type: none"> - When and where suitable, pedestrian signs will be used to show the safest path for the public to follow. At All times, Traffic Control staff is to be "Wary" for pedestrians, as to help them navigate the work area. Special Attention will be made to the elderly or impaired pedestrians. - If queuing or unforeseen interruption occurs, additional advanced warning signs may be installed to provide awareness to public of the upcoming disruption outside of the normal site boundary. - All permanent signage that no longer applies during the work phase must be covered to avoid confusion. 					
Other Information					
Site specific layout diagrams					
Number	Title				
1 - 6	TMD				
7	Overview				
Contact details					
	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date
Principal	Lake Taupo Cycle Challenge - [REDACTED]	[REDACTED]			
TMC	TDC - Roy Menton				
Engineers' representative					
Contractor	Lake Taupo Cycle Challenge - [REDACTED]	[REDACTED]			
STMS <small>(RCA to be advised of Actual onsite STMS prior to commencement of work)</small>	[REDACTED] <small>(Day Shift Senior Supervisor)</small>	[REDACTED]	53299	Lv3 P	04/04/17
	[REDACTED]	[REDACTED]	56103	56103	1/08/17
	[REDACTED] <small>(Night Shift Senior Supervisor)</small>	[REDACTED]	54467	Lv3 P	30/05/17
Onsite STMS <small>(STMS details will be sent to Auckland Transport Notifications Daily.)</small>	[REDACTED]	[REDACTED]			
TTM Contact	Jordan Masters	021 490 883	50342	Lv2/3 NP	12/05/17
	[REDACTED]	[REDACTED]	53305	Lv2/3 NP	12/05/17
	[REDACTED]	[REDACTED]	54076	Lv3 P	01/08/17
	[REDACTED]	[REDACTED]	68541	Lv3 P	12/08/19
	[REDACTED]	[REDACTED]	89606	Lv2/3NP	19/01/19
TMP preparation					
Prepared	[REDACTED]	[REDACTED]	05/03/18	Level 2/3 NP	56562
	Name (STMS qualified)	Signature	Date	Qualification	ID no.
Number of diagrams attached					1
TMP returned for correction					

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(if required)	Name	Signature	Date	Qualification	ID no.
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Notification prior to occupying worksite/Notification completed

Type of notification required		Notification completed	Date	
			Time	

Engineer/TMC to complete following section when approval or acceptance required

Approved by TMC/Engineer					
	Name	Signature	Date	Qualification	ID no.

Acceptance by TMC					
	Name	Signature	Date	Qualification	ID no.

Qualifier for engineer or TMC approval

This TMP is approved on the following basis:

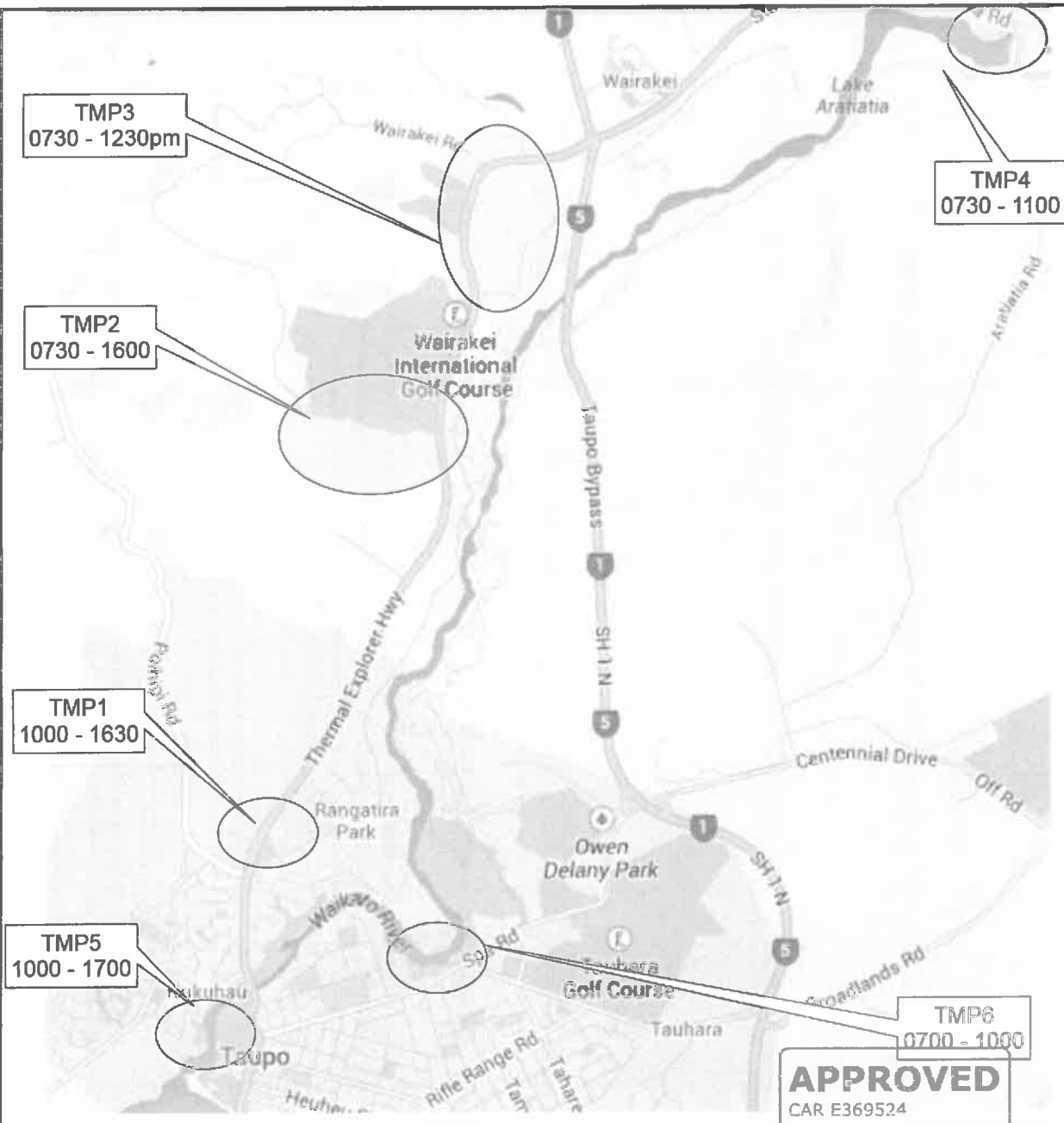
1. To the best of the approving engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM.
2. This plan is approved on the basis that the activity, the location and the road environment have been correctly represented by the applicant. Any inaccuracy in the portrayal of this information is the responsibility of the applicant.
3. The TMP provides so far as is reasonably practicable, a safe and fit for purpose TTM system.
4. 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:
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APPROVED
 CAR E369524
 Vincent Wang
 STMS Number 59006
 Taupo District Council
 23 November 2016

Lake Taupo Cycle Challenge: Mountain Bike - TMP OVERVIEW

