

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:	Contractor (Working space): Higgins Contractors	Principal (Client): NCC			
		Contractor (TTM): Higgins Contractors	RCA: NCC			
Location details and road characteristics	Road names and suburb		House no./RPs (from and to)	Road level	Permanent speed	
	Oroto Dr and Tasman Dr roundabout Parklands			Low Volume	50	
Traffic details (main route)	AADT		Peak flows			
Description of work activity						
The contract is for the filling of an area in Parklands from which vehicle access will be gained from Oroto Dr.						
Planned work programme						
Start date	5 Nov	Time	7.00am	End date	11 Jan	Time
						5.00pm
Consider significant stages, for example:	<ul style="list-style-type: none"> Trucks will be crossing Oroto Dr at the Tasman Dr roundabout during filling operations. A temporary site access will be constructed from the Tasman Dr roundabout. 					
Alternative dates if activity delayed						
Road aspects affected (delete either Yes or No to show which aspects are affected)						
Pedestrians affected?	Yes	Property access affected?	No	Traffic lanes affected?	No	
Cyclists affected?	No	Restricted parking affected?	No	Delays or queuing likely?	No	


Proposed traffic management methods

Installation <i>(includes parking of plant and materials storage)</i>	<p>Site will be signed as per TMD#1 (attended) and TMD#2 (unattended).</p> <p><u>Set up of advanced warning signage, followed by TSL signage prior to establishment on site.</u></p> <p>Plant will be parked on site away from the public road when unattended.</p>
Attended (day)	<p>30km/hr TSL and trucks crossing signage.</p> <p>Footpath section closed and pedestrians directed to cross road at existing crossing point.</p> <p>TSL will be in place between the hours of 6.30am and 5.30pm.</p>
Attended (night)	<p>N/A</p>
Unattended (day)	<p>TW1 signage only.</p> <p>Site access will be coned and barriered off from public.</p>
Unattended (night)	<p>Same as above</p>
Detour route	<p>N/A</p>
	<p>Does detour route go into another RCA's roading network? Yes No <i>(delete either Yes or No)</i></p> <p>If Yes, has confirmation of acceptance been requested from that RCA? Yes No <i>(delete either Yes or No)</i></p> <p>Note: Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.</p>
Removal	

RCA consent (eg CAR/WAP) and/or RCA contract reference		NCC 1204 – Park Island Northern Development Earthworks		
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)
Attended day/night	A temporary maximum speed limit of 30 is hereby fixed for motor vehicles travelling over the length of 90m situated between no. 8 and 14 on Orotu Dr and over the length of 35m on Tasman Dr between the Orotu Rd roundabout and no. 10 Tasman Dr.	6.30am to 5.30pm	5/11/18 – 11/01/19	TMD #1
Unattended day/night	NIL	NIL	5/11/18 – 11/01/19	TMD #2
TSL duration	Will the TSL be required for longer than six months? <i>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</i>			No
Positive traffic management measures				
Signage and cones in place to direct and inform traffic and pedestrians.				
Barriers will be put in place to prevent inadvertent vehicular and pedestrian access to the site during times when the site is unattended.				
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 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 Comply with any obligation to notify WorkSafe. 		

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	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 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. 			
	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: <ul style="list-style-type: none"> 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 maintain the access of the general public to an essential service or utility, or prevent serious damage to or serious loss of property, or follow the direction of a constable acting in his or her duties or act with the permission of an inspector. 				
Other contingencies to be identified by the applicant <i>(i.e. steel plates to quickly cover excavations)</i>	<ul style="list-style-type: none"> Manual traffic control will be introduced at truck crossing point if vehicle or pedestrian traffic volumes dictate. 				
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 (or other RCA stipulated time)?	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				
	NZTA compliant?	Yes	No	(delete either Yes or No)	
EED					
Is an EED applicable?	No	EED attached?			

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Delay calculations/trial plan to determine potential extent of delays					
Public notification plan					
NIL					
Public notification plan attached?		No			
On-site monitoring plan					
Attended (day and/or night)	As per TMP				
Unattended (day and/or night)	Same as above				
Method for recording daily site TTM activity (eg CoPTTM on-site record)					
2 hourly check					
Site safety measures					
Other information					
Site specific layout diagrams					
Number	Title				
TMD #1	Attended Site				
TMD #2	Unattended Site / Overnight				
Contact details					
	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date
Principal	NCC				
TMC					
Engineers' representative	Isaac Aitken	027 900 2105			

RCA consent (eg CAR/WAP) and/or RCA contract reference		NCC 1204 – Park Island Northern Development Earthworks				
Contractor	Higgins Contractors	835 7288				
STMS	Higgins Contractors Louis Meyer	027 435 4198	ID 78717	STMS L1	7/9/20	
TC	TBC					
Others as required						
TMP preparation						
Preparation	Louis Meyer	26/10/18		78717	STMS L1	7/9/20
	Name (STMS qualified)	Date	Signature	ID no.	Qualification	Expiry date
This TMP meets CoPTTM requirements				Number of diagrams attached		3
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						
<p>Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams.</p> <p>This TMP is approved on the following basis:</p> <ol style="list-style-type: none"> 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	<input type="text"/> <input type="text"/>		

TMP or generic plan reference	
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ON-SITE RECORD On-site record must be retained with TMP for 12 months.			Today's date	
Location details	Road names(s):	House number/RPs:	Suburb:	

Working space	
Person responsible for working space	
Name	Signature
Where the STMS/TC is responsible for both the working space and TTM they sign above and in the appropriate TTM box below	

TTM					
STMS in charge of TTM					
	Name	TTM ID Number	Warrant expiry date	Signature	Time
Worksite handover accepted by replacement STMS					
	Name	ID Number	Warrant expiry date	Signature	Time
	Tick to confirm handover briefing completed				

Delegation					
Worksite control accepted by TC/STMS-NP					
	Name	ID Number	Warrant expiry date	Signature	Time
	Tick to confirm briefing completed				

Temporary speed limit						
Street/road name (RPs or street numbers):		TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
From: To:		TSL installed				
		TSL remains in place				
		TSL removed				
Street/road name (RPs or street numbers):		TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
From: To:		TSL installed				
		TSL remains in place				
		TSL removed				
Street/road name (RPs or street numbers):		TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
From: To:		TSL installed				
		TSL remains in place				
		TSL removed				
Street/road name (RPs or street numbers):		TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
From: To:		TSL installed				
		TSL remains in place				
		TSL removed				

TMP or generic plan reference	
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Worksite monitoring

TTM to be monitored and 2 hourly inspections documented below.

Items to be inspected	TTM set-up	2 hourly check	2 hourly check	2 hourly check	2 hourly check	2 hourly check	TTM removal
High-visibility garment worn by all?							
Signs positioned as per TMP?							
Conflicting signs covered?							
Correct delineation as per TMP?							
Lane widths appropriate?							
Appropriate positive TTM used?							
Footpath standards met?							
Cycle lane standards met?							
Traffic flows OK?							
Adequate property access?							
Add others as required							
Time inspection completed:							
Signature:							
Comments:							
Time	Adjustment made and reason for change						