

Works Access Permit

Registration Number: **R1029449**

Utility Reference: **SWDC Global Generic CAR**



1. Details of Proposed Work

Activity: Hand Digging, Open Trenching, Other (Specify Detail), Pot Holing
Address: Rauamahanga Roads, Wairarapa (Generic),
Location in road: Carriageway, Footpath, Berm, Nature Strip
WAP valid period: 11 July 2024 to 30 June 2025

2. The Parties

NZTA - Wellington being a body corporate in accordance with the Land Transport Management Act 2003 ('the Corridor Manager;')

Wellington Water Alliance being an approved Utility Operator in accordance with Local Government Act 2002 submitting a request for access in accordance with that act;

Wellington Water Alliance being the agent of the Utility Operator submitting this request on behalf of the Utility Operator and in accordance with the Utility Operator's statutory rights ('the Applicant').

3. Attachments

Attachment 1 being the Schedule of Reasonable Conditions.

Attachment 2 being plan TMP showing the agreed service location.

4. Background

(a) The Utility Operator wishes to carry out the works stated on CAR Number R1029449 and thereafter maintain the utility services established in the corridor;

(b) The Corridor Manager is required to provide a written consent in accordance with its governing legislation and to provide a schedule of reasonable conditions, if required, by the utility legislation under which the request for access has been made; and

(c) In accordance with the Code: Utilities' Access to the Transport Corridors and on behalf of the Corridor Manager, I give my written consent for access to the corridor at the agreed location and attach my schedule of reasonable conditions:

(d) In the case of State highways this Works Access Permit serves as the approvals required under sections 51 and 78 of the Government Roading Powers Act.

Signed

Date 11/07/2024

Pradeep Ranasinghe acting pursuant to delegated authority.

FOR Corridor Manager APPROVAL USE ONLY

Time Spent Processing:

Approved Contractor

Route Plan Submitted

TMP Submitted

Stockpiling Arrangements

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Schedule of Reasonable Conditions

(Excavation: Carriageway, Footpath & Berm)

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Where a Road Corridor Manager has received a CAR from a Utility Operator, the Road Corridor Manager will request the Utility Operator comply with Reasonable Conditions placed on the Works in accordance with the governing legislation under the Government Roadway Powers Act.

Reasonable Conditions *(In compliance with the Utilities Code, these are mandatory with every WAP)*

1.	<p>The Utility Operator must:</p> <ol style="list-style-type: none">carry out all Work in Transport Corridors in accordance with the Code and KiwiRail's Specifications for Working in Railway Corridors.undertake all Works in compliance with the Acts of Parliament and mandated codes of practice that relate to their industry and the type of Work described within the plans and methodology submitted.install assets more or less in the location shown on the attached plans and agree the exact location and position with the Road Corridor Manager before Work commences.locate any Structures in the Road Corridor in the agreed position shown on the drawings and clear of the Carriageway, Road Corridor furniture and kerbs, drains, manholes, etc. Structures agreed to be within the trafficable part of the Road are to be flush with the surface and designed to withstand full heavy Traffic loading (NZTA's HN-HO-72 Traffic Loading).provide a full description of the construction methodology, reinstatement, resurfacing and compaction and agree this with the Road Corridor Manager prior to Work commencing.make the Works available at all times for inspection by any person representing the Road Corridor Manager.keep a full copy of the Works Access Permit/ Permit to Enter and Reasonable Conditions on the work site at all times during the Works.undertake remedial action on non-conforming Work within the timeframe set by the Road Corridor Manager, where reasonable and practicable.gain all the necessary consents, approvals and permits from the relevant statutory and regulatory authorities at its own cost.keep plans of the installed Work and make them available to the Railway Corridor Manager (in all cases) and Road Corridor Manager (on request).repair all Road Corridor assets damaged as a result of the Works, should the Road Corridor Manager determine these are necessary prior to the end of the Warranty period.restore to their original condition any surface or structure that was damaged or removed as a result of the Works.control the surface water channels so as to cause minimal interference to existing flows; fully restore the surface water channels at the completion of the Works.fully restore the surface water channels at the completion of the Works.notify the Road Corridor Manager of any maintenance Work it proposes to undertake within the two-year Warranty period.
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	<p>p) have in place an approved TMP for Roads and Motorways at least two days prior to Work commencing on the Work Site.</p> <p>q) provide the Road Corridor Manager with two Working Days' notice before commencement of Work on the Work Site.</p> <p>r) ensure that the Work is carried out under the control of a warranted supervisor as required by the Code of Practice for Temporary Traffic Management and ensure that there are sufficient people on site specifically to control the flow of Traffic through the site in accordance with the TMP.</p> <p>s) comply with instructions from an officer of the NZ Police Traffic Safety Branch or a duly authorised agent of the Road Corridor Manager in respect of Traffic management and safety.</p> <p>t) complete Works in the Road Corridor in one continuous operation (suspension of Works over five continuous days requires the prior written permission of the Road Corridor Manager).</p> <p>u) protect and maintain all Road Corridor signs, markers, signals, barriers and associated marking and replace them to the appropriate industry standard where they have been damaged by the Works.</p> <p>v) complete and submit a Works Completion Notice form when the Works are complete; and</p> <p>w) stop Work as necessary to meet the requirements of section 42 of the Heritage New Zealand Pouhere Taonga Act 2014.</p>
2.	Work must not take place on or near a state highway / motorway during and one day either side of a public holiday or public holiday weekend without formal approval from the TMC.
3.	Where otherwise required due to Traffic volumes or specific residential or Central Business District requirements, the hours of Work must be as specified in the Local Conditions and Special Conditions.
4.	The Warranty period starts from the date the Road Corridor Manager has given signed acceptance that the Work is complete or otherwise as provided in Section 4.7.1.7 of the Code.
5.	Unless the Works stated in the WAP have started on the Work Site, the agreement relating to the Works will only remain valid for six months from the date of approval on the Works Access Permit.
6.	The Road Corridor Manager must manage all applications relating to Road Corridor access in accordance with the timeframes and processes in the Code.
7.	<p>The Corridor Manager may:</p> <p>a) assess the suitability of any action proposed by the Utility Operator during the Warranty period and impose Reasonable Conditions that will maintain the integrity of the Road assets.</p> <p>b) arrange for remedial Work to be done and recover the costs incurred from the Utility Operator, if the Utility Operator fails to take action within the agreed timeframe; and</p> <p>c) instruct the utility operator to stop Work and leave the Work Site (having made the site safe) if the Works are not complying with the relevant Reasonable Conditions including any plans, relevant conditions or specifications contained in the Code, or permission requirements.</p>
8.	In granting this WAP, no vested right is created.
9.	This WAP is not transferable without the written permission of the Road Corridor Manager.

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Local Conditions

10.	The approval under this WAP applies only to services and works that are to be located within the boundaries of road or road reserve land that is under the control of the New Zealand Transport Agency (NZTA).
11.	Nothing in this WAP shall be construed to derogate from the rights of the NZTA to enter upon the areas occupied by the Works for the purpose of installing, maintaining, repairing or removing any new or existing assets over or under the Works or for any other lawful purpose.
12.	On motorways a cover depth of at least 2.0 metres is required. On State highways a cover depth of at least 1.0 metre in the berm and 1.5 metres under the surface of the carriageway and shoulder is required. Where this is not practicable, the minimum depths shall be determined using the process described in section 3.2.3 of the Utilities' Code and shall be as specified in the Special Conditions attached.
13.	Underground services installed across the carriageway, under vehicle access ways or crossings shall be placed by trenchless construction in accordance with s. 5.1.4 of the Utilities Code, unless it can be demonstrated that this is not reasonable or practicable and is approved otherwise in the Special Conditions.
14.	The utility operator shall ensure the temporary construction pits shall be as close to the boundary as practicably possible, and these pits are to be kept to a minimum size, backfilled and reinstated.
15.	The NZTA has an agreed Accidental Discovery Protocol (ADP) with Historic Places Trust and Iwi covering all works performed within the State highway road reserve. The steps indicated in the protocol shall be observed in any situation where there is an "accidental discovery" of archaeological matter, including human remains. Where contact or consultation is required due to the level of risk of an accidental discovery, this is to be undertaken by the utility operator , in association with the ADP signatory organisations, at no cost to the NZTA. http://www.nzta.govt.nz/resources/state-highwayprofessional-services-contract-proforma-manual/standards/docs/Z22.pdf
16.	Further to clause 5.1.2.4 of the National Code of Practice, the utility operator must report to the Corridor Manager all unexpected damage to assets and/or property resulting from the works as soon as practicable after the damage occurs.
17.	The utility operator must comply with NZTA's Personal Protection Equipment requirements as a minimum standard in accordance with section 2.5, clause 2a of the Code.
18.	The utility operator shall give the Road Corridor Manager 48 hours written notice of completed surface preparation to allow a site inspection prior to surfacing. If after 48 hours no inspection has been undertaken, surfacing can proceed.
19.	Where there is any likelihood that construction noise or ground vibration due to the works will affect residents or adjacent businesses, the utility operator shall comply with the State Highway Construction Noise Guide V0.4: February 2012 (http://acoustics.nzta.govt.nz) or subsequent amendments, setting out the best practicable option that will meet the criteria relevant to the worksite.
20.	ConstructSafe All State highway work sites have a minimum entry requirement of ConstructSafe Tier 1 (or alternative approved independent competency assessment scheme aligned to ConstructSafe) for all workers entering the site. Workers who have not attained ConstructSafe Tier 1 are not authorised to enter the site unless they are approved to do so and supervised at all times while on site by appropriately trained supervisors.
21.	Cost Recovery and Charges The NZTA has determined that it will recover a portion of the costs it incurs in relation to the level of work requested on a state highway. While the National Code of Practice defines all work on State highways as major work, the NZTA separates works into different levels as follows:

	<p>23.1 State Highway Minor Works</p> <ul style="list-style-type: none"> o State highway minor works are those Works where activities have a MINOR effect on the road corridor, such as: <ul style="list-style-type: none"> a) Maintenance of above ground utility structures (i.e., power poles, lighting poles, cabinets and pedestals) b) Where there is NO VARIATION to the normal flow of traffic/pedestrians. c) Minor Excavation in the berm is >2m from edge of seal. d) Excavation in sealed shoulder or parking lane where area is <1m² (for potholing existing services) o For State highway minor works no cost recovery will incur. <p>23.2 State Highway Major Works</p> <ul style="list-style-type: none"> o State highway major works are those Works where activities AFFECT the normal flow of traffic/pedestrians on any part of the State highway corridor; surface, pavement or berm, such as: <ul style="list-style-type: none"> a) Any excavation, boring, trenching or digging in the road carriageway or dedicated traffic lane other than that in 23.1 above. b) Aerial crossings that are not covered under 23.1 above. c) Works that require pedestrians to walk in the carriageway or cross the road. o For State highway major works a cost recovery of \$500 will incur <p>23.3 Project Work on State Highways</p> <p>Project Work on State highways has the same definition as set out in the National Code of Practice. The Utility Operator shall pay the reasonable costs in connection with the processing of this Permit and for the monitoring and auditing of the Works. The initial processing fee will be determined in accordance with the unit hourly rates of the Transport Agency personnel and appointed agents. Please discuss this with Corridor Manager prior to starting work.</p> <p>Following submission of the Works Completion Notice (WCN) and the Corridor Manager's completion audit, should the Works not fully comply, the Transport Agency reserves the right to recover any additional costs incurred due to time and administration expenses during on-going inspection of outstanding defects.</p>
22.	<input checked="" type="checkbox"/> Further to condition 1(e), depending on the completeness of the submitted methodology, any or all conditions may be omitted from this schedule if the agreed methodology provides for the condition, or agreed alternative, to be met.
23.	<input type="checkbox"/> General - Where the Corridor Manager is aware of issues with the existing ground conditions and requires a higher duty of care to maintain the structural integrity of the road, the utility operator shall provide additional details of the construction methodology and comply with any restrictions imposed on the placement of any works and/or submit the timings and exact location and levels of the works to be undertaken. The methodology is to include an assessment of the ground conditions, traffic effects and perceived risks and a contingency plan to monitor and manage such risks during and after construction. Approval for the work to commence is subject to the Corridor Manager being satisfied that the construction methodology is compatible with the existing ground condition.
24.	<input type="checkbox"/> General - It is not normal practice for the NZTA to require a bond unless required as a result of persistent non-performance. If stated in the Special Conditions, a performance bond will be required by the NZTA to ensure remediation of poor surface reinstatement or negating unacceptable response times for carriageway surface repairs. Where a performance bond is required by the NZTA, evidence of the bond must be provided by the applicant before a WAP for the proposed service installation or works is issued.
25.	<input type="checkbox"/> Construction - Where there is any potential for the construction activity to have more than a minimal effect on an adjoining property, particularly the access to the property, the utility operator must consult with the landowner or resident and confirm that appropriate measures will be undertaken to address any valid concerns that are raised.

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26.	<input checked="" type="checkbox"/>	Construction - The utility operator must consult with the relevant District or City Council about all Works behind the kerb line on a State highway in an urban area. The NZTA has a partnership with the Council for management of State highways in urban areas and will take into account the requirements of the Council, to protect their assets, as included in the Special Conditions.
27.	<input type="checkbox"/>	Standards - The mole ploughing method of laying services will require a methodology that includes measures for ensuring that the likelihood of direct or consequential damage to pavements, drainage systems, ground anchors, geotextiles and other underground assets is minimised, noting that hidden damage that occurs from using this method remains the responsibility of the utility operator .
28.	<input type="checkbox"/>	Standards - The method of installation of all services attached to bridges or other structures must have the approval of the Corridor Manager prior to work commencing.
29.	<input type="checkbox"/>	Further to condition 14 above, in those berm areas where future State highway widening will occur, the utility operator's services shall be placed at a level that would achieve a practicable depth beneath the surface of such future road widening suitable to both parties.
30.	<input type="checkbox"/>	<p>Trenchless Construction - The construction methodology shall include an assessment of the existing ground conditions and possible effects of the construction work on the integrity of the State highway carriageway. When requested in the Special Conditions, the utility operator shall demonstrate that the actual ground conditions are consistent with the stated construction methodology by pilot holes/test-hole drilling at strategic locations on the site.</p> <p>a) All methods of underground drilling that produce sediment/ slurry laden water discharges shall be attended to by vacuum evacuation equipment to ensure no discharges occur to the roading network.</p> <p>b) Pneumatic thrusting methods including "boring, ramming, air knife operations", etc. are to be confined or enclosed, to ensure the control and containment of all debris.</p> <p>Site reinstatement</p> <p>a) All exposed earth after backfilling/ reinstatement, is to be immediately seeded with grass hydro-seeded or hydro-mulched to ensure prompt re-vegetation.</p> <p>b) All debris and loose earth from excavation is to be swept and removed from the kerb and channel, and any surface that may discharge to the roading network. No loose material is to be washed onto the road or into storm water sump.</p>
31.	<input type="checkbox"/>	Trenchless Construction - If trenchless construction fails due to sufficiently hard material being encountered, then the approval of the Corridor Manager shall be obtained prior to embarking on an alternative installation method, in which case additional special conditions that may be imposed by the Corridor Manager must be complied with.
32.	<input type="checkbox"/>	Trenching, Excavation and Backfilling - Trenched installations through high cuttings and across fill embankments must be in trenches located a minimum of 1.0m from the seal edge, unless agreed separately and stipulated otherwise in the Special Conditions.
33.	<input checked="" type="checkbox"/>	Trench width shall be kept to the minimum necessary to complete the work.
34.	<input checked="" type="checkbox"/>	Trenching, Excavation and Backfilling - Excavation more than 1.5 metres deep must be notified to Occupational Safety and Health Services at least 48 hours prior to excavation.
35.	<input checked="" type="checkbox"/>	Trenching, Excavation and Backfilling - Trench reinstatement must ensure a dense compact surface that will discourage surface scouring and be free of rocks and stones so as to allow safe grass mowing.

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36.	<input checked="" type="checkbox"/>	Trenching, Excavation and Backfilling - During the hours of darkness and/or when no work is being carried out on site the maximum amount of sealed carriageway that can be safely provided shall be made available to the travelling public.
37.	<input checked="" type="checkbox"/>	Drainage - The utility operator shall manage any groundwater effects caused by the excavating/ drilling/ thrusting operation. Any potential for scour shall be managed by suitable prevention work.
38.	<input checked="" type="checkbox"/>	Drainage - Works undertaken in the surface water channels shall be carried out in such a manner as to cause minimal interference to the existing drainage pattern and the water channel shall be fully restored at the completion of the works to permit the free draining of the area.
39.	<input checked="" type="checkbox"/>	Drainage - Ensure excavated surfaces are provided with scour protection with reinstatement to prevent storm water scouring and to protect and preserve the new utility asset and associated drainage facilities.
40.	<input checked="" type="checkbox"/>	Drainage - Trenching in wet ground shall have subsoil drainage (Highway Drain Coil or similar in accordance with TNZ F/2 Specification) installed with the cable pipeline. The subsoil drain shall be reticulated outside the highway formation and into existing drainage outlets or structures with suitable capacity. All inlets and outlets are to be exposed and identified on site and dimensioned on the utility operator's as-built plans.
41.	<input type="checkbox"/>	Structures - Further to clause 3.2.4 of the Utility National Code of Practice, Utility Structures such as manholes, chambers, pedestals, poles, cabinets, etc. shall be located in the positions detailed on the agreed drawings or, if not detailed, positioned so that they and their lids are within two metres of the State highway boundary and, unless otherwise agreed, clear of the carriageway, any kerbs, storm water structures and side drains and any road furniture.
42.	<input type="checkbox"/>	Structures – Further to clause 5.6.6.3 of the National Code of Practice, buried Utility Structures with surface boxes or access lids shall be finished flush with the footpath surface when in the footpath or conform to the surrounding ground surface shape and level when in the berm.
43.	<input checked="" type="checkbox"/>	Pavement Markings – Further to clause 5.6.6.1 of the Utility National Code of Practice, reinstatement of Pavement Markings and Reflectorised Raised Pavement Markers must comply with NZTA specifications and match existing marking in type and material.
44.	<input type="checkbox"/>	Maintenance - All defects must be repaired by the utility operator within the time specified in the notice or be deemed non-compliant. All defects affecting driver safety must be repaired and roadworthy within 48 hours of the defect becoming apparent.
45.	<input checked="" type="checkbox"/>	Maintenance - All areas must be reinstated to original condition or better including footpaths, kerbing, gardens, plants, grass, drainage facilities and ground shape. Any exposed ground requiring re-grassing must be seeded and maintained to ensure permanent grass regrowth.
46.	<input type="checkbox"/>	Maintenance - After satisfactory completion of the works, the utility operator shall give prior notification to NZTA on each separate occasion of any subsequent maintenance works that may be required and if the works are located in or under a carriageway or sealed road shoulder, no works shall be performed without prior signed consent from the Corridor Manager.
47.	<input type="checkbox"/>	Hours of Work - The designer of the Traffic Management Plan shall determine that the hours of work are appropriate so as to avoid peak traffic flow periods and ensure that traffic delays are minimised. Calculations to support the proposed hours of work shall be prepared in accordance with Section C15 of the Code of Practice for Temporary Traffic Management for inclusion in the Traffic Management Plan. Traffic flow volume predictions shall be estimated using hourly counts provided by the NZTA.
48.	<input checked="" type="checkbox"/>	Environmental - A utility operator's Environmental Management Plan (EMP) shall be produced for managing environmental effects such as noise and vibration, discharge of contaminants including sediment, ground disturbance, vegetation removal, or litter such that

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they are dealt with in a manner that meets any NZTA commitments under relevant legislation. The EMP plan shall be made available to the NZTA upon request. The plan shall address in particular:

- a. Any requirements set out in the NZTA Network Operations Consultant/Contractor Environmental Management Plan as appropriate.
- b. Noise and Vibration through a specific plan as detailed in clause 21 above.
- c. Measures taken to contain spills or other discharges of contaminants.
- d. Precautionary measures to avoid contaminating waterways and stormwater drainage from all activities, especially grouting and concrete cutting.
- e. Discovery protocols as detailed in clause 17 above where ground disturbance of archaeological places or sites is likely or has occurred.
- f. Reducing the impacts on, and reinstating vegetation established for landscaping or ecological reasons.

Sediment Control

All works are to conform to the following silt and sediment control standards.

Stockpiling

Smaller Work Sites defined as:

- (i) Excavation/stockpile of less than 1 cubic metre
- (ii) Duration, from excavation to reinstatement less than 48 hours.

In these sites the following measures shall be applied:

- a) All excavated materials/stockpiles are to be placed on canvas or like sheeting and similarly covered.
- b) Dedicated sump protectors and sediment socks are to be used where in close proximity to kerb and channel, or a stormwater sump, or where excavation/ stockpiling occurs on ground, which slopes toward either.
- c) Accumulated sediment in channel is to be swept and returned to reinstated work area or completely removed from site.
- d) Silt materials entering sumps are to be removed by vacuum evacuation.

EFFECTIVE SILT AND SEDIMENT CONTROL FOR SMALLER WORK SITES

- Set small stockpiles of excavated material at least 300mm back from footpaths or kerb and channel on canvas or sheeting.
- Avoid stockpiling on paved/ hard surfaces.
- Use sediment socks/ filter logs between stockpile and kerb and channel.
- Where storm water sumps are close to excavation, place filter socks upstream and around sump.
- Sweep up silt that accumulates behind socks and redistribute over grassed areas or remove. Do not hose down sediment to drains.
- Re-grass/ or hydro-seed immediately after back filling and restoration of earthworks.

Larger Work Sites defined as:

- (i) Excavation area and stockpile exceeds 1 cubic metre.
- (ii) Duration, from excavation to reinstatement exceeds 48 hours.

In these sites the following measures shall be applied:

- a) Locations of proposed stock piling are to be identified as part of the Carriageway Access Request stage and require Works Access Permit approval.

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		<p>b) All elected stockpiles, where in proximity to kerb and channel and storm water sumps, shall be protected at downstream margins by correctly installed sediment control fencing.</p> <p>c) No stockpiling exceeding 1 cubic metre is to occur in locations that have not been approved as above.</p> <p><i>EFFECTIVE SEDIMENT CONTROL FOR LARGE STOCKPILES</i></p> <ul style="list-style-type: none"> • Where large stockpiles occur sediment control fences are a required containment method. • Fences are required downhill of stockpiles. • Install fencing with posts at no less than 1.5m centres and ensure fence is set into ground or weighed down by aggregate.
49.	<input checked="" type="checkbox"/>	Further to condition 19, if the effects of construction noise or ground vibration due to the works are likely to exceed the calculated maximum levels the utility operator must prepare a written communications strategy as required by clause 5.3.6 of the Utilities National Code of Practice.
50.	<input type="checkbox"/>	Notifications - For major and project works, the utility operator is to regularly advise the Corridor Manager of construction progress in order that the Corridor Manager can arrange for a reasonable level of inspections and testing.
51.	<input type="checkbox"/>	Notifications - The utility operator shall give 48 hours' notice of completed surface preparation to allow a site inspection prior to sealing. After 48 hours, if no inspection has been undertaken, sealing can proceed.
52.	<input type="checkbox"/>	Notifications - The utility operator shall contact the nominated Network Operations Contractor at least one week prior to the commencement of work on the site to effect handover of the site to the utility operator .
53.	<input type="checkbox"/>	Bridges - At the discretion of the Corridor Manager, this agreement may or may not include a requirement for the owner to pay a bridge charge based on the loss of dead load capacity from the structure by attaching the utility in a full condition where the works involve attachment or inclusion of a utility service in/onto a NZTA bridge. The utility operator shall pay the bridge charge to NZTA prior to commencing any work on the bridge, which shall be determined using a fair and reasonable cost recovery method. The requirement for a bridge charge will be specified in the Special Conditions.
54.	<input type="checkbox"/>	Fencing - All boundary fencing removed to enable the works to proceed shall be replaced to as good as or better condition than existed at the time of removal.

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Special Conditions:

a)	Further to general condition 2, works are not permitted from mid-day the day before a public holiday or long weekend until after 10pm on the evening of the last day of the public holiday or long weekend.
b)	The level of the road at this location for Temporary Traffic Management purposes is; <input checked="" type="checkbox"/> Level 1 (Cat A/B) <input type="checkbox"/> Level 2 (Cat A/B) <input type="checkbox"/> Level 3 (Cat C)
c)	All services installation is to avoid disturbing vegetation without the approval of the Corridor Manager. Protected vegetation may be found in the relevant District Plan, and utility operator's should satisfy themselves that they have checked this and obtained appropriate approvals from the relevant authorities.
d)	Permitted excavations must not remain open while site is unattended, or over weekend periods. These must be backfilled or temporarily sealed. Plating of excavations is not permitted on State Highways.
e)	The nominated network consultant for the site is Wellington Transport Alliance Majestic Centre, 100 Willis Street Te Aro, Wellington PO Box 5084, Wellington 6140 Attention: Traffic Management Coordination Team Email: Corridoraccess@wta.nzta.govt.nz
f)	Requirements for restoration of urban areas outside road kerbs shall be in accordance with the relevant Council's standards.
g)	All damage occurring to the carriageway, footpath, kerb and/or berm created from work undertaken by the utility operator to be fully reinstated at the end of every working shift.
h)	Any line markings which are affected by the works must be reinstated with the same type, materials and layout as the original markings.
i)	No asphalt joints in live lanes
j)	Full lane width reinstatements, keyed in by no less than 150mm on each side.
k)	Temporary road surface can be used for a single shift with appropriate TTM in place (to be approved with TMC and RCA prior).
l)	Min trench width of 600mm to allow for correct compaction to be achieved.
m)	AC14 final road surface, min 60mm.
n)	Service Covers to be reinstated to Manufacturers specifications.
o)	The current Network Working Times are as follows:

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Wellington State Highway Network Working Times Guideline

Mobile					Increasing		09:00 - 16:00	19:00 - 06:00
Mobile					Decreasing		09:00 - 16:00	19:00 - 06:00
Semi Static					Increasing		09:00 - 16:00	19:00 - 06:00
Semi Static					Decreasing		09:00 - 16:00	19:00 - 06:00
Shoulder	2	883/5.5	921/0	1	Increasing	Masterton to Featherston	09:00 - 16:00	19:00 - 06:00
Shoulder					Decreasing		09:00 - 16:00	19:00 - 06:00
Lane					Both		Specific Approval Required	19:00 - 06:00
Stop/Go					Both		Not Permitted	19:00 - 06:00

Mobile					Increasing		08:00 - 17:00	19:00 - 06:00
Mobile					Decreasing		08:00 - 17:00	19:00 - 06:00
Semi Static					Increasing		08:00 - 17:00	19:00 - 06:00
Semi Static					Decreasing		08:00 - 17:00	19:00 - 06:00
Shoulder	53	0	18	1	Increasing	Martinborough to Featherston	08:00 - 17:00	19:00 - 06:00
Shoulder					Decreasing		08:00 - 17:00	19:00 - 06:00
Lane					Increasing		08:00 - 17:00	19:00 - 06:00
Lane					Decreasing		08:00 - 17:00	19:00 - 06:00
Stop/Go					Both		08:00 - 17:00	19:00 - 06:00

2024 Public Holiday Moratoriums.

Wellington Anniversary: 1200hrs Friday 19th January 2024 to 2200hrs Monday 22nd January 2024
 Waitangi Day: 1200hrs Monday 5th February 2024 to 2200hrs Tuesday 6th February 2024
 Easter: 1200hrs Thursday 28th March 2024 to 2200hrs Monday 01st April 2024
 ANZAC Day: 1200hrs Wednesday 24th April 2024 to 2200hrs Thursday 25th April 2024
 Kings Birthday: 1200hrs Friday 31st May 2024 to 2200hrs Monday 3rd June 2024
 Matariki: 1200hrs Thursday 27th June 2024 to 2200hrs Sunday 30th June 2024
 Labour Day: 1200hrs Friday 25th October 2024 to 2200hrs Monday 28th October 2024

State Highway Christmas / New Year Works Moratorium 24/25.

No high impact activity: from 1200hrs Friday 13th December 2024 to 0900hrs Monday 6th January 2025.
 No works: from 1200hrs Friday 20th December 2024 to 0900hrs Monday 6th January 2025.
 Unless exemption applied for by CoB Friday 8th November 2024.

Utility Operators

It is expected that the works outlined in the Corridor Access Request meet the conditions in the National Code of Practice for Utility Operators' access to Transport Corridors and is followed in its entirety.

During your works if the scope of the work falls outside the standard conditions and local conditions further negotiations with Wellington Transport Alliance will be required.

Additional special conditions issued will be documented into your Corridor Access.

The Temporary Traffic Management Plan approval process is independent of the Corridor Access Approval Process.

Until you have received both your CAR and TTMP approval you MAY NOT commence work on site.

WAP Extensions

Utility Operator to advise WTA (corridoraccess@wta.nzta.govt.nz) if a WAP extension is needed.

An updated TMP is to be uploaded to the CAR for review.

If stages of the work have been completed, the relevant TTM setups are to be deleted out of the TMP and TMP updated for only the necessary TTM set ups.

WAP extensions will only be granted if work is rescheduled within a one-month period.

Compaction

The following requirements for testing are necessary to ensure that the compaction meets with the required standards. (Clegg)

a) For trench lengths of 30m or more, testing is required at a rate of at least one test per layer of backfill per 15m of trench.

b) For trench lengths less than 30m, a minimum of two tests per layer of backfill is required

c) Where the excavated area is greater than 0.5m² and less than 5m², one test per backfill layers is required.

d) It is important to note that more testing may be necessary to ensure that the required compaction standards are met. It is the responsibility of the Contractor to ensure that no settlement occurs.

e) A suitably qualified person shall carry out and record all testing

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CAR R1029449

Pradeep Ranasinghe

STMS Number 124601

NZTA - Wellington

11 July 2024

	CARRIAGEWAY	VEHICLE CROSSING	FOOTPATH	BERM
a	<p>0m-0.3m Depth range</p> <ul style="list-style-type: none"> TNZ M/4 AP40 Max. compaction layer 150mm Compacted minimum dry density 98% (MDD) as per TNZ B/2 Specification Clegg reading not less than 35. 	<p>0m-0.3m Depth range</p> <ul style="list-style-type: none"> GAP 65 Max. compaction layer 150mm Compacted minimum dry density 95% MDD as per TNZ B/2 Specification Clegg reading not less than 32 	<p>0m-0.1m Depth range</p> <ul style="list-style-type: none"> GAP65 Max. compaction layer 150mm Compacted minimum dry density 95% MDD as per TNZ B/2 Specification Clegg reading not less than 32 	<p>0m-0.1m Depth range</p> <ul style="list-style-type: none"> Clean Topsoil Max. compaction layer 150mm Compacted minimum dry density of 90% MDD as per TNZ F/1 Specification Clegg reading not less than 25
b	<p>0.3m-1.5m Depth range</p> <ul style="list-style-type: none"> GAP65 Max. compaction layer 200mm Compacted minimum dry density of 95% MDD as per TNZ B2 Specification Clegg reading not less than 32 	<p>0.3m-1.5m Depth range</p> <ul style="list-style-type: none"> GAP65 Max. compaction layer 200mm Compacted minimum dry density of 95% MDD as per TNZ B2 Specification Clegg reading not less than 32 	<p>0.1m-1.5m Depth range</p> <p>1). Within 1m of kerb:</p> <ul style="list-style-type: none"> GAP65 Max. compaction layer 200mm Compacted minimum dry density of 95% MDD as per TNZ B2 Specification Clegg reading not less than 32 <p>2). Outside 1m of kerb:</p> <ul style="list-style-type: none"> Other backfill materials may be used providing the required compaction standard is achieved. Compacted minimum dry density of 95% MDD as per TNZ F/1 Specification Clegg reading not less than 25 	<p>0.1m-1.5m Depth range</p> <p>1). Within 1m of kerb:</p> <ul style="list-style-type: none"> GAP65 Max. compaction layer 200mm Compacted minimum dry density of 95% MDD as per TNZ B2 Specification *Clegg reading not less than 32 <p>2). Outside 1m of kerb:</p> <ul style="list-style-type: none"> Other backfill material may be used Providing the required compaction standard is achieved. Compacted minimum dry density of 90% MDD as per TNZ F/1 Specification Clegg reading not less than 25
c	<p>1.5m to top of pipe bedding material</p> <ul style="list-style-type: none"> GAP100/GAP150 Recommended compaction layers in 200mm Thicker compaction layers to a maximum of 600mm are permissible provided that the required compaction standard is achieved, Compacted minimum dry density of 90% MDD as per TNZ F1 Specification Clegg reading no less than 25 	<p>1.5m to top of pipe bedding material</p> <ul style="list-style-type: none"> GAP100/GAP150 Recommended compaction layers in 200mm Thicker compaction layers to a maximum of 600mm are permissible provided that the required compaction standard is achieved, Compacted minimum dry density of 90% MDD as per TNZ F1 Specification Clegg reading not less than 25 	<p>1.5m to top of pipe bedding material</p> <p>1). Within 1m of kerb:</p> <ul style="list-style-type: none"> GAP100/ GAP150 Recommended compaction layers in 200mm Thicker compaction layers to a maximum of 600mm are permissible provided that the required compaction standard is achieved, Compacted minimum dry density of 90% MDD as per TNZ F1Specification Clegg reading not less than 25 <p>2) Outside 1m of kerb:</p> <ul style="list-style-type: none"> Other backfill materials may be used providing the required compaction standard is achieved. Compacted minimum dry density of 90% MDD as per TNZ F1Specification Clegg reading not less than 25 	<p>1.5m to top of bedding material</p> <p>1). Within 1m of kerb:</p> <ul style="list-style-type: none"> GAP100/GAP150 Recommended compaction layers in 200mm Thicker compaction layers to a maximum of 600mm are permissible provided that the required compaction standard is achieved, Compacted minimum dry density of 90% MDD as per TNZ F1Specification Clegg reading not less than 25 <p>2) Outside 1m of kerb:</p> <ul style="list-style-type: none"> Other backfill material may be used providing the required compaction standard is achieved. Compacted minimum dry density of 90% MDD as per TNZ F1Specification Clegg reading not less than 25

Wairarapa Requirement

u) The use of separation geotextile installed as per the manufacturers specifications is required. The product and installation specifications MUST be uploaded to the CAR, and photo evidence to support its installation provided. – this is due to the variability in the subgrade and using a layer of geotextile to separate the soft ground from the fill material will reduce the amount of fill required, increase the life span of the reinstatement cut long-term maintenance costs and likelihood of rework.

TMC NOTE:

Redundant TTM (including TSL's)

v) As per the current requirements under CoPTTM (sec A7.3.1)

The TSLs MUST have the minimum possible reduction in speed limit for the minimum time and over a minimum length while still providing for the safety of road users and those carrying out the activity. (sec C11.2.8)

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CAR R1029449
Pradeep Ranasinghe
STMS Number 124601
NZTA - Wellington

11 July 2024

'All redundant TTM equipment MUST be removed from the site or placed in a safe secure location'. That is all TTM equipment not in current use, including equipment not required when the site is left unattended.

Remember, the inappropriate use (including leaving out overnight / unattended) leads to a reduction in the compliance by road users. Their effectiveness is reduced when used in other situations where there they could have positive benefit to road safety.

Of importance is to remember that if it is determined that there is excessive or inappropriate use of TSLs contravening section C4 Temporary speed limit (TSL) (eg leaving in place a 30km/h TSL once works have been removed or finished) a non-conformance will be issued, regardless of the overall worksite condition rating.

w)

Permanent signage cover

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STMS Number 124601
NZTA - Wellington



11 July 2024

A reminder that the use of adhesive tape, from any supplier, is not approved for use on permanent road signs, the reason is that this tape will alter the reflectivity of road signs. This has been recognised by at least one manufacturer as seen in a product listing on RTL's webpage. Extract from this page, <https://rtl.co.nz/product/to60-02/temporary-cover-tape> Note the highlighted text.

"Temporary Cover Tape

Temporary Traffic Management & Work Zone Safety › Road Safety Other › Sign Covers & Cover Tape

Product Code TO60 02

Temporary Cover tape is easy to apply on site and remove. The rolls are 100 metres long and 300mm wide and can be used on either the black or white tape.

Please note: If used on reflective sheeting the sheeting warranty is void"

Extract from CoPTTM Section C3.6.1

C3.6.2 Covering curve and chevron speed advisory signs



Curve and chevron speed advisory signs must only be covered where the advisory speed value is higher than the TSL imposed.

Ensure only the speed advisory is covered and that the curve advisory or chevron remains visible to road users.

An additional TSL sign RS1 and TG1 may be placed adjacent to any curve advisory sign that has been covered because the supplementary speed plate has higher speed value than that of the TSL at the worksite.

Section C3.6.1 states that, "Non-adhesive material must be used to cover permanent signs that are not applicable for the duration of the work.

Adhesive material will damage the reflective material on the sign reducing its night time visibility.

Note: Some materials that are non-breathable and/or plastic may cause heat damage or moisture damage to the reflective surface.

The material used to cover the signs must be:

- durable
- opaque
- breathable/non-condensation forming, and
- securely fastened.

Spray-on masking materials must not be used to cover up permanent signs because the removal process may damage the sign surface"

APPROVED

CAR R1029449
Pradeep Ranasinghe
STMS Number 124601
NZTA - Wellington

11 July 2024

A3: Corridor Access Request (CAR) for Roads		No: R1029449
Utility Operator	Wellington Water Alliance	
Contact Name	Dan Paulo	
Contact Details	021 949 871 -- Daniel.Paulo@wellingtonwater.co.nz	

Bill Payer	Wellington Water Super Account – Wellington Water Alliance
Contact Details	04 912 4470 – wwlandaccess@wellingtonwater.co.nz

Notifies

Corridor Manager/s	Jain Saji Ravi Soni
Contact details	027 444 2410 - jain@cdc.govt.nz 027 390 3099 - Ravi.Soni@wta.nzta.govt.nz

of our intention to undertake the following Work:

Type of Work (tick): Project Major Minor Emergency

Details of proposed Work (tick all relevant aspects):

<input checked="" type="checkbox"/>	Open Trenching	<input type="checkbox"/>	Installing Cabinets / Pedestals
<input type="checkbox"/>	Horizontal / Vertical Drilling	<input type="checkbox"/>	Installing other Structure/s (Specify Below)
<input type="checkbox"/>	Installing Chamber/s	<input type="checkbox"/>	Removing/pole/cabinet/Pedestal/Structure/s
<input type="checkbox"/>	Installing Poles / Posts / Piles	<input checked="" type="checkbox"/>	Other (Specify Below)

Description Of Works

P1/2 Emergency Excavation/Non-Excavation & P3-4 Minor Excavation/Non-Excavation Works:

This generic global is to allow Wellington Water and approved contractors to work within the road corridor under the conditions below.

National Code Definition of Emergency Works:

Works that require an immediate response to restore the integrity of the Utility Structure or secure the situation for the safety of the Public and relates to:

- *Restoration of supply following an unplanned outage or interruption of supply.*
- *Rectification of a dangerous situation including support requested by an emergency service.*
- *Unplanned events that have a significant impact on a Road, a Railway, a bridge, public health, public safety, or the security of supply to a network.*

1. Works not covered under this generic:

The works below will require site specifics and a planned CAR (unless work is reinstatement for a job, refer to section 8).

- Minor works that cannot be completed in one day/night (e.g., repair requires two-three nights).
- All works where a contractor not listed in the approved list will be used.
- Road closures for minor excavation/non-excavation works.
- Works that impact traffic in a way not covered under any generic TMDs.
- All emergency works that cannot be completed in 48 hours after initial response.

Site specifics must be approved by RCA before works can commence.

2. Emergency excavation/non-excavation works covered under this generic that utilise generic TMDs:

Refer to section 4 on whether a generic TMD or retrospective is required after initial response.

- Emergency access/repair/replacement to an asset on State Highway or Kiwi Rail land (**initial response only at the discretion RCA/Kiwi Rail before attending**).
- Repair/replacement of a broken, faulty, or missing water network asset that is:
 - a health and safety risk.
 - causing low to no water pressure resulting in no water service to one or more properties.
 - causing damages to a property, asset, or the road corridor.
 - resulting in a significant loss of water from the network.
 - this includes but is not limited to pipe or fitting leaks, seized/snapped handles of valves, buried tobies, faulty water pump stations, or missing hydrant lids.

- Repair/replacement of a broken, faulty, or missing stormwater or wastewater network asset that is:
 - a health and safety risk.
 - overflowing or leaking wastewater.
 - blocked and resulting in either limited or no use of that asset by properties or utilises that use it.
 - causing flooding to a property or the road corridor.
 - causing damages to a property, asset, or the road corridor.
 - this includes but is not limited to blocked stormwater mains resulting in active flooding, overflowing wastewater manholes, loose or dangerous manhole covers, or faulty wastewater pumps.
- Accessing and operating 3-water network assets to:
 - shut down the network to complete an emergency repair/replacement, prevent property/asset damage, stop a significant loss of water or restore water service.
 - locate unknown, missing or buried assets as part of an emergency repair/replacement or shutdown.
 - flush out debris, foreign objects or blockages of any kind preventing the use of that asset.
 - flush out discoloured water or air pockets to resume the usual service of the water network.
 - access a chamber/manhole to complete an emergency repair.
 - this includes but is not limited to flushing water hydrants, flushing wastewater/stormwater mains, or operating a valve to shut water off to allow a repair to a leaking service.
- Filling potholes to avoid damage to buried assets and utility lines.
- Urgent utility/asset mark outs, leak detection and asset location (e.g., toby).
- Potholing to identify buried utility lines and avoid damage to them.
- Assessing pollution into the stormwater network, water races or waterways.
- Third party damages to council assets.
- Permanent reinstatement following an emergency excavation, that can be completed the same day/night that the excavation occurs.

3. Minor excavation/non-excavation works covered under this generic that utilise generic TMDs:

Refer to section 4 on whether a generic TMD or retrospective is required after initial response.

- Repair/replacement of a broken, faulty, or missing water, wastewater, or stormwater network asset:
 - this includes but is not limited to water leak repairs, lid replacements, or uncovering buried tobies.
- Accessing a water, stormwater, or wastewater network asset:
 - this includes but is not limited to operating valves for a water shutdown, checking the condition and functionality of an asset, flushing hydrants.
- Smoke/Dye testing on wastewater or stormwater assets.
- CCTV inspections.
- Potholing to identify buried utility lines and avoid damage to them.
- Removing debris from culverts, intakes, outtakes, or water races that may impede flow of water.
- Asset maintenance and inspections, including but not limited to hydrant painting, flow meter testing via chamber access, manhole inspections, or meter readings.
- Asset installation, including but not limited to monitoring equipment.
- Filling potholes to avoid damage to buried assets and utility lines.
- Utility/asset mark outs, leak detection and asset location (e.g., toby).
- Weekly/fortnightly/monthly/annual flushing or debris cleaning of 3-Water network assets that can be completed within 3-6 hours.
- Permanent reinstatement.
- Rectifying defects issued by the council.

4. Works covered under this generic, but may require a retrospective TMD after initial response:

Initial response can utilise a generic TMD to allow access and repair unless RCA advises otherwise.

- Emergency works that impact traffic or pedestrians in a way not covered under any generic TMD.
- Emergency works on State Highway (requires prior communication with RCA)
- Emergency works within Kiwi Rail Property (requires prior approval from Kiwi Rail)
- All works that involve relocating a bus stop or mobility parking.
- Works are not completed within 48 hours.

5. Works requiring notification before commencing:

If you cannot directly contact the people below, these notifications can be directed to Land Access 7:00am - 17:00pm Monday - Friday, or the Night Supervisor/On-Call Team Leader outside these hours and weekends.

- Removal of mobility parking to RCAs.
- Footpath and Road Closures to RCA.
- Works or traffic signage/TTM on State Highways to NZTA/WTA RCAs for a Wrike number.
- Works or traffic signage/TTM within 100m of Kiwi Rail property to Kiwi Rail (**APPROVAL REQUIRED**)
- Works impacting bus stops or bus routes (e.g., stop-go) to Metlink.
- Works impacting a school during school hours to RCAs.
- Emergency night works to Land Access (day) night supervisor/Council (night).
- Daytime water shutdowns to the HUB.
- Afterhours shutdowns to night supervisor/Council.

6. Generic TMDs that can be set up by service crew:

An external traffic management company will be required if you do not carry correct signage.

F2.1	Footpath diverted onto berm behind working space.	F2.6	Shoulder and roadside activities – work in parking lane
F2.2	Footpath diverted onto berm between workspace and carriageway.	F2.7	Shoulder closure
F2.5	Shoulder and roadside activities – work on berm and/or footpath.	J2.16a	Cul-de-sac closure

Any TMD not listed above will require an external traffic management company to set up.

7. Vehicles/Crews required for works:

- Standard crews have 1-2 service vehicles equipped with beacons onsite along with any small plant and equipment, with crew setting up own TMD.
- Extended crew include but are not limited to hydro vac truck, digger, jet flusher, mini combo, and/or water tanker in addition to standard crew vehicles.
- Traffic management vehicles if standard crew are unable to set up own traffic.
- Reinstatement vehicles or plant vehicles when possible/required.

8. Corridor Access Request (CAR):

- All works completed under this generic should have a retrospective child CAR raised within 2 working days of works completion.
- Emergency State Highway work may require a retrospective emergency CAR raised before works commence the same day, else the next working day.
- Excavation works that require a site specific will need a planned excavation CAR raised and approved prior to works commencing.
- Reinstatement following emergency works can utilise the retrospective CAR if completed the same day – otherwise confirmation will need to be requested from the WTA RCA to see if the retrospective CAR can be utilised, or a new CAR be raised.
- If a retrospective TMP is requested, traffic management will be added to the CAR to upload relevant documents.
- Weekly spreadsheet reports sent to the WTA RCA advising them of all excavations that have occurred under the generic within their road corridor including open excavations, tempseals, and permanent reinstatements.

9. Crew and sub-contractor responsibilities:

Sub-contractors to notify Team Leader prior to carrying out their work activity.

- Ensure proper traffic and pedestrian management is in place with correct TMD to suit work site.
- Complete a new RCP form for every excavation.
- Carry out safety induction as per RCP process for each job.
- Ensure safety is always prioritised and adhered to.
- Ensure all efforts are made to minimise disruption to residents, businesses, and pedestrians.
- Make sure relevant documents are on site, including service/utility plans.
- Mark out utility/council assets before carrying out excavation work.
- Provide at minimum one of each: before photo, wide street view of location photo, repair photo, after repair, and how site was left (e.g. tempseal, backfill, complete reinstatement).
- Provide additional photos as required.
- Write clear notes of what was repaired.
- Complete reinstatement of site after excavation where possible.
- Site is pack up and left clean and tidy.
- Temporary surface must be installed same day, else appropriate signage/fencing must be used in areas where tempsealing is not possible.

10. Reinstatement additional responsibilities:

- Final reinstatement must be completed in accordance with the National Code requirements.
- Provide at minimum one of each: before photo, wide street view of location photo, preparation/boxing photo, base course photo, and final reinstatement including bandseal and road markings.
- Additionally for asphalt reinstatements, provide at minimum one of each: wide view photo of person holding clegg machine, close-up digital results of clegg machine, compaction test sheet with all results.
- If work is postponed or cancelled; works will go ahead the next safe and practical date possible weather permitting.
- Uneven surface and speed restriction signage will need to be installed and the site will need to be monitored once within each 24-hour period and recorded on the site record and monitoring form.
- Sites left unattended must be fenced off as per National code requirements and RCA must be notified ASAP.
- Photo of site left unattended upon first establishing protective fencing.
- If for any reason a site has not been temp sealed, we must advise the Corridor Manager ASAP and make sure site is left safe with appropriate signage / fencing.
- Temporary surface must be installed on the same day and full reinstatement to be completed as soon as possible weather permitting.
- Asphalt Road reinstatements on a WTA State Highway Road: AC10 to be used with geomesh. All to be the depth of 600mm.

Address:	All Roads / Footpaths / Berms including SH2 and SH53 Roads within: Urban & Rural South Wairarapa, Greytown, Featherston, Martinborough
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Location in Road (tick):

Carriageway	<input type="checkbox"/>	Footpath	<input checked="" type="checkbox"/>	Berm	<input checked="" type="checkbox"/>
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Estimated timing	Start Date Time	08/07/24 – 24Hrs	End Date	30/06/25 – 24Hrs	Duration Days	365
Reference No's:	Utility		Consents			
Utility Structures likely to be affected by the Work	Name of UO	Contact person	Contact details	UO has been notified and consulted with.		

Applicant's details


Role in Work (tick):	<input checked="" type="checkbox"/> Utility Operator	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Contractor	<input type="checkbox"/> Other
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Company name	Wellington Water Alliance	Contact person	Daniel Paulo
Postal address	Level 4 - 25 Victoria Street, Petone, Lower Hutt		
Phone (W)	04 912 4470	Phone (Mob)	021 949 871
E-mail	wwlandaccess@wellingtonwater.co.nz	Fax number	N/A

If the above information is not provided, processing of the CAR may be suspended until such time as the required information is provided.

We hereby agree for/or on behalf of the Utility Operator to comply in full with the requirements of the Code: *Utility*

Operators' Access to the Transport Corridors, and any other Reasonable Conditions required by the Corridor Manager and to keep this notice on site while Work is in progress. This request is valid for 6 months from date of issue.

Signed		Date	10/03/24
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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: ATMS 2024-121 V2	Contractor (Working space): As per attached list	Principal (Client): Wellington Water		
		Contractor (TTM): As per attached list	RCA: South Wairarapa District Council Waka Kotahi - NZTA		
Location details and road characteristics	Road names and Suburb		House no./RPs	Road level	Speed Limit
			From and to		
	Various within the South Wairarapa District Council Region All roads and footpaths within the South Wairarapa District Councils District. Including SH2 and SH53 Roads, Footpaths and kerb & Channel and roadside storm water Maintenance activities <i>This TMP is not valid for SH's high-risk activities.</i>		All roads within: Urban & Rural South Wairarapa Greytown Featherston Martinborough	01	50/70/100km/h
Traffic details (main route)	AADT		Peak flows		
	STMS to perform manual traffic counts prior to site set-up			Start	End
			AM	5:30am	9:00am
			PM	4:00pm	7:00pm

Description of work activity

P1/2 Emergency Excavation/Non-Excavation & P3-4 Minor Excavation/Non-Excavation Works:

This generic global is to allow Wellington Water and approved contractors to work within the road corridor under the conditions below.

National Code Definition of Emergency Works:

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- Restoration of supply following an unplanned outage or interruption of supply.
- Rectification of a dangerous situation including support requested by an emergency service.
- Unplanned events that have a significant impact on a Road, a Railway, a bridge, public health, public safety, or the security of supply to a network.

1. Works not covered under this generic:

The works below will require site specifics and a planned CAR (unless work is reinstatement for a job, refer to section 8).

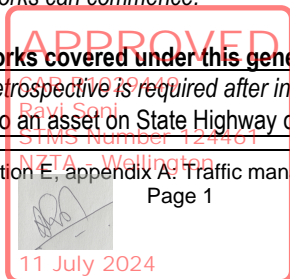
- Minor works that cannot be completed in one day/night (e.g., repair requires two-three nights).
- All works where a contractor not listed in the approved list will be used.
- Road closures for minor excavation/non-excavation works.
- Works that impact traffic in a way not covered under any generic TMDs.
- All emergency works that cannot be completed in 48 hours after initial response.

Site specifics must be approved by RCA before works can commence.

2. Emergency excavation/non-excavation works covered under this generic that utilise generic TMDs:

Refer to section 4 on whether a generic TMD or retrospective is required after initial response.

- Emergency access/repair/replacement to an asset on State Highway or Kiwi Rail land (initial response only at the discretion



RCA/Kiwi Rail before attending).

- Repair/replacement of a broken, faulty, or missing water network asset that is:
 - a health and safety risk.
 - causing low to no water pressure resulting in no water service to one or more properties.
 - causing damages to a property, asset, or the road corridor.
 - resulting in a significant loss of water from the network.
 - this includes but is not limited to pipe or fitting leaks, seized/snapped handles of valves, buried tobies, faulty water pump stations, or missing hydrant lids.

- Repair/replacement of a broken, faulty, or missing stormwater or wastewater network asset that is:
 - a health and safety risk.
 - overflowing or leaking wastewater.
 - blocked and resulting in either limited or no use of that asset by properties or utilises that use it.
 - causing flooding to a property or the road corridor.
 - causing damages to a property, asset, or the road corridor.
 - this includes but is not limited to blocked stormwater mains resulting in active flooding, overflowing wastewater manholes, loose or dangerous manhole covers, or faulty wastewater pumps.

- Accessing and operating 3-water network assets to:
 - shut down the network to complete an emergency repair/replacement, prevent property/asset damage, stop a significant loss of water or restore water service.
 - locate unknown, missing or buried assets as part of an emergency repair/replacement or shutdown.
 - flush our debris, foreign objects or blockages of any kind preventing the use of that asset.
 - flush out discoloured water or air pockets to resume the usual service of the water network.
 - access a chamber/manhole to complete an emergency repair.
 - this includes but is not limited to flushing water hydrants, flushing wastewater/stormwater mains, or operating a valve to shut water off to allow a repair to a leaking service.

- Filling potholes to avoid damage to buried assets and utility lines.
- Urgent utility/asset mark outs, leak detection and asset location (e.g., toby).
- Potholing to identify buried utility lines and avoid damage to them.
- Assessing pollution into the stormwater network, water races or waterways.
- Third party damages to council assets.
- Permanent reinstatement following an emergency excavation, that can be completed the same day/night that the excavation occurs.

3. Minor excavation/non-excavation works covered under this generic that utilise generic TMDs:

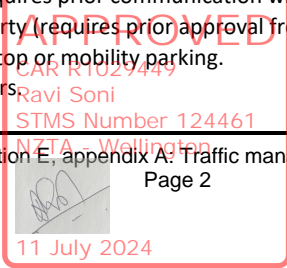
Refer to section 4 on whether a generic TMD or retrospective is required after initial response.

- Repair/replacement of a broken, faulty, or missing water, wastewater, or stormwater network asset:
 - this includes but is not limited to water leak repairs, lid replacements, or uncovering buried tobies.
- Accessing a water, stormwater, or wastewater network asset:
 - this includes but is not limited to operating valves for a water shutdown, checking the condition and functionality of an asset, flushing hydrants.
- Smoke/Dye testing on wastewater or stormwater assets.
- CCTV inspections.
- Potholing to identify buried utility lines and avoid damage to them.
- Removing debris from culverts, intakes, outtakes, or water races that may impede flow of water.
- Asset maintenance and inspections, including but not limited to hydrant painting, flow meter testing via chamber access, manhole inspections, or meter readings.
- Asset installation, including but not limited to monitoring equipment.
- Filling potholes to avoid damage to buried assets and utility lines.
- Utility/asset mark outs, leak detection and asset location (e.g., toby).
- Weekly/fortnightly/monthly/annual flushing or debris cleaning of 3-Water network assets that can be completed within 3-6 hours.
- Permanent reinstatement.
- Rectifying defects issued by the council.

4. Works covered under this generic, but may require a retrospective TMD after initial response:

Initial response can utilise a generic TMD to allow access and repair unless RCA advises otherwise.

- Emergency works that impact traffic or pedestrians in a way not covered under any generic TMD.
- Emergency works on State Highway (requires prior communication with RCA)
- Emergency works within Kiwi Rail Property (requires prior approval from Kiwi Rail)
- All works that involve relocating a bus stop or mobility parking.
- Works are not completed within 48 hours.


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5. Works requiring notification before commencing:

If you cannot directly contact the people below, these notifications can be directed to Land Access 7:00am - 17:00pm Monday - Friday, or the Night Supervisor/On-Call Team Leader outside these hours and weekends.

- Removal of mobility parking to RCAs.
- Footpath and Road Closures to RCA.
- Works or traffic signage/TTM on State Highways to NZTA/WTA RCAs for a Wrike number.
- Works or traffic signage/TTM within 100m of Kiwi Rail property to Kiwi Rail.
- Works impacting bus stops or bus routes (e.g., stop-go) to Metlink.
- Works impacting a school during school hours to RCAs.
- Emergency night works to Land Access (day) night supervisor/Council (night).
- Daytime water shutdowns to the HUB.
- Afterhours shutdowns to night supervisor/Council.

6. Generic TMDs that can be set up by service crew:

An external traffic management company will be required if you do not carry correct signage.

F2.1	Footpath diverted onto berm behind working space.	F2.6	Shoulder and roadside activities – work in parking lane
F2.2	Footpath diverted onto berm between workspace and carriageway.	F2.7	Shoulder closure
F2.5	Shoulder and roadside activities – work on berm and/or footpath.	J2.16a	Cul-de-sac closure

Any TMD not listed above will require an external traffic management company to set up.

7. Vehicles/Crews required for works:

- Standard crews have 1-2 service vehicles equipped with beacons onsite along with any small plant and equipment, with crew setting up own TMD.
- Extended crew include but are not limited to hydro vac truck, digger, jet flusher, mini combo, and/or water tanker in addition to standard crew vehicles.
- Traffic management vehicles if standard crew are unable to set up own traffic.
- Reinstatement vehicles or plant vehicles when possible/required.

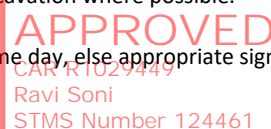
8. Corridor Access Request (CAR):

- All works completed under this generic should have a retrospective child CAR raised within 2 working days of works completion.
- Emergency State Highway work may require a retrospective emergency CAR raised before works commence the same day, else the next working day.
- Excavation works that require a site specific will need a planned excavation CAR raised and approved prior to works commencing.
- Reinstatement following emergency works can utilise the retrospective CAR if completed the same day – otherwise confirmation will need to be requested from the WTA RCA to see if the retrospective CAR can be utilised, or a new CAR be raised.
- If a retrospective TMP is requested, traffic management will be added to the CAR to upload relevant documents.
- Weekly spreadsheet reports sent to the WTA RCA advising them of all excavations that have occurred under the generic within their road corridor including open excavations, tempseals, and permanent reinstatements.

9. Crew and sub-contractor responsibilities:

Sub-contractors to notify Team Leader prior to carrying out their work activity.

- Ensure proper traffic and pedestrian management is in place with correct TMD to suit work site.
- Complete a new RCP form for every excavation.
- Carry out safety induction as per RCP process for each job.
- Ensure safety is always prioritised and adhered to.
- Ensure all efforts are made to minimise disruption to residents, businesses, and pedestrians.
- Make sure relevant documents are on site, including service/utility plans.
- Mark out utility/council assets before carrying out excavation work.
- Provide at minimum one of each: before photo, wide street view of location photo, repair photo, after repair, and how site was left (e.g. tempseal, backfill, complete reinstatement).
- Provide additional photos as required.
- Write clear notes of what was repaired.
- Complete reinstatement of site after excavation where possible.
- Site is pack up and left clean and tidy.
- Temporary surface must be installed same day, else appropriate signage/fencing must be used in areas where tempsealing is not possible.


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Works near Rail Corridor will need separate approval from KiwiRail

No works to commence on public holidays or moratorium periods

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Planned work programme

Start date	08/07/2024	Time	24hrs	End date	30/06/2024 30/06/2025	Time	24hrs
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<p>Consider significant stages, for example:</p> <ul style="list-style-type: none"> road closures detours no activity periods. 	<p style="text-align: center;"><u>Residential Roads & Main roads – Emergency Works</u></p> <p>Due to unpredictability of emergency works, no site installation/removal times have been specified. However, all night works require Landaccess/Council notification ASAP</p> <p style="text-align: center;"><u>Residential Roads – Minor works</u></p> <p style="text-align: center;"><i>Installation: 7:00am – 7:30am or whenever site is installed.</i> <i>Site Active: 7:30am – 17:30pm</i> <i>Site Removal: 17:30pm – 18:00pm</i></p> <p style="text-align: center;">NIGHTWORKS ARE NOT PERMITTED IN RESIDENTIAL AREAS</p> <p style="text-align: center;"><u>Main Road – Minor works</u></p> <p style="text-align: center;"><i>Installation: 9:00am -9:30am or whenever site is installed</i> <i>Site Active: 9:30am – 15:30pm</i> <i>Site Removal: 15:30pm – 16:00pm</i></p> <p style="text-align: center;"><i>Installation: 19:00pm – 19:30pm or whenever site is installed</i> <i>Site Active: 19:30pm – 5:00am</i> <i>Site Removal: 5:00am – 5:30am</i></p> <p style="text-align: center;"><u>Works near schools</u></p> <p style="text-align: center;"><i>During School Times RCA Notification is required and notify the school as soon as practicable:</i> No work to be completed between school drop off & pick up times: Between 8.30am – 9.30am & 2.45pm – 3.14pm</p> <p style="text-align: center;">Works near Rail Corridor will need separate approval from KiwiRail</p> <p style="text-align: center;">Only approved contractors listed on Tmp are covered under Generic Car.</p> <p>This TMP is to cover 1 day attended minor excavation, non-excavation & emergency works – a CAR, email notification to the TMC & Corridor Access Manager and subsequent approval will be required for any works required to be left unattended. Unattended sites are only valid for 1 night - if a second unattended night is required, the works will need a planned CAR.</p> <p><i>A site specific TMP is required for/when:</i></p> <ul style="list-style-type: none"> The generic TMD does not suit/fit the site A road closure or one way system (partial road closure) Removal of mobility parking Bus lane only closed State Highways <p>Emergency Works: A site-specific retrospective TMP may be required for/when:</p> <ul style="list-style-type: none"> The generic TMD does not suit/fit the site. Works cannot be completed within 48 hours Works occurred within the KiwiRail or NZTA road corridors. Works removed or relocated a bus stop or mobility car park.
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Use of Traffic Signals (F2.17) & F2.4 must be approved by TMC prior to leaving on an unattended site.
F2.16 requires TMC approval prior to installing on both attended and unattended sites.

e-STOPS – ATMS 02, ATMS 03 & ATMS 05 are not permitted for use whilst site is unattended – e-STOPS must be manned at all times. e-Stops are a remote control MANUAL operated system so cannot physically operate when unattended.

Any changes to the approved TMP must be documented on the Onsite Record.

No works to commence on public holidays or moratorium periods



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Inspection activities must be completed as detailed in the approved TMP.

Type of road	On shoulder or roadside – no time limit	On live lane – up to 5 minutes	Over 5 minutes
Low volume (less than 500vpd) category A or B road environment	Spotter optional – can be one person activity Onsite control must be by either a practising STMS of any category, a practising TMO or an Inspector <i>and in the interim until the warrants are phased out, an STMS of any level or a TC-Inspector.</i>		Inspection not permitted. Must use a mobile, semi-static, or static closure.
Category A	Spotter optional – can be one person activity	Spotter required – minimum two person activity	
	Onsite control must be by either practising STMS of any category, practising TMO or Inspector <i>(and in the interim until the warrants are phased out):</i>		
	Road level	Onsite control	
	Level 1 road	TC, TC-Inspector or STMS	
Level 2 road	L2/3 STMS, STMS-NP, or TC-Inspector		
Category B	Spotter optional – can be one person activity	Spotter required – minimum two person activity	
	Onsite control must be by either a practising STMS of any category, a practising TMO or an Inspector <i>and in the interim until the warrants are phased out:</i>		
	Road level	Onsite control	
	Level 1 road	TC, TC-Inspector or STMS	
Level 2 road (shoulder, roadside or on the lane with speed 60km/h or less)	L2/3 STMS, STMS-NP or TC-Inspector		
Level 2 road (on the lane with speed 70km/h or more)	L2/3 STMS or STMS-NP		
Category C	Spotter optional – can be one person activity: Onsite control must be by either a practising STMS (C) or an Inspector <i>(and in the interim until the warrants are phased out, a L2/3 STMS, STMS-NP, or TC-Inspector).</i>	Inspection not permitted. Must use a mobile, semi-static, or static closure.	

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General rules (apply to all the above)

Inspectors must move to avoid traffic. They must not expect traffic to move or slow down to avoid them.

There must be CSD to the inspector when on the live lane.

On busy roads where traffic volumes and speed affect access to the live lane, peak periods should be avoided or a higher level of TTM considered.

Crossing a level LV, 1 or 2 road does not constitute being on a live lane but crossing a level 3 road does, unless a pedestrian crossing facility is being used.

Vehicle

Advance warning in the form of an inspection vehicle fitted with one and preferably two amber flashing beacons and a rear-mounted sign indicating the type of activity taking place must be positioned in advance of the inspection site.

A vehicle is not required on a level LV or level 1 road with a permanent speed of less than 65km/h if the inspector remains on a footpath.

On roads with a permanent speed of less than 65km/h an amber flashing beacon is not required on the vehicle if the inspector or non-invasive works is on an unsealed shoulder (or further away from the carriageway - including a footpath).

Spotter

A spotter is not required for inspections and non-invasive works on level LV roads.

Unless otherwise approved by the RCA, all inspections on the live lane of level 1 and level 2 roads require a spotter. The RCA may provide a list of level 1 roads, times and/or activities suitable for inspection by a single inspector (eg where no level LV roads have been declared by the RCA)

Where an unaccompanied inspector is not able to maintain adequate attention (eg due to work tasks or poor visibility), a spotter will be required or another type of traffic management operation used.

Alternative dates if activity delayed

If Works are Postponed/Cancelled for any reason, they may be rescheduled for the next fine Day/Night if within approved TMP dates.

STMS to maintain contact with the Local RCA – South Wairarapa District Council or nominated representative.

Road aspects affected (delete either Yes or No to show which aspects are affected)

Pedestrians affected?	Yes	Property access affected?	Yes	Traffic lanes affected?	Yes
Cyclists affected?	Yes	Restricted parking affected?	Yes	Delays or queuing likely?	Yes

Proposed traffic management methods

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Installation

*(includes parking of
plant and materials
storage)*

- Full setup details to suit GTMP layout requirement.
- Ramm Contractor Dispatch records GTMO numbers.
- Weekly road report submitted via email to council by EOB Friday prior to work commencing.
- Initial E1.8 checking process for GTMP to be completed prior to setup of each worksite.
- Temporary speed limit decision matrix to be available onsite should the TSL change from the initial E1.8 checking process for GTMP.
- Site installation using a LEVEL 1 Mobile operation.
- Prior to arrival at site, the STMS will arrange a safe meeting point with all works personnel that will be onsite to undergo a toolbox meeting.
- STMS to carry out traffic counts prior to site establishment.
- Review the TMP check form.
- The STMS is to identify the public and site safety hazards and how they will be managed/addressed – this will be documented on the hazard document (on-site record)
- All vehicles will be equipped with the appropriate communication device.
- STMS to contact Metlink (0800 801 700) 30 minutes prior to site installation
- STMS to contact Emergency Services (*555) 30 minutes prior to site installation
- STMS to contact WTOC (0800 869 286) 30 minutes prior to site installation and again once the site has been removed.

• **Static Closures**

- Pre-install of signage on adjoining side roads to be carried out first.
- Advanced warning followed by works end must be installed first on left hand side followed by the right then other signage follows left to right then delineation.
- Signs are to be placed on the left-hand side of the road as required; the first sign to be erected will be an advanced warning sign.
- Relevant delineation signage to be installed around the working space after all signage has been installed.

• **Mobile Operations Where Required**

- To install certain signs, mobile closures will need to be implemented. The TM work vehicle will enter the live lane shoulder or other suitable/safe location e.g vacant parking bays prior to the site to provide advanced warning of the closure ahead.
 - Mobiles will be undertaken for stops less than 10 minutes at a time or 5 minutes when holding traffic.

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<p>Attended (day)</p>	<ul style="list-style-type: none"> • An STMS or delegated TC/TMO must be onsite at all times. TTM: TMD to be selected and fit for purpose prior to installing closure <ul style="list-style-type: none"> • Closure that gets installed is to be noted on the onsite record. • STMS/TC to monitor and assist pedestrians & cyclists where required • STMS/TC to monitor and assist affected driveways as required • STMS to STMS/TC will complete 2 hourly site checks and document on the onsite record. <p>For Stop/Stop and Stop/Go setups, cyclists will be sent prior to any vehicles.</p> <ul style="list-style-type: none"> • STMS is to continuously monitor the site during work. <p>Works near a School: Minor works only During School Times RCA Notification is required and notify the School as soon as practicable: 8:30am – 9:30am or 2:45pm – 3:15pm.</p>
<p>Attended (night)</p>	<p>Only at TMC discretion</p> <ul style="list-style-type: none"> • An STMS or delegated TC/TMO must be onsite at all times. • TC/STMS to assist pedestrians/cyclists/driveways and any resident/business driveways. • For Stop/Stop and Stop/Go setups, cyclists will be sent prior to any vehicles. • STMS/TC will complete 2 hourly site checks and document on the onsite record. • Additional lighting may be required/supplied. • Noise will be kept to a minimum where possible. • Where Mobility Parking is affected alternative to be provided (same side of road, as close as possible), TM personnel to assist and guide users as required



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<p>Unattended (day)</p>	<ul style="list-style-type: none"> Where hazards are present an appropriate aftercare closure would be installed as required. Contractor to perform risk assessment on site and determine if additional lighting sources are required. A site check must be completed a minimum of once every 24hrs or as required due to adverse weather or complaints. a CAR, email notification to the TMC & Corridor Access Manager and subsequent approval will be required for any works required to be left unattended. Unattended sites are only valid for 1 night - if a second unattended night is required, the works will need a planned CAR. Use of Traffic Signals (F2.17) & F2.4 must be approved by TMC prior to leaving on an unattended site. F2.16 requires TMC approval prior to installing on both attended and unattended sites e-STOPS – ATMS 02, ATMS 03 & ATMS 05 are not permitted for use whilst site is unattended – e-STOPS must be manned at all times. e-Stops are a remote control MANUAL operated system so cannot physically operate when unattended. Unattended site for concrete setting maybe left as required in footpath, berm or shoulder using F2.1, F2.2, F2.3, F2.7. must be approved prior by TMC.
<p>Unattended (night)</p>	<p>As per Unattended (day)</p>
<p>Detour route</p>	<p>Planned detour routes within each district and/or passing through each district will be reviewed as required. Detours will require the approval of TMCs.</p> <p>Does detour route go into another RCA's roading network? No If Yes, has confirmation of acceptance been requested from that RCA? No Note: Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.</p>
<p>Removal</p>	<p>STMS to contact Metlink (0800 801 700) upon site removal STMS to contact WTOC (0800 869 286) upon site removal.</p> <p>Work plant / vehicles to be removed from site before closure is removed</p> <p>Removal of the site will be done under a level 1 mobile closure with appropriate work vehicles and crew.</p> <ol style="list-style-type: none"> Workspace delineation to be removed first (by either removing to the kerb for later collection or directly onto a stationary working vehicle) Centreline delineation may now be removed using the same method as installation Once all delineation is removed – sign removal may commence in a clockwise 'loop' fashion (leaving advanced warning signage in place till last) A full site check being conducted prior to site departure. <p>The STMS will carry out the final check before leaving the site.</p>

Proposed TSLs (see TSL decision matrix for guidance)

	<p>TSL details as required Approval Temporary Speed Limits (TSL) of Section 7 of Land Transport Rule: Setting of Speed Limits 2022. (additional rows may be added if required)</p>	<p>Times (From and to)</p>	<p>Dates (Start and finish)</p>	<p>Diagram ref. no.s (Layout drawings or traffic management diagrams)</p>
<p>Attended day/night</p>	<p>A temporary maximum speed limit is hereby fixed for motor vehicles travelling over the length of _____ situated between _____ (house no./RP) and _____ (house no./RP) on _____ (street or road name)</p> <p>STMS to document on the Onsite Record daily.</p> <p>TSL matrix to be used prior to TTM installation.</p>	<p>24hrs</p>	<p>01/07/2024 To 30/06/2025</p>	<p>F2.11, F2.12, F2.13, ATMS02, F2.14, ATMS04, F2.22, F2.15, F2.16, F2.17, F2.18, F2.19, F2.20, F2.21, , F2.8, F2.9, ATMS03, J2.19a, J2.20a, J2.20b, J2.20c, J2.20d, J2.20e,</p>

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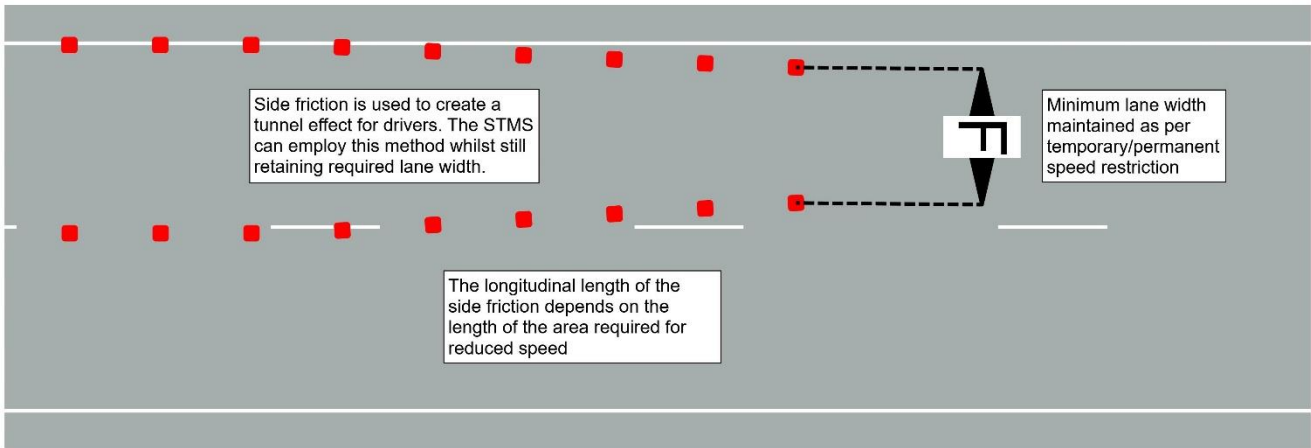
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<p>Unattended day/night</p>	<p>A temporary maximum speed limit is hereby fixed for motor vehicles travelling over the length of _____ situated between _____ (house no./RP) and _____ (house no./RP) on _____ (street or road name)</p> <p>STMS to document on the Onsite Record daily.</p> <p>TSL matrix to be used prior to TTM installation.</p>	<p>24hrs</p>	<p>01/07/2024 To 30/06/2025</p>	<p>F2.1, F2.2, F2.3, F2.7, F2.8, F2.9, F2.11, F2.12, F2.13, F2.16, F2.17, F2.18, F2.19, F2.20, F2.26, F2.27, F2.28, F2.29, J2.20a, J2.20b, J2.20c, J2.20d, J2.20e, ATMS02, ATMS03</p>
<p>TSL duration</p>	<p>Will the TSL be required for longer than 12 months? If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</p>	<p>No</p>		

Positive traffic management measures

- Side friction delineation installed from TSL to the start of the taper.
- Additional cones may be placed on centerlines, edgelines or shoulders to increase site safety and reduce vehicle speed.
- Use of paddles and TSL
- Cone offset delineation – where cones are placed either side of the lane(s), the cones on one side are placed longitudinally offset from the other by half a cone spacing.

Reduced cone spacing (2.5m) can be utilised to increase impact



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Contingency plans

Generic contingencies for:

- major incidents
- incidents
- pre planned detours.

Remove any options which do not apply to your job

Major Incident

A major incident is described as:

- 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:

- 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.

Incident

An incident is described as:

- 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:

- 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.

Detour

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:

- 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.

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.

The detour and route must be designed including:

- pre- approval form the RCA's whose roads will be used or affected by the detour route
- ensure that TTM equipment for the detour - signs etc are on site and pre-installed.

Actions

When it is necessary to implement the pre-planned detour the STMS must immediately undertake the following:

- 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.

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	<p>Note also the requirements for no interference at an accident scene:</p> <p>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:</p> <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.
<p>Other contingencies to be identified by the applicant <i>(i.e. steel plates to quickly cover excavations)</i></p>	<p>This will be determined on a case-by-case basis. Where achievable works will stop until emergency or delays have been cleared.</p> <p>Should signals or e-STOPs fail – Manual Traffic Control is to be installed immediately (refer to F2.14 & F2.22).</p>

Authorisations				
Parking restriction(s) alteration authority	Will controlled street parking be affected?	Yes (potentially)	Has approval been granted?	N/A
	Where Mobility Parking is affected alternative to be provided (same side of road, as close as possible), TM personnel to assist and guide users as required <i>RCA approval will be obtained as required for each Council</i>			
Authorisation to work at permanent traffic signal sites	Will portable traffic signals be used or permanent traffic signals be changed?	Yes (potentially)	Has approval been granted?	No
	<i>RCA approval will be obtained as required for each Council</i>			
Road closure authorisation(s)	Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?	Yes	Has approval been granted?	No
	<i>RCA approval will be obtained as required for each Council</i>			
Bus stop relocation(s) – closure(s)	Will bus stop(s) be obstructed by the activity?	Yes (potentially)	Has approval been granted?	No
	Pre-approval required from Metlink for any works obstructing bus stops. Metlink will be notified 30 mins prior to installation and upon removal.			
Authorisation to use portable traffic signals	Make, model and description/number	<p>eSTOP Portable Traffic Signals:</p> <p>model#</p> <ul style="list-style-type: none"> • 627 - 1, 627 - 2 • 628 - 1, 628 - 2 • 629 - 1, 629 - 2 • 630 - 1, 630 - 2 • 631 - 1, 631 - 2 		
	NZTA compliant?	Yes		

EED			
Is an EED applicable?	EED is not required	EED attached?	EED is not required

Delay calculations/trial plan to determine potential extent of delays

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e-STOP & Stop Go Closures:

Delays of up to 5 minutes can be expected due to the nature of the TTM implemented. The STMS is to take measures to ensure delays remain under 5 minutes at all times, and queues do not extend past the advance warning signage.

If delays are occurring or excessive queueing is apparent, the STMS is to implement one of the following contingency plans;

- 1) Traffic Metering
Send only a specific amount of vehicles per side instead of clearing the entire queue
- 2) Pause works and open site
Make the site safe, remove plant and vehicles from the carriageway and open the tapers
- 3) Prioritise high flow route
Send vehicles from the approach with the highest flow first. Hold side street traffic for slightly longer if required.
- 4) Install additional signage
Install T2A/T234 "Warning – Hidden Queue" signage up to 2xB from the initial advance warning signage for additional advance warning

STMS will continuously monitor for delays – TMC will be notified of any excessive delays.

Public notification plan

- Local Council to be advised where work will impact on their road network.
- Letter drops to surrounding businesses and residents as required
- Where works require, advance warning of works will take place. Each council to determine the media release to be issued.
- Notification to be by means of the weekly roadwork's report as advised to relevant council
- Emergency services, Bus companies to be notified where necessary

Public notification plan attached? No

On-site monitoring plan

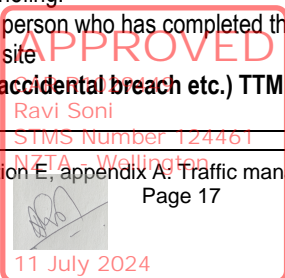
Attended <i>(day and/or night)</i>	An STMS or delegated TC/TMO will be on site at all times. 2 Hourly Site Checks to be documented on the on-site record. STMS/TC to monitor and assist pedestrians, cyclists and driveways when needed.
Unattended <i>(day and/or night)</i>	Unattended site to be checked at least once every 24 hours with site check frequency increasing in the case of inclement weather or complaints. If temporary signals are used (F2.17) site checks are to be completed 2hourly or as required due to inclement weather or complaints.

Method for recording daily site TTM activity (eg CoPTTM on-site record)


- Hazard ID sheet
- CoPTTM on-site record.
- Checking process for Generic TMPs form to be completed prior to set up of a worksite when using this TMP.

Site safety measures

- As per the SAFE, HEALTH and ENVIRONMENTAL Pre-Start Tailgate which is done by the shift foreman/ supervisor for the job.
- All personnel on site to comply with Fulton Hogan and Waka Kotahi standards.
- All personnel on site to exit the site as per the STMS instruction/ briefing
- No unauthorized personnel to be on site
- All personnel on site to wear the correct PPE and equipment.
- All vehicles will have their flashing beacons turned on when entering, leaving, installing & removing TTM closures.
- A safe evacuation location to be identified at this briefing.
- Any site visitors must be escorted at all times by a person who has completed the full induction, they are able to observe the works only.
- A TM Vehicle may be located directly behind work site
- **In the event of a closure breach (police chase, accidental breach etc.) TTM team to use RT's and notify all workers within the site to step back and get to safety ASAP.**


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Temporary safety barrier system	Will a temporary safety barrier system be used at this worksite?	No	If yes, has the temporary safety barrier system been designed by an installation designer and independently reviewed as being fit for purpose?	N/A
	Statement from temporary safety barrier installation designer attached			N/A

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Other information

- Signs to be erected clear of footpaths and cycle ways with at least 0.8 meters of clear road to allow safe egress of cyclists where possible.
- Where sockets have been installed off the road to allow for temporary warning signs to be erected, these shall be used.
- Permanent signs conflicting with the TTM shall be covered for the duration of the TTM as required.
- All vehicles to travel in the direction of traffic flow.
- The minimum lane width will be maintained at all times, for traffic to pass, unless a diversion is in place.
- Variations will be covered by the Generic TMP.
- All maintenance operations will take place under Traffic Control department to this plan. A number of specific exceptions are detailed below
- Mobile Closures – no more than 10mins
- Semi Static Closures – no more than 1hr
- Gating of all Signs may not be able to be achieved due to topography of site or lane widths, where this occurs the STMS is to determine if additional signage is to be installed as advance warning or if the sign spacing can be increased to allow the signs to be installed in locations that will allow them to be gated. This is up to the discretion of the STMS.

Use of Mobile Closures or Rolling Blocks to install static closures

Attached Diagrams

Pedestrian Management

1. ATMS05 – Pedestrian Escort (1st Choice)
2. F2.1 – Pedestrian Diversion (berm) (2nd Choice)
3. F2.2 – Pedestrian Diversion (berm) (3rd Choice)
4. F2.3 – Pedestrian Diversion (carriageway) (4th Choice)
5. F2.4 – Footpath Closed (5th Choice) **Requires TMC approval**
6. ATMS10 – Bus Stop Relocation – Emergency only

Works on berm/shoulders/Lane Width Reduction

7. F2.5 – Works on berm
8. F2.6 – Works on parking lane
9. F2.7 – Shoulder Closure
10. F2.11 – Lane Width Reduction
11. F2.12 – Lane Width Reduction (median) **Requires TMC approval**

Inspection Activities

12. F4.10 – Inspection Activity
13. ATMS07 – Inspection Activity – Centre of Road

Lane Closures/Diversions/e-STOP/MTC/Traffic Lights/Centre of Road

14. F2.13 – Two Lane Diversion **Requires TMC approval**
15. ATMS02 -2 Way e-STOP **Requires TMC approval**
16. F2.14 – 2 Way MTC **Requires TMC approval**
17. ATMS04 – e-STOP with MTC **Requires TMC approval**
18. F2.22 – 3-4 Way MTC **Requires TMC approval**
19. F2.15 – Stop Stop **Requires TMC approval**
20. F2.16 – Priority Give Way **Requires TMC approval**
21. F2.17 – Traffic Lights – **Requires TMC approval for unattended sites**
22. F2.18 – Works in centre of road
23. F2.19 – Intersection
24. F2.20 – Intersection
25. F2.21 – Works in middle of intersection
26. F2.24 – Road Closure **Requires TMC approval**
27. ATMS08 – Cul de sac Closure

Hazards/Aftercare

28. F2.26 – Hazard – Flooding

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- 29. F2.27 – Hazard – New Seal
- 30. F2.28 – Hazard – Surface Hazard
- 31. F2.29 – Hazard – Seal Repairs on a curve

Mobile Operations/Semi Statics

- 32. Mobile Closure – L1 – Install & Removal

Cycle Lanes

- 33. F2.8 – Cycle Lane Diversion
- 34. F2.9 – Cycle Lane Diversion
- 35. F2.10 - Cycle Lane Closed
- 36. ATMS03 – Cycle Lane e-STOP **Requires TMC approval**

Section J diagrams

- 37. J2.16a
- 38. J2.18a
- 39. J2.19a **Requires TMC approval**
- 40. J2.20a **Requires TMC approval**
- 41. J2.20b
- 42. J2.20c
- 43. J2.20d
- 44. J2.20e
- 45. J2.21a **Requires TMC approval**
- 46. J2.25a **Requires TMC approval**



Contact details						
	Company / Council	Name	24/7 contact number	CoPTTMID	Qualification	Expiry date
Principle	Wellington Water	Dan Paulo	021 949 871	-	-	-
TMC	Waka Kotahi - NZTA	Ravi Soni	027 390 3099	124461	Cat (AB) NP	09/03/26
TMC	South Wairarapa District Council	Jain Saji	027 444 2410	-	-	-
Engineers' representative	Wellington Water	Adam Mattsen	021 572 916	-	-	-
Contractor	Wellington Water	Dan Paulo	021 949 871	-	-	-
Contractor Interim Contacts	Action Civil	Dave Murtagh	027 442 2971	-	-	-
	Agricontracts Hutt Ltd (CAS)	Jaden Munn	027 319 4575	-	-	-
	Aidan Kelly Contracting (AKC)	Cory Hikuroa	021 455 361	-	-	-
	ATMS	David Quintela	027 213 5654	-	-	-
	Alliance Services Ltd	Chris Barlow	021 640 282	-	-	-
	Anzel Limited	Darryl Tatana	021 281 1102	-	-	-
	Arthur D Riley & Co Ltd	Chris Parkinson	04 472 7614	-	-	-
	Brian Perry Civil	Blair Mould	027 229 3270	-	-	-
	Stantec	AJ Weir (Alice) Andrea Brett Eaton	027 331 9930 021 222 8756 021 861 772	-	-	-
	City Care Ltd	Mark Thompson	027 542 6244	-	-	-
	Constructions Contracts Limited	David Howard	021 243 6656	-	-	-
	Cubic Metre	Andrew McWhirter	021 345 79	-	-	-
	Daniel Renshaw Drainage Contractor Ltd	Daniel Renshaw	027 450 8799	-	-	-
	Davies Waste Solutions	Jan Godfrey	04 528 9909	-	-	-
	Dawson Waste Services Ltd	Dave Phillipson	022 657 2402	-	-	-
	Detection Services	Ross Beckett	04 915 0530	-	-	-
	DMK Contracting	Deon Kumm	027 202 5142	-	-	-
	Downer New Zealand	Sam Farnworth	021 896 603	-	-	-
	Drain Doctor NZ Ltd	Ian Pauley	027 484 8887	-	-	-
	E Carson & Sons	Eddie Carson	027 442 4343	-	-	-
	E N Ramsbottom Ltd	Michelle Hoffman	027 471 6246	-	-	-
	Fulton Hogan	Duncan Mundell	027 4786 203	-	-	-
	G & C Diggers	Mark Dennes	022 350 7550	-	-	-
	G P Friel Ltd	Dave Philipson	022 657 2402	-	-	-
	Greenstone Contracting Ltd	David Williams	04 566 0890	-	-	-
Groundworks Ltd	Hamish Rees	027 765 6139	-	-	-	
Horokiwi Paving Limited	Peter Green	027 443 2206	-	-	-	
Hydrotech Limited	David Neru	09 600 0888	-	-	-	

Inline Drainage Limited	Patrick Carson	027 294 0952	-	-	-
Intergroup Ltd	Alex Phelan	021 927 801	-	-	-
Ives Plumbing Ltd	Daniel Barnett	021 758 621	-	-	-
JB's Environmental Ltd	John Matangi	021 750 920	-	-	-
Jet Black Asphalts Ltd	Neville Playford	027 208 9309	-	-	-
Juno Civil	Jim Juno	021 227 7001	-	-	-
Laser Plumbing Wellington East	Simon Walker	027 449 1180	-	-	-



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Mac Engineering	Regan McMurchie	021 1567 908	-	-	-
Marais Laying NZ Ltd	Adrien Merceron	027 555 7802	-	-	-
McCormack Group	Willy McCormack	027 449 3985	-	-	-
McLatchie & Sharp Ltd	Adam Clarke	027 443 3760	-	-	-
McMaster Civil	Richard McMaster	021 963 509	-	-	-
Mills Albert Ltd	Dave Mills	021 720 123	-	-	-
Mottmac	Patrick Wharewera-Jones	027 746 8395	-	-	-
Mottmac	Matthew Cooper	021 688 013	-	-	-
Plimmer Plumbing Ltd	Steven Fawcett	027 215 3667	-	-	-
P & N Siteworks Ltd	James Hosie	027 235 8363	-	-	-
Pope & Gray Contractors	Sid Taylor	027 255 1948	-	-	-
Precise Traffic Solutions Ltd	Bux Manuseuga	027 836 5243	-	-	-
RS Cabling Limited	Nathan Rose	027 275 4317	-	-	-
Rasmac Contractors Ltd	Lawrence Rasmussen	027 444 3041	-	-	-
Reline NZ Ltd	Paul Southern	021 175 021	-	-	-
S & R Asphalts Ltd	Scott Hay	027 440 2405	-	-	-
S B Maintenance Ltd	David O'Sullivan	027 2810 9998	-	-	-
SAP Contractors Limited	Glenn Churches	027 272 1666	-	-	-
Sierra Delta Civil Ltd	Sam Dews	027 592 2290	-	-	-
Silver Lining Contracting Ltd	Renee Wilkie	021 0828 0647	-	-	-
Steve Quinn Professional Lawn Mowing Ltd	Steve Quinn	027 451 6343	-	-	-
Stewart Electrical	Tim Stewart	021 507 245	-	-	-
Stone Contractors Ltd	Allan Glover	021 529 681	-	-	-
T E D Drainage Ltd	karl Taylor-Edwards	027 675 5996	-	-	-
Tasman Civil	Keith Robertson	027 4384 536	-	-	-
Tatana Contracting	Darryl Tatana	0800 368 938	-	-	-
Vac-U-Digga	Kathy Fandham	021 246 3615	-	-	-
Wal Gordon Plumbing Ltd	Wal Gordon		-	-	-
Wellington Pipelines Limited	James Fruean	027 499 9223	-	-	-
Wellington Developments Ltd	Harold Paul	021 0273 7643	-	-	-
Wet Worx Limited	Walter Alexander	021 239 4211	-	-	-
A1 Locates	Brad Thomas	021 296 9477	-	-	-
Kelcon Limited	Wayne Kelland	027 263 8731	-	-	-

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TTM Interim Contacts	ATMS	Vena Lam Sam	021 767 165	39930	Cat A,B,C	22/09/24
	ATMS	Martyn Sauaiga	027 348 9478	72781	Cat A,B (P) Cat C (NP)	19/08/25
	PTS	Bux Manuseuga	027 836 5243	-	-	-
	Hanging Around Traffic Management	Sam Redhill	021 505 900	-	-	-
	Men At Work - Traffic Management	Kurt Puryer-Smith	027 274 2369	-	-	-
	Men At Work - Traffic Management	Todd Lynch	027 282 0998	-	-	-
	SAP Contractors	Glenn Churches	027 272 1666	-	-	-
	Stapp Contracting Traffic Management	Shane Pihema	027 249 9882	-	-	-
	Traffic Management NZ Ltd	Steven Loftus	027 491 9494	-	-	-
	Leading Traffic	Chantelle Mereriana Ngaia	027 2555 5002	-	-	-
	Leading Traffic	Ben Teika	027 555 0997	-	-	-
	Trafficflow	Steven Huriwaka	021 944 037	-	-	-
	Others as required	WTOC		0800 869 286	-	-
Metlink Contact Centre		0800 801 700	-	-	-	

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TMP preparation							
Preparation	Pania Werahiko	11/12/2023	<i>P. Werahiko</i>	149481	STMS (A) NP - R STMS (B) NP -R	TTMP- NP 25/10/2024	11/01/2026 25/01/2026
	<i>Name (STMS qualified)</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>TTMP</i>	<i>Expiry date</i>
* additional column added to indicate the attended (or confirmed booking) date of the named designer on the NZTA Temporary Traffic Management Planners (TTMP) workshop as required by the NZTA technical note, issued 9 December 2019							

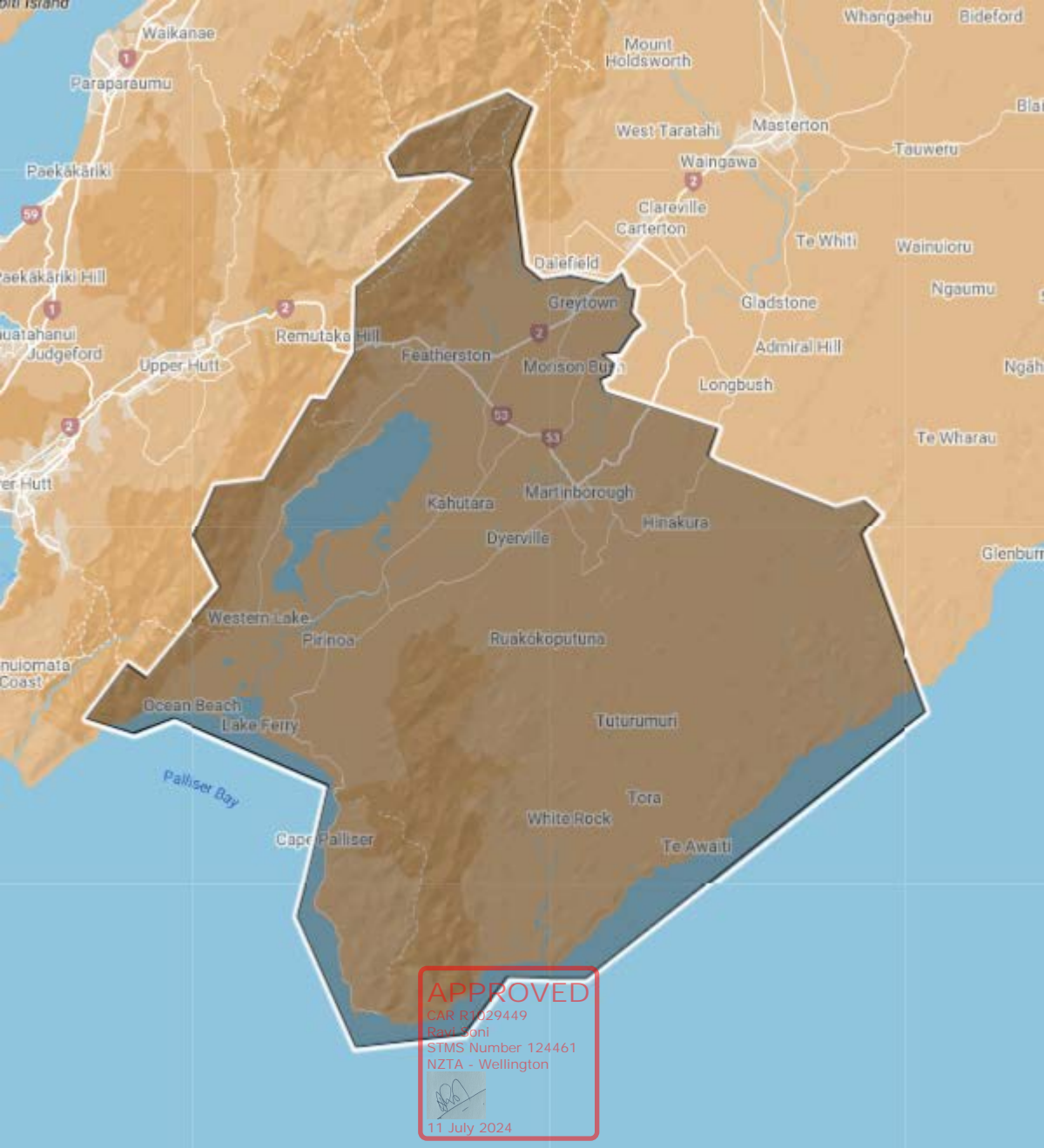
This TMP meets CoPTTM requirements	Number of diagrams attached	46					
TMP returned for correction (if required)							
	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>	
Engineer/TMC to complete following section when approval or acceptance required							
Temporary safety barrier system	The attached temporary road safety barrier design has been independently reviewed as being fit for purpose					Not required	
TMP Approved							
	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>	
Acceptance by TMC (only required if TMP approved by engineer)							
	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>	

Qualifier for engineer or TMC approval							
Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams.							
This TMP is approved on the following basis:							
<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	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%; text-align: center;">Date</td> <td style="width: 85%;"></td> </tr> <tr> <td style="text-align: center;">Time</td> <td></td> </tr> </table>	Date		Time	
Date							
Time							

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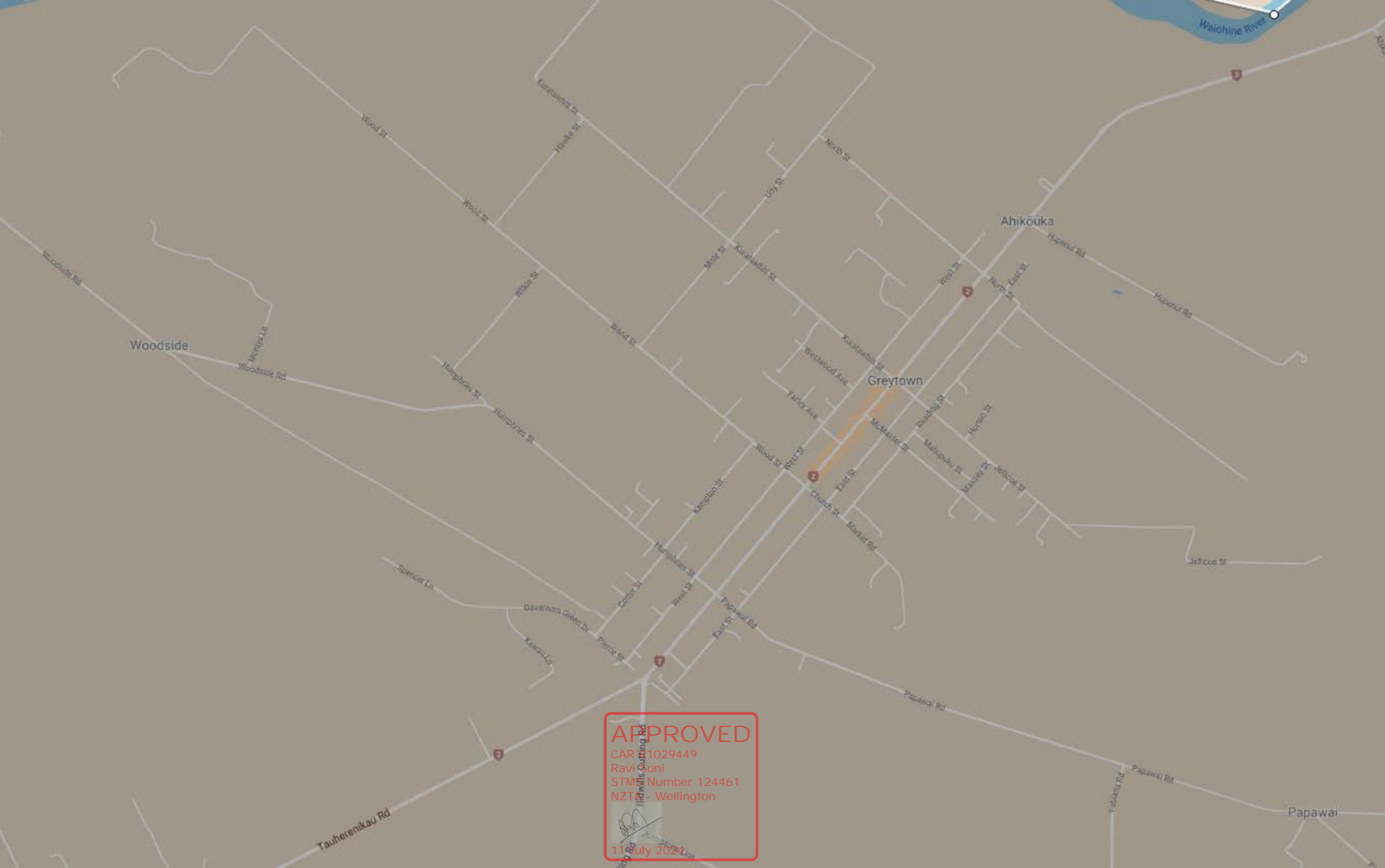
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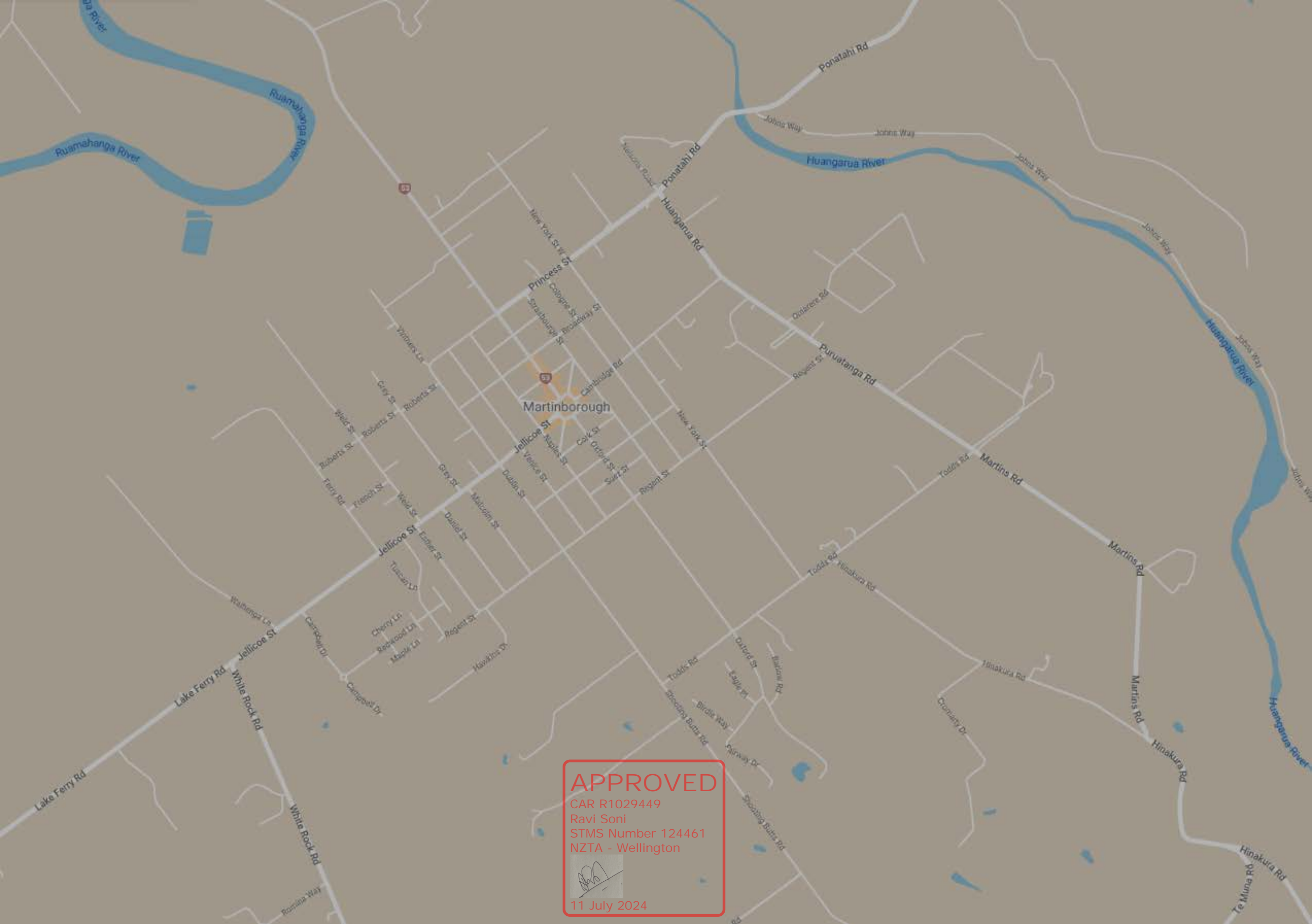
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LEVEL 1 LAYOUT DISTANCES TABLE

Permanent speed limit or RCA-designated operating speed (km/h)		≤50	60	70	80	90	100		
Traffic signs									
A	Sign visibility distance (m)	50	60	70	80	90	100		
B	Warning distance (m)	50 or 30*	80	105	120	135	150		
C	Sign spacing (m)	25 or 15*	40	50	60	70	75		
Safety zones									
D	Longitudinal (m)	10 or 5*	15	30	45	55	60		
E	Lateral (m)	1	1	1	1	1	1		
	Lateral behind barrier installation	As specified by the Installation Designer							
Tapers									
G	Taper length (m) [#]	30	50	70	80	90	100		
K	Distance between tapers (m)	40	50	70	80	90	100		
Delineation devices									
Cone spacing in taper (m)		2.5	2.5	5	5	5	5		
Cone spacing: Working space (m)		5	5	10	10	10	10		
<p>* Larger minimum distances apply on all state highways and also on all multi-lane roads. The smaller minimum distances may be applied on other roads to accommodate road environment constraints.</p> <p># 1. On non-state highways with speeds 50km/h or less, a 10m taper (with cones at 1m centres) may be used when there are road environment constraints (eg intersections and commercial accesses).</p> <p>2. On all roads where the shoulder width is less than 2.5m and the activity does not affect the live lane, a 10m shoulder taper is permitted (with at least 5 cones at no greater than 2.5m centres).</p> <p>3. A taper of 30m (with cones at 2.5m centres) must be used where manual traffic control (stop/go), portable traffic signals or priority give way are employed.</p>									
Lane widths (based on permanent speed or TSL if applied)									
Speed (km/h)		30	40	50	60	70	80	90	100
F	Lane width (m)	2.75	2.75	3.0	3.0	3.25	3.25	3.5	3.5

Except for delineation device spacings, which are maximum values, the distances specified in the above tables are minimum values.



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
<i>Where the STMS/TC is responsible for both the working space and TTM they sign above and in the appropriate TTM box below</i>		

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				
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				

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Risk Control Plan

Date: _____ **Client:** Company Name



STMS:	Name & Number	Client Forman Onsite:	Name & Number	ATMS Vehicle/s:	
Site:	Address	Job Number:		First Aider(s):	Name
Suburb:	Location	RCA:	Local Council or NZTA	First Aid Kit:	Location
TMP Reference Number:		Diagram Being Used:		Nearest Hospital or Clinic:	Address / Location
Closure Type:		TSL Installed:		Assembly Point:	Name & Number
Is Generic Check List Needed?		Is Mobile Onsite Record Needed?		Fire Equipment:	Location
Site Installation Time:	Time	Site Fully Dismantled Time:	Time	Spill Kit:	Location

What is the plan for the day? Noted changes.

RISK MATRIX - Consider the likelihood of the event happening

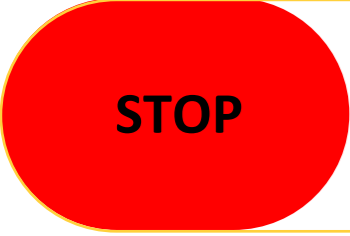
Consider the consequence, severity of injury, illness, or damage		Very unlikely to happen.	Unlikely to happen.	Possibly could happen.	Likely to happen.	Very likely to happen.	Hierarchy of controls
		Medium	High	Critical	Critical	Critical	
Catastrophic/Extreme (e.g. Fatal, damage to plant, environment, organisation)		Medium	High	Critical	Critical	Critical	You can lower the risk by using the most effective controls. Always start from the top (Eliminate), and if it is not practicable, then consider the next control in the hierarchy.
Major (e.g. Permanent disability, damage to plant, environment, organisation)		Low	Medium	High	Critical	Critical	Eliminate: 1. Eliminate the hazard Minimise: 2. Substitute the hazard 3. Isolate the hazard 4. Use engineering controls 5. Use administrative controls 6. Use PPE
Moderate (e.g. Hospitalisation/short- or long-term disability, damage to plant, environment, organisation).		Low	Medium	High	Critical	Critical	
Minor (e.g. First aid, damage to plant, environment, organisation).		Low	Low	Medium	High	Critical	
Superficial/minimal (e.g. No treatment required, damage to plant, environment, organisation).		Low	Low	Low	High	High	

PPE Requirements for the task (tick all that apply)

	Compulsory Day-glo vests, shirts or overalls are mandatory on all work sites (worn done up) <input checked="" type="checkbox"/>		P2 mask to worn when in the vicinity of machinery that can cause dust and fumes <input type="checkbox"/>
	Compulsory Steel or composite capped lace up boots are mandatory on all work sites <input checked="" type="checkbox"/>		Full cover clothing or overalls must be worn where there is a risk of abrasions, exposure to heat, CAL rated clothing to be worn in on electrical work sites <input type="checkbox"/>
	Must be worn on site when something could fall on you, or you could fall <input type="checkbox"/>		Must be worn when risk of dust or foreign objects entering the eye. Or when handling hazardous materials. <input type="checkbox"/>
	Must be worn when operating all machinery or when you need to raise your voice to be heard by someone 1 m away <input type="checkbox"/>		Must be worn when handling hazardous materials or when handling sharp objects (not to be worn when there is a risk of entanglement) <input type="checkbox"/>
	Compulsory if working off the deck Harness and lanyards must be used correctly when on the deck of work vehicles. <input type="checkbox"/>	Other PPE Required:	

Important contact numbers: in an emergency call 111

Mana Harding – HR/H&S Manager – 027 213 5654
 Jade Ng – General Manager – 021 767 541
 Karl Beglin – Fleet/Operations – 021 529 729



Is there a critical risk onsite? YES / NO

- High/Critical chance of falling from height (no harness onsite)
- High/Critical chance of entrapment or lack of escape route
- High/Critical chance of there being a safety zone/live lane breach.

If answer yes:

Supervisor/Manager Called/Time _____

Outcome? Continue with controls or stop work _____



Physical Distancing – At **Orange** and **Red** maintain at least 1 m from other people, or if this isn't practical it is strongly encouraged to wear a mask.

Stay home if unwell – if you have any cold or flu symptoms, stay home and call Healthline on 0800 358 5453 for advice. Speak with your manager.

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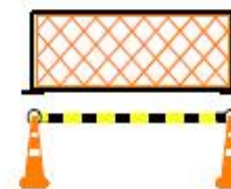
Wash your hands with soap and water often (for at least 20 seconds). Then dry. **OR** use hand sanitiser

Clean and disinfect frequently touched surfaces and objects, such as doorknobs, toilets, gates

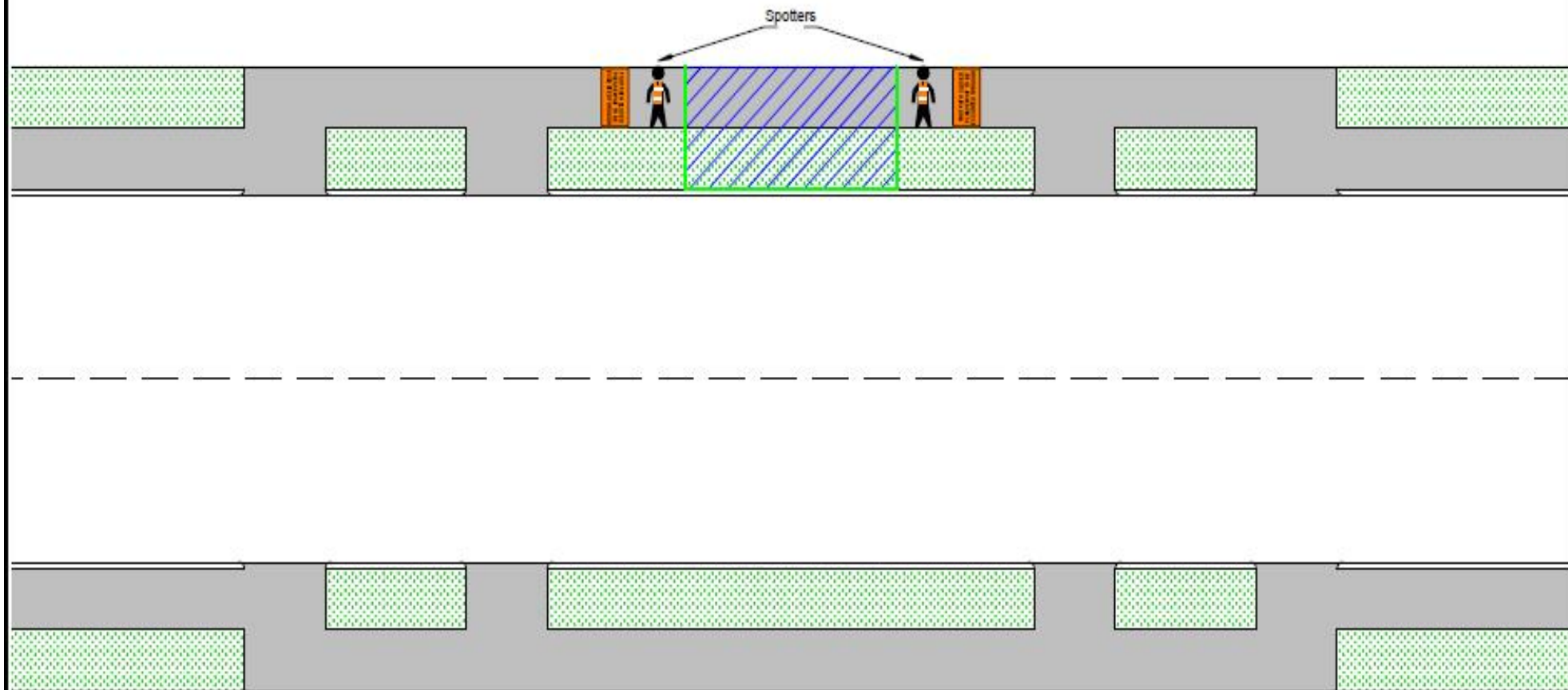
Methodology:	PEDESTRIAN PROVISION
Detail:	FOOTPATH CLOSED - PEDESTRIANS ESCORTED
Restrictions:	

ROAD LEVEL: ALL
SPEED LIMIT: ALL

ATMS05



STMS to consider if additional safety measures are appropriate to protect hazards / guide pedestrians past the site e.g. safety fencing / cone bars. This is particularly important around excavations. In some instances requirements may change between attended and unattended sites.



Notes:

- One spotter can be used over short distances where they can suitably control pedestrians through the working space i.e. 20m.
- This plan can ONLY be used during attended times.

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**FOOTPATH CLOSED
PLEASE WAIT TO BE
ESCORTED THROUGH**

FOOTPATH

Footpath diverted onto berm behind working space

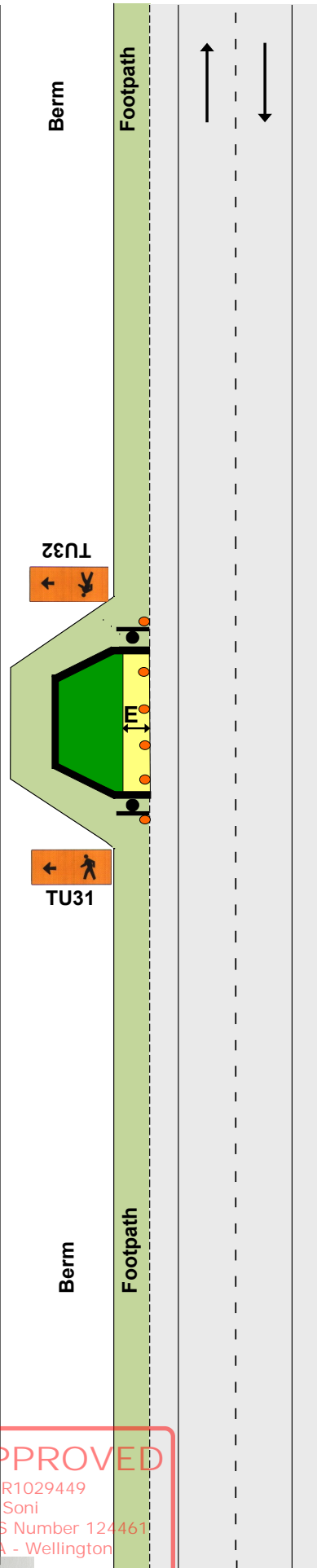
First preference

F2.1
Level 1

Notes

1. Minimum pedestrian footpath widths:
 - Residential/Rural/Suburban Centre - 1.2m
 - CBD - 2m
2. Where the length of the temporary footpath exceeds 20m, these widths may have to be increased so footpath users do not have to wait to pass
3. Temporary footpath surfaces must be suitable for footpath users
4. Use safety fence to enclose the working space, or at **attended** worksites, cones connected with cone bars can be used to enclose the working space but only for a short period of time

Note: Cone bars are not recommended where heavy equipment (eg a digger) is being used. A safety fence is preferred in these cases
5. This TMD must be used in conjunction with appropriate TTM for any work carried out on the shoulder or in the live lane



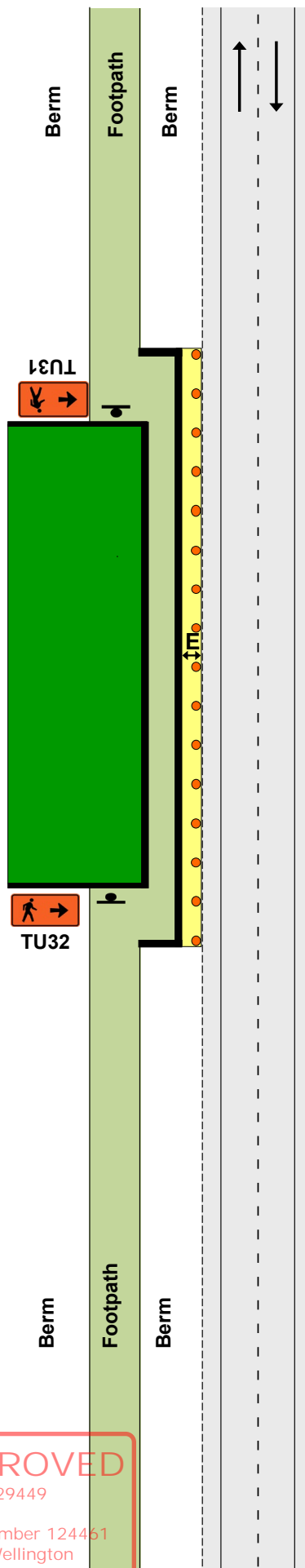
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FOOTPATH

Footpath diverted onto berm between working space and carriageway
Second preference

Notes

1. Minimum pedestrian footpath widths:
 - Residential/Rural/Suburban Centre - 1.2m
 - CBD - 2m
2. Where the length of the temporary footpath exceeds 20m, these widths may have to be increased so footpath users do not have to wait to pass
3. Temporary footpath surfaces must be suitable for footpath users
4. Use safety fence to enclose the working space, or at **attended** worksites, cones connected with cone bars can be used to enclose the working space but only for a short period of time
Note: Cone bars are not recommended where heavy equipment (eg a digger) is being used. A safety fence is preferred in these cases
5. Use barrier or safety fence to delineate the traffic side of the footpath, or at **attended** worksites cones connected with cone bars can be used to delineate the traffic side of the footpath for a short period of time (not for use on state highways)
6. There must be a lateral safety zone between the traffic side of the footpath and the live lane:
 - **0.5m** for barrier
 - **1m** for safety fence or cone bars
7. This TMD must be used in conjunction with appropriate TTM for any work carried out on the shoulder or in the live lane



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FOOTPATH

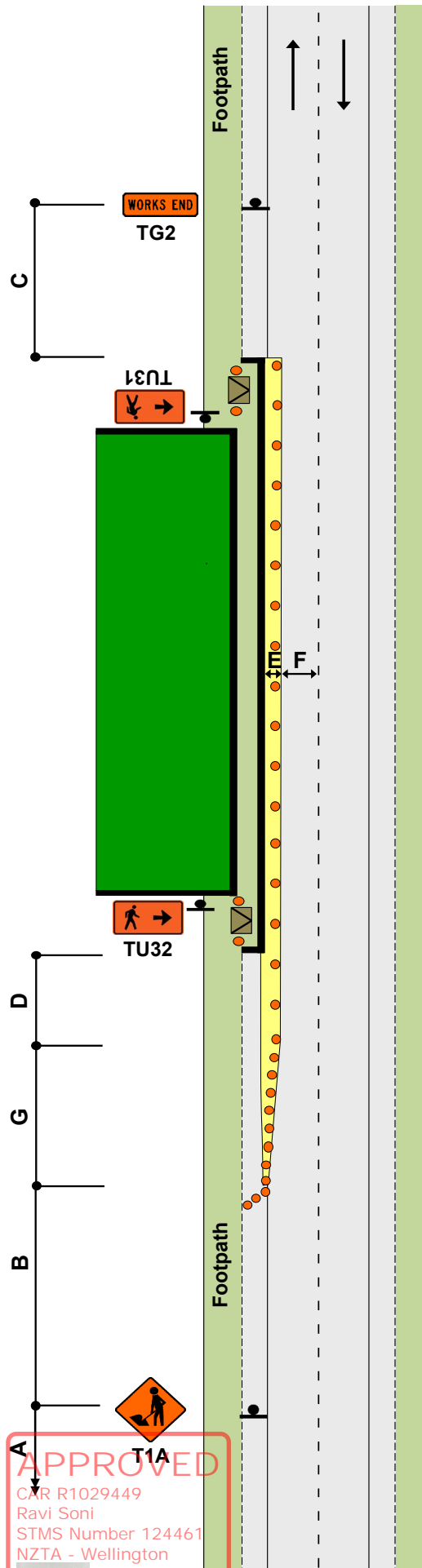
Footpath diverted onto carriageway

Third preference

Notes

1. Minimum pedestrian footpath widths:
 - Residential/Rural/Suburban Centre - 1.2m
 - CBD - 2m
2. Where the length of the temporary footpath exceeds 20m, these widths may have to be increased so footpath users do not have to wait to pass
3. Use safety fence to enclose the working space, or at **attended** worksites, cones connected with cone bars can be used to enclose the working space but only for a short period of time

Note: Cone bars are not recommended where heavy equipment (eg a digger) is being used. A safety fence is preferred in these cases
4. Use barrier or safety fence to delineate the traffic side of the footpath, or at **attended** worksites cones connected with cone bars can be used to delineate the traffic side of the footpath for a short period of time (not for use on state highways)
5. There must be a lateral safety zone between the traffic side of the footpath and the live lane:
 - **0.5m** for barrier
 - **1m** for safety fence or cone bars
6. Use kerb ramps to assist mobility vehicles, pushchairs, etc
7. At night-time, corners of safety fence may be illuminated with flashing amber warning lights
8. This TMD must be used in conjunction with appropriate TTM for any work carried out on the shoulder or in the live lane



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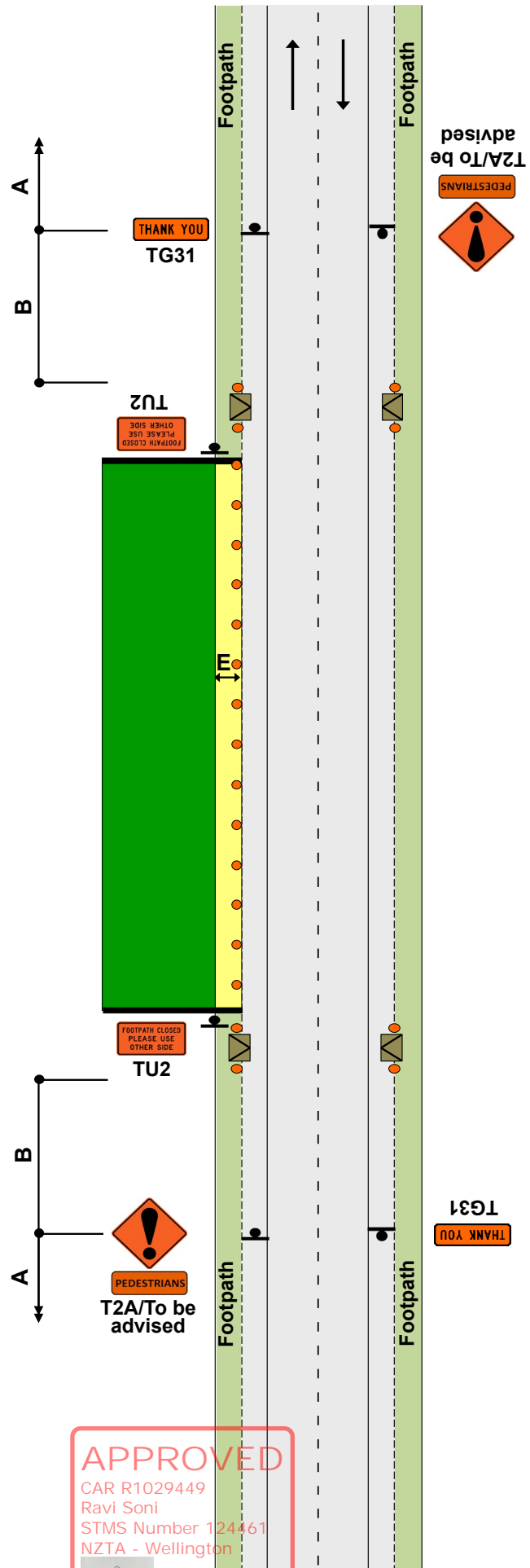
FOOTPATH

Footpath closed - permanent speed less than 65km/h
Fourth preference

F2.4
Level 1

Notes

1. Use T2A and PEDESTRIANS supplementary plate to alert road users to the potential of footpath users crossing the carriageway
2. Use safety fence at each end of working space
3. Use kerb ramps
4. Use another TMD as well, where working space/safety zone encroaches on live lane
5. This TMD must be used in conjunction with appropriate TTM for any work carried out on the shoulder or in the live lane
6. All other options have to have been considered including escorting pedestrians through/around the site.
7. TMC APPROVAL REQUIRED



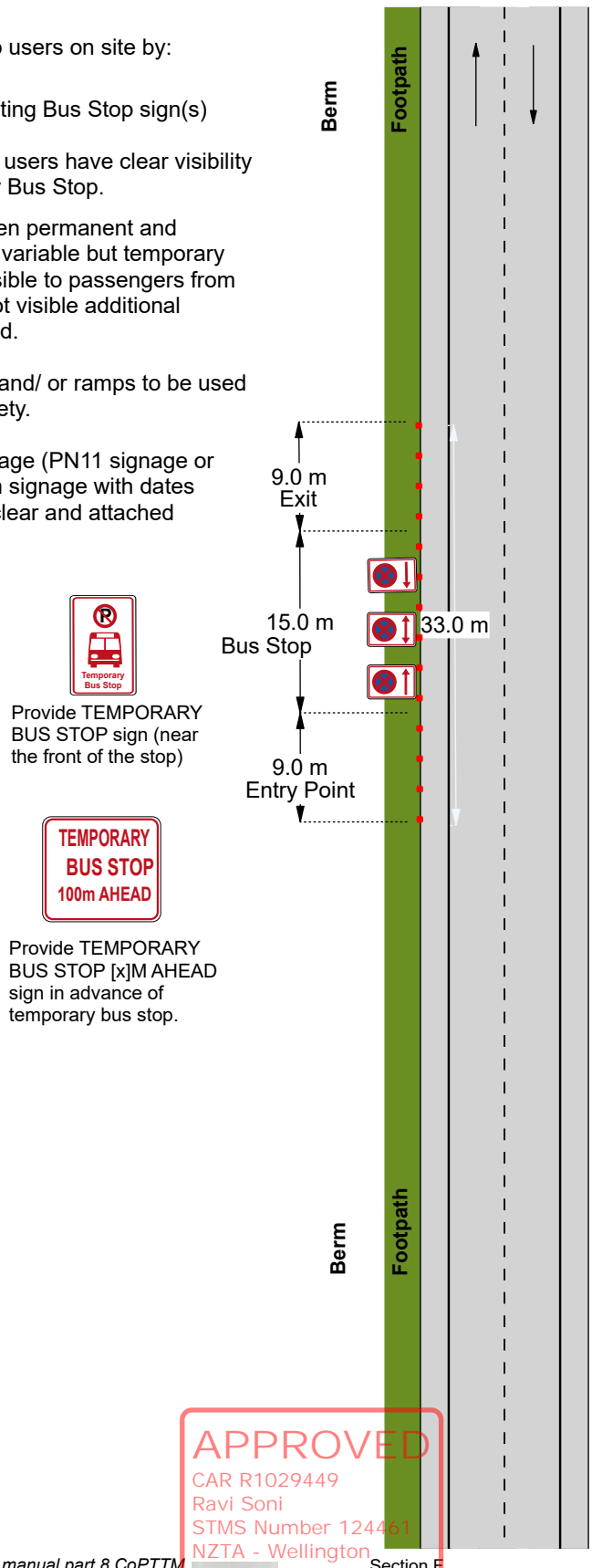
Static operations

BUS STOP
Bus Stop Relocation

ATMS10
Level 1

Notes

1. Inform Bus Stop users on site by:
 - Covering existing Bus Stop sign(s)
 - Ensuring Bus users have clear visibility of Temporary Bus Stop.
2. Distance between permanent and temporary stop is variable but temporary stop should be visible to passengers from existing stop. If not visible additional signage is required.
3. Temporary pad and/ or ramps to be used for pedestrian safety.
4. No parking signage (PN11 signage or Parking restriction signage with dates and times) to be clear and attached to cones.



Provide TEMPORARY BUS STOP sign (near the front of the stop)

Provide TEMPORARY BUS STOP [x]M AHEAD sign in advance of temporary bus stop.

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SHOULDER AND ROADSIDE ACTIVITIES

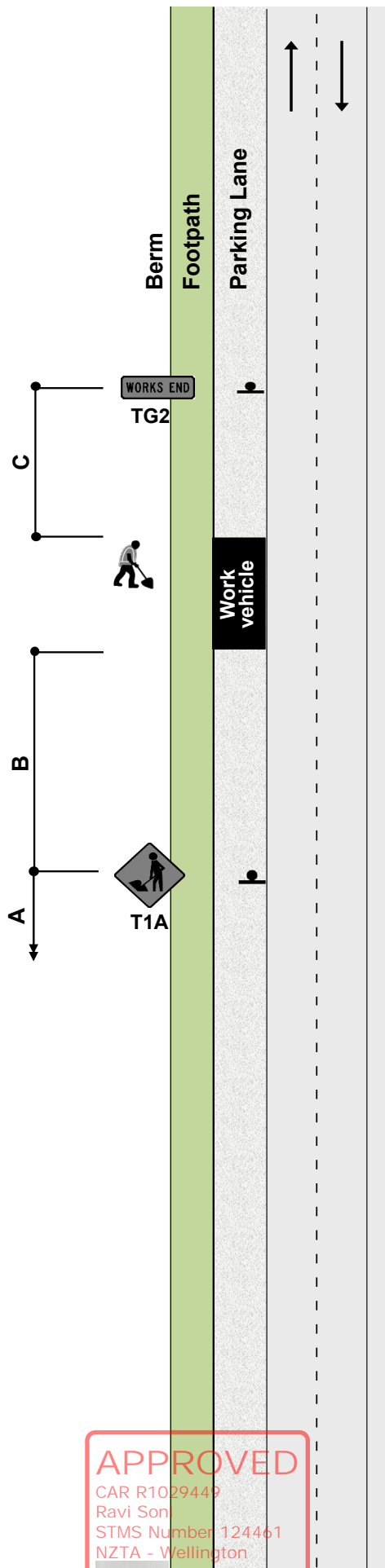
Work on berm and/or footpath

Permanent speed less than 65km/h

F2.5
Level 1

Notes

- 1. Where work is carried out on the berm or footpath and a work vehicle is parked in a legal parallel car park, provided the vehicle is only accessed from the off traffic side, advance warning T1A road works and TG2 WORKS END are optional
- 2. Traffic management must be provided where footpath users or cyclists are affected
- 3. This layout may only be used during daylight hours
- 4. Large plant and machinery must not be used in this situation, a more substantial closure is required



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SHOULDER AND ROADSIDE ACTIVITIES

Work in parking lane

Permanent speed less than 65km/h

F2.6
Level 1

Notes

1. Where work is carried out in the legal parking lane (a place where a vehicle would normally park with a footpath and/or kerb and channel alongside), the following minimum standard of TTM must be provided:

- a 10m taper in front of the work vehicle
- cones alongside the work vehicle and the working space
- a longitudinal safety zone
- a 1m lateral safety zone along the working space
- a T1A (or other appropriate advance warning sign) mounted on the back of the work vehicle

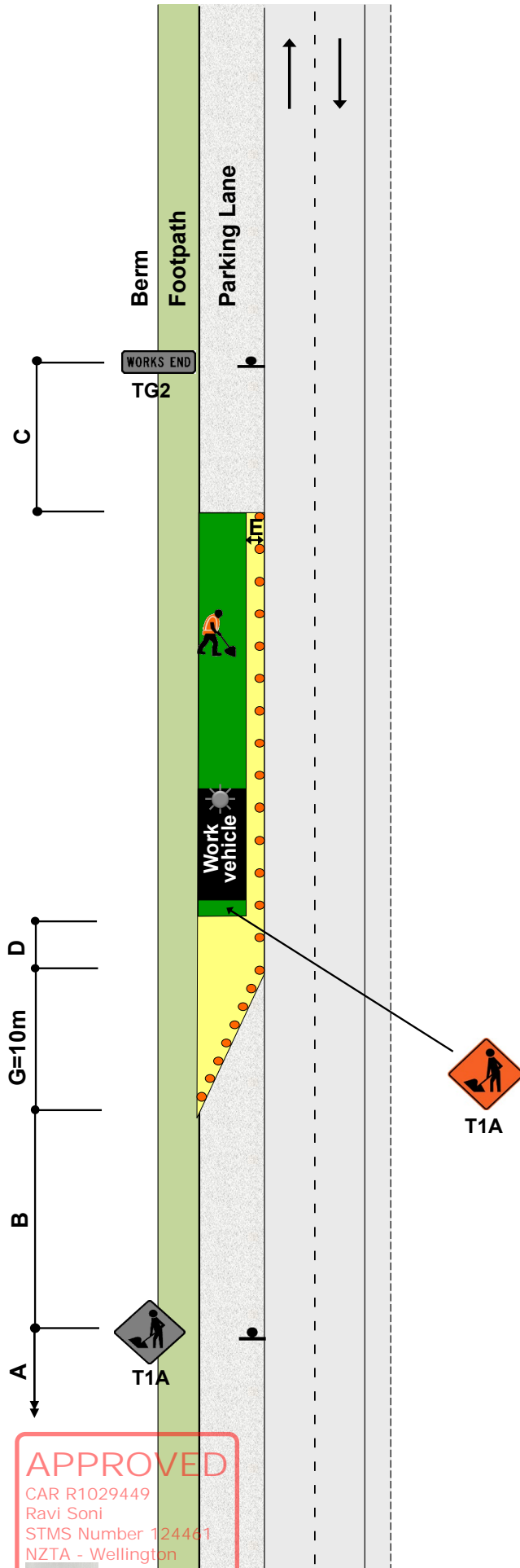
2. T1A road works and TG2 WORKS END signs are optional

3. The work vehicle must be no larger than a light truck and may have an amber flashing beacon

4. Traffic management must be provided where footpath users or cyclists are affected

5. This layout may only be used during daylight hours

6. Large plant and machinery must not be used in this situation, a more substantial closure is required



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SHOULDER AND ROADSIDE ACTIVITIES
Shoulder closure

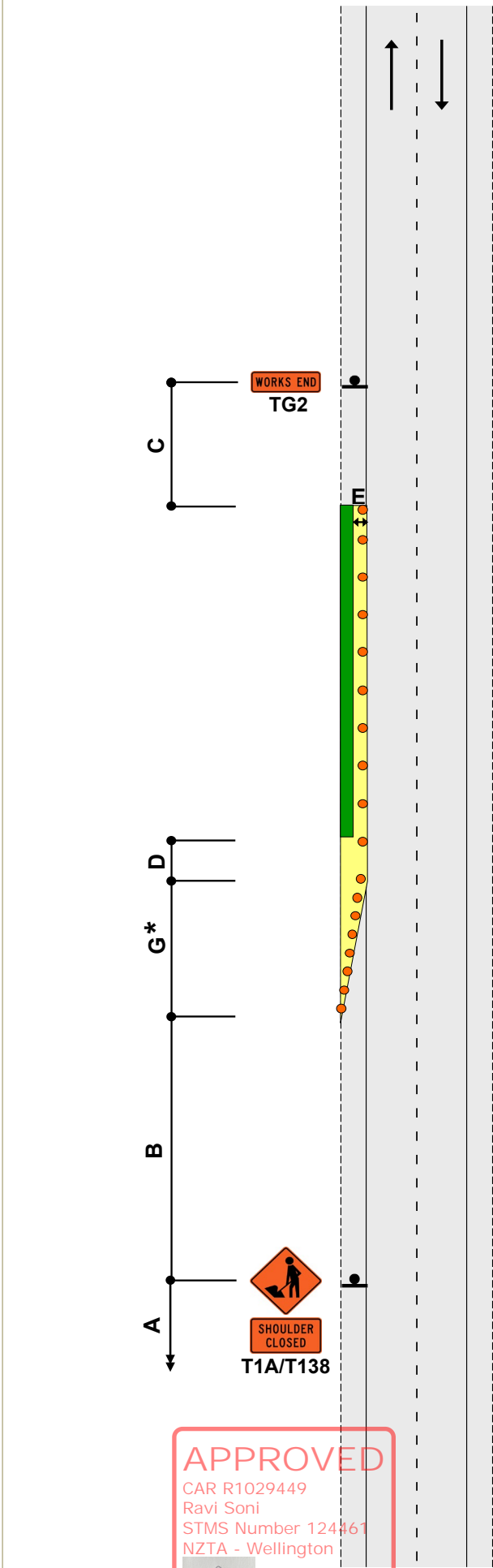
Notes

1. A 10m taper is allowed where shoulder width is less than 2.5m
2. *For shoulders exceeding 2.5m width, apply the following calculation; calculation of taper length for lateral shift of less than 3.5m is:

$$W \times G$$

$$3.5$$

W = Width of shoulder
 G = Taper length in metres from the level 1 layout distance table



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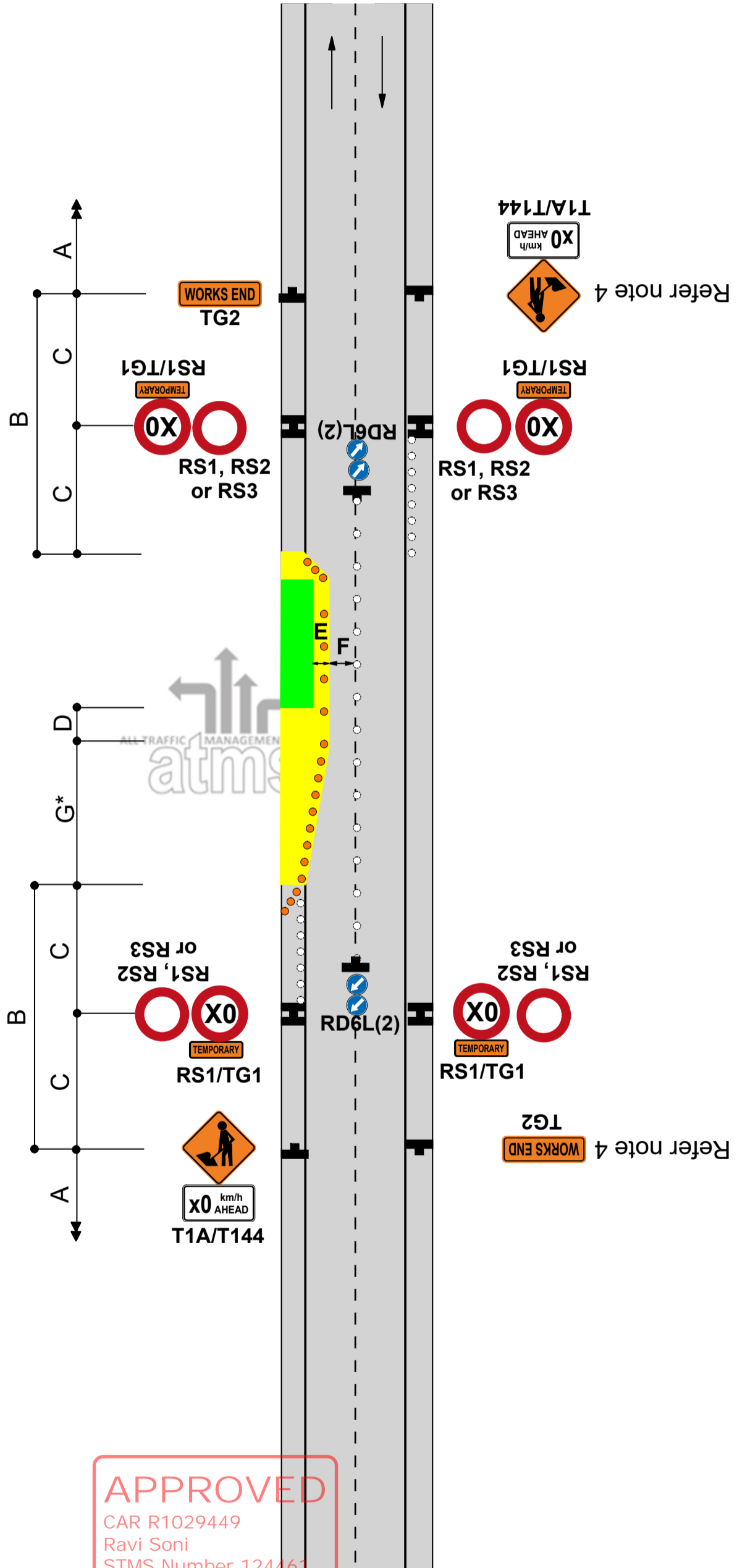
Static operations

**TWO-WAY TWO-LANE ROAD
Traffic not crossing road centre**

**F2.11
Level 1**

Notes

- 1.*Calculation of taper length for lateral shift of less than 3.5m is:
 $W \times G$
 3.5
 W = Width of lateral shift
 G = Taper length in metres from the level 1 layout distance table
- 2.If traffic likely to cross the centreline, place cones on the centreline with RD6L signs at each end
- 3.Use TSLs if required by TSL decision matrix
- 4.If TSLs not required, the T1A and TG2 signs on the right hand side of the road are also not required
- 5.The T144 X0km/h AHEAD sign is optional



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TWO-WAY TWO-LANE ROAD
Traffic not crossing road centre
Signs on median

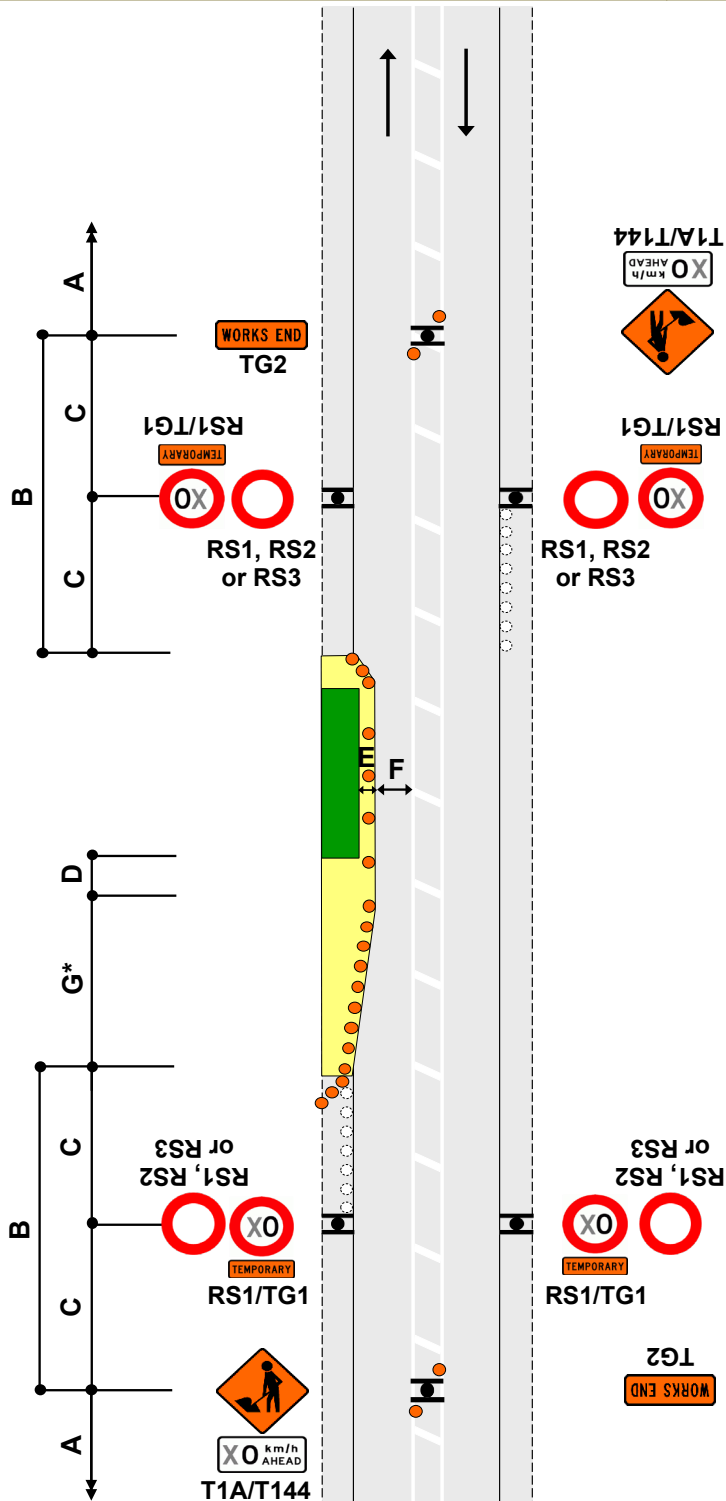
F2.12
Level 1

Notes

1. Use this diagram if signs will not be visible on left-hand side of road, or if it is safer to place signs on median and this will not interfere with turning traffic movements
2. Where a median exists which is more than 2m wide, the signs may be positioned on the median. Signs must be placed back-to-back unless on a solid median
3. Where there is a solid median, signs are not required in the opposing direction
4. *Calculation of taper length for lateral shift of less than 3.5m is:

$$\frac{W \times G}{3.5}$$

W = Width of lateral shift
 G = Taper length in metres from the level 1 layout distance table
5. Use TSLs if required by TSL decision matrix
6. The T144 X0km/h AHEAD sign is optional



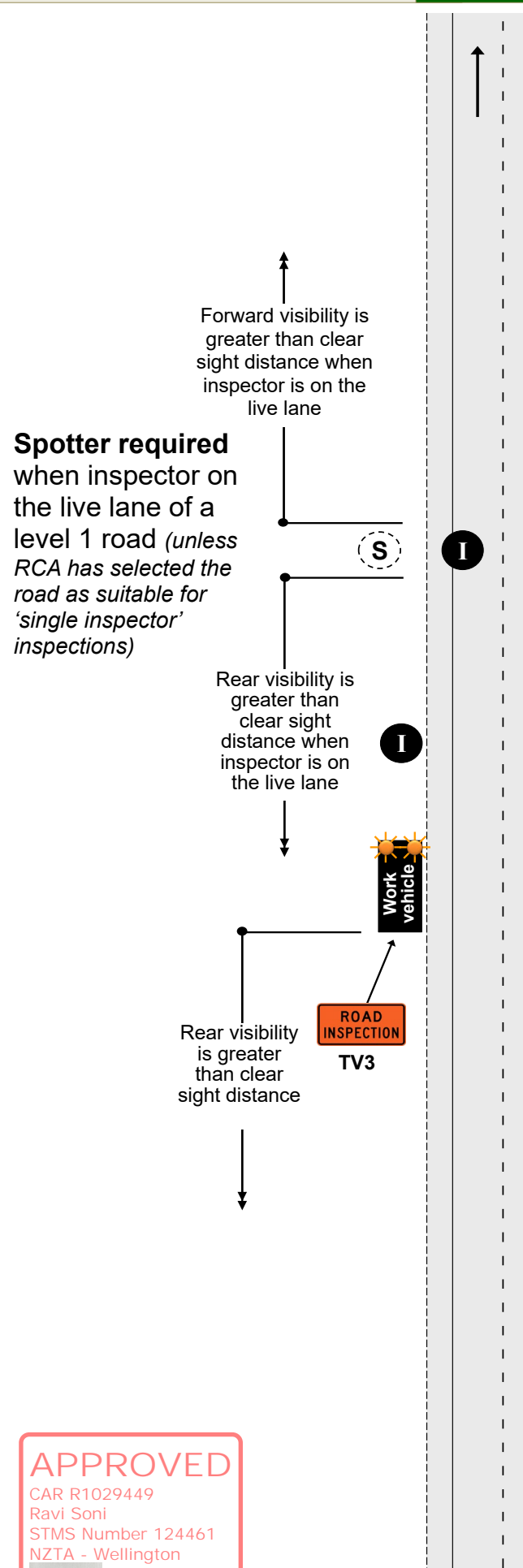
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INSPECTION ACTIVITIES AND NON-INVASIVE WORKS
On shoulder and on the live lane
This TMD may also be applied on level LV roads

F4.10
Level 1

- Notes**
1. Inspectors must move from live lanes to avoid traffic. They must not expect traffic to drive slowly or drive around them
 2. On level LV and level 1 roads, a person completing an inspection or non-invasive works cannot be on a live lane for more than 5 minutes
 3. Unless otherwise approved by the RCA, all inspections on the live lane of level 1 roads require a spotter. The RCA may provide a list of roads, times and/or activities suitable for inspection by a single inspector
 4. There must be CSD to the inspector when on the live lane. If this cannot be achieved, a spotter must be placed in a position where CSD can be attained and verbal instructions be given to the inspector. If this is not possible, a static or mobile operation is required.
 5. A spotter is not required for inspections and non-invasive works on level LV roads or working off the live lane of a level 1 road
 6. Where an unaccompanied inspector is not able to maintain adequate attention (eg due to work tasks or poor visibility), a spotter will be required or another type of traffic management operation used
 7. For inspection activities that are carried out by a TC on level LV and level 1 roads the STMS must be immediately contactable but does not have to be within 30 minutes travel time of the worksite
 8. An unaccompanied inspector may walk across a level LV or level 1 road
 9. A vehicle is not required on a level LV or level 1 road with a permanent speed of less than 65km/h if the inspector remains on a footpath
 10. On roads with a permanent speed of less than 65km/h an amber flashing beacon is not required on the vehicle if the inspector or non-invasive works is on an unsealed shoulder (or further away from the carriageway - including a footpath)



Mobile operations

INSPECTION ACTIVITIES AND NON-INVASIVE WORKS

Inspection Activity - Centre Of Road

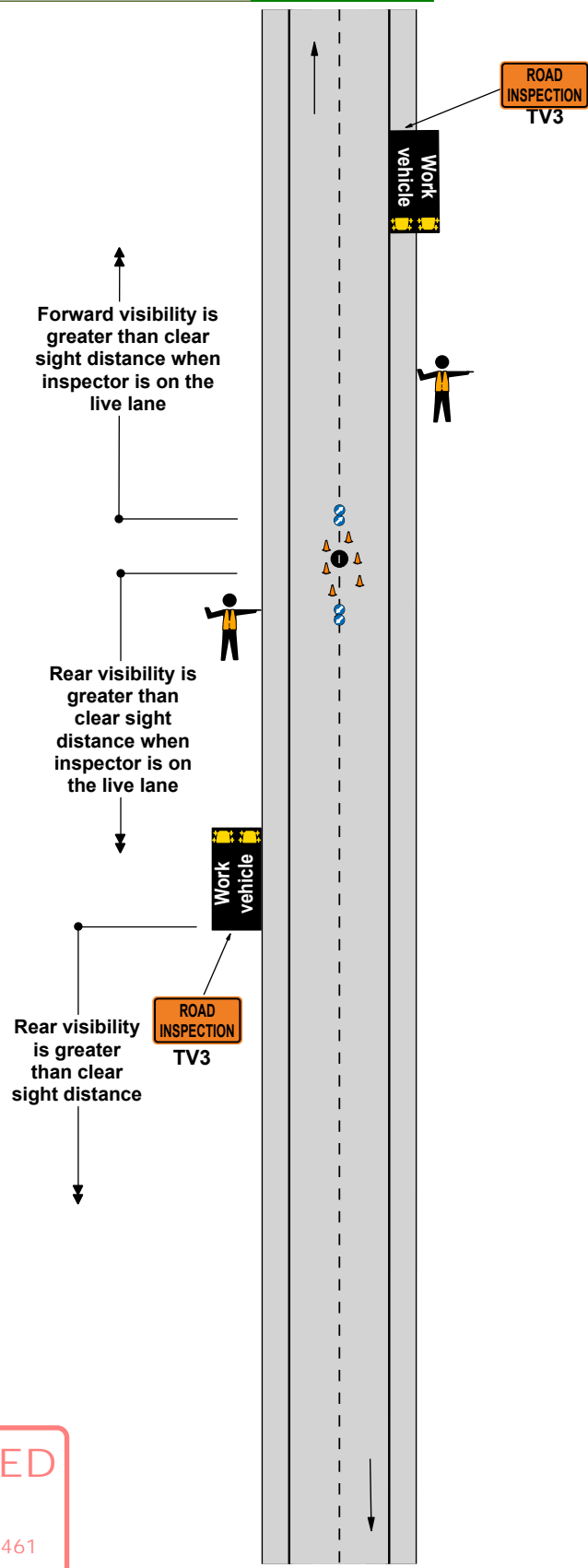
This TMD may also be applied on level LV roads

ATMS07

Level 1

Notes

1. Inspectors must move from live lanes to avoid traffic. They must not expect traffic to drive slowly or drive around them
2. On level LV and level 1 roads, a person completing an inspection or non-invasive works cannot be on a live lane for more than 5 minutes
3. Unless otherwise approved by the RCA, all inspections on the live lane of level 1 roads require a spotter. The RCA may provide a list of roads, times and/or activities suitable for inspection by a single inspector
4. There must be CSD to the inspector when on the live lane. If this cannot be achieved, a spotter must be placed in a position where CSD can be attained and verbal instructions be given to the inspector. If this is not possible, a static or mobile operation is required.
5. Where an unaccompanied inspector is not able to maintain adequate attention (eg due to work tasks or poor visibility), a spotter will be required or another type of traffic management operation used
6. For inspection activities that are carried out by a TC on level LV and level 1 roads the STMS must be immediately contactable but does not have to be within 30 minutes travel time of the worksite
7. Inspectors MUST use 2 vehicles placed on either side of road shoulder. Inspector & spotter will use footpath to carry cones and cross when way is clear. Cones will be placed (min of 4 each direction) for protection. Spotter must not engage in work activities.



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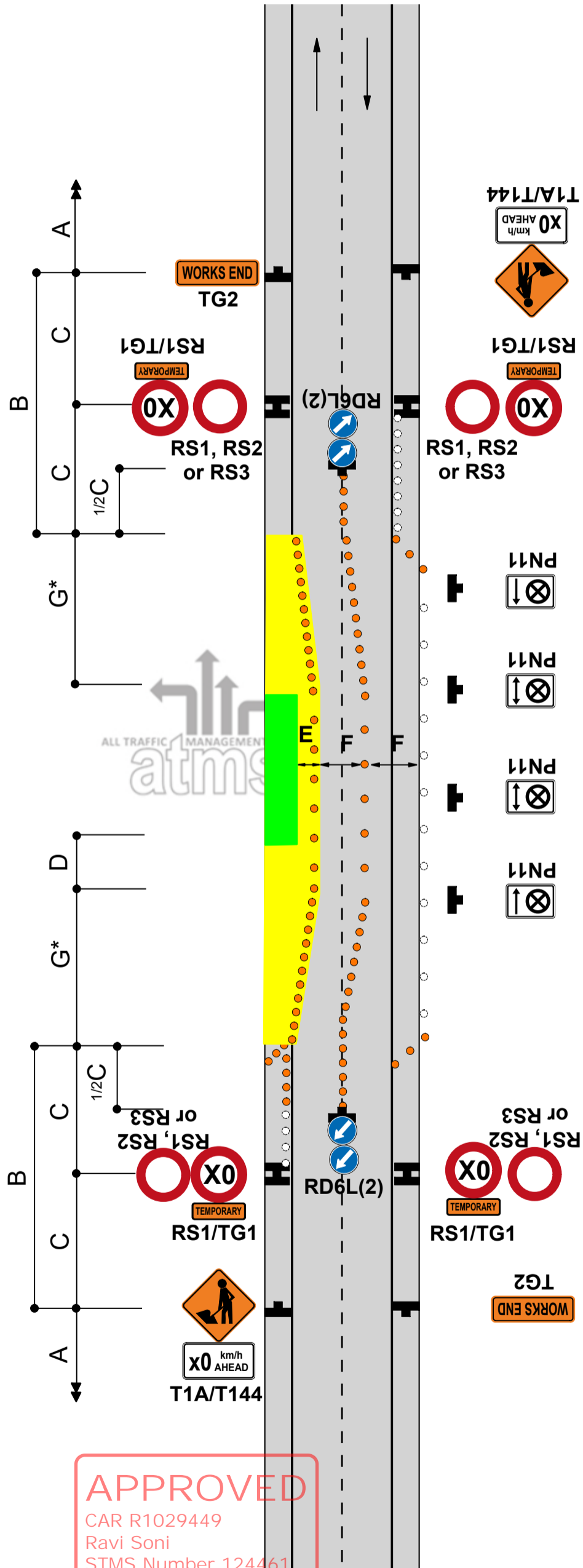
Static operations

**TWO-WAY TWO-LANE ROAD
Traffic crossing road centre
Two lane diversion**

**F2.13
Level 1**

Notes

1. Cones are required on edge of the temporary lane opposite closure if road is not well defined
2. Return taper at end of closure may be shortened
3. *Calculation of taper length for lateral shift of less than 3.5m is:
 $W \times G$
 3.5
 W = Width of lateral shift
 G = Taper length in metres from the level 1 layout distance table
4. To allow heavy vehicles to manoeuvre, cones in the channel must be offset by at least 10m where the direction changes. Refer C8.2.12
5. Use PN11 No Stopping signs, if necessary
6. Use TSLs if required by TSL decision matrix
7. The T144 X0km/h AHEAD sign is optional





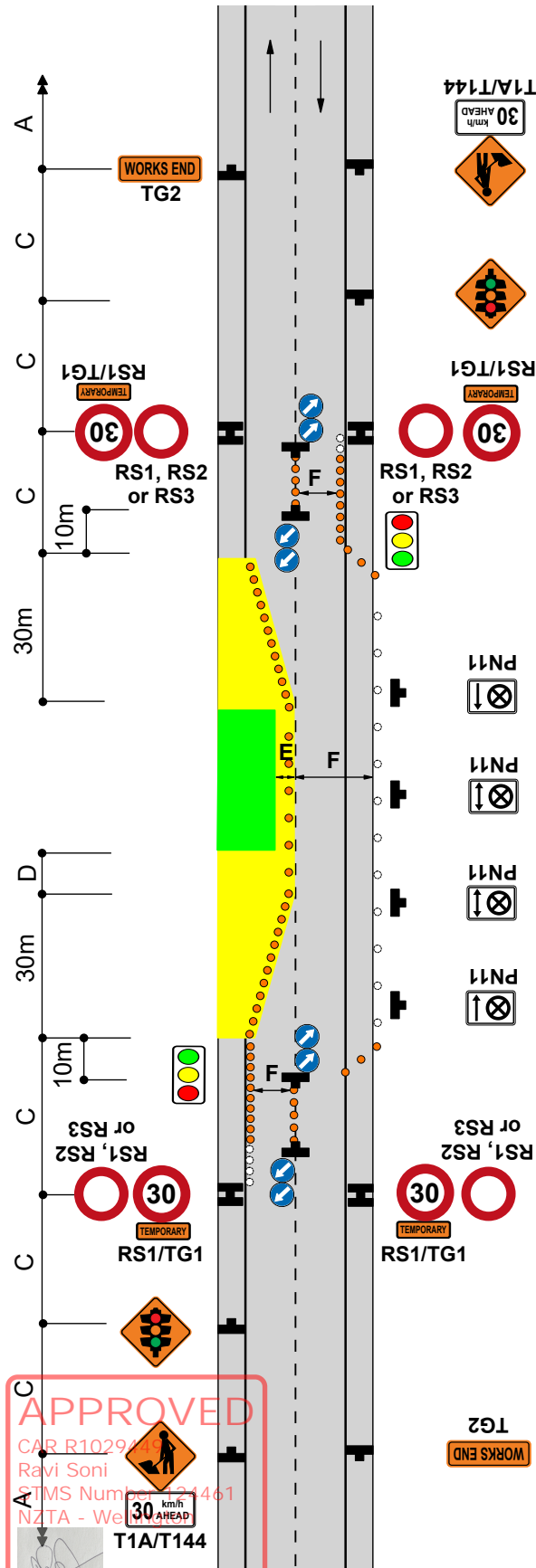
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TWO-WAY TWO-LANE ROAD
Single-lane alternating flow
Portable e-STOP

ATMS02
Level 1

Notes

1. Provide details of make and model of portable traffic signals in the TMP
2. Use PN11 no stopping signs, if necessary as per the approved TMP
3. Install temporary RP61/RP62 signs


4. Minimum 5 cones in cone threshold.
5. Extend or place extra advance warning signs towards on-coming traffic beyond any expected traffic queues
6. CONTINGENCY PLAN:
 F2.14 to be implemented should issues arise with e-STOP/ adverse weather conditions or where stop go is unsuitable.
 ex; Short term stoppages is defined as "stopping traffic for a short period of time within a static site, at inconsistent intervals to assist with the entry/exit of vehicles or small tasks required to be undertaken in the live lane".
7. In circumstances where for safety reasons, the use of stop/go operations is deemed more appropriate, a site specific safe work method statement must be prepared.
8. The T144 30km/h AHEAD sign is optional on roads under 65km/h
9. e-STOP can only be used on an attended site. e-STOPS must be manned at all times.



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 T1A/T144

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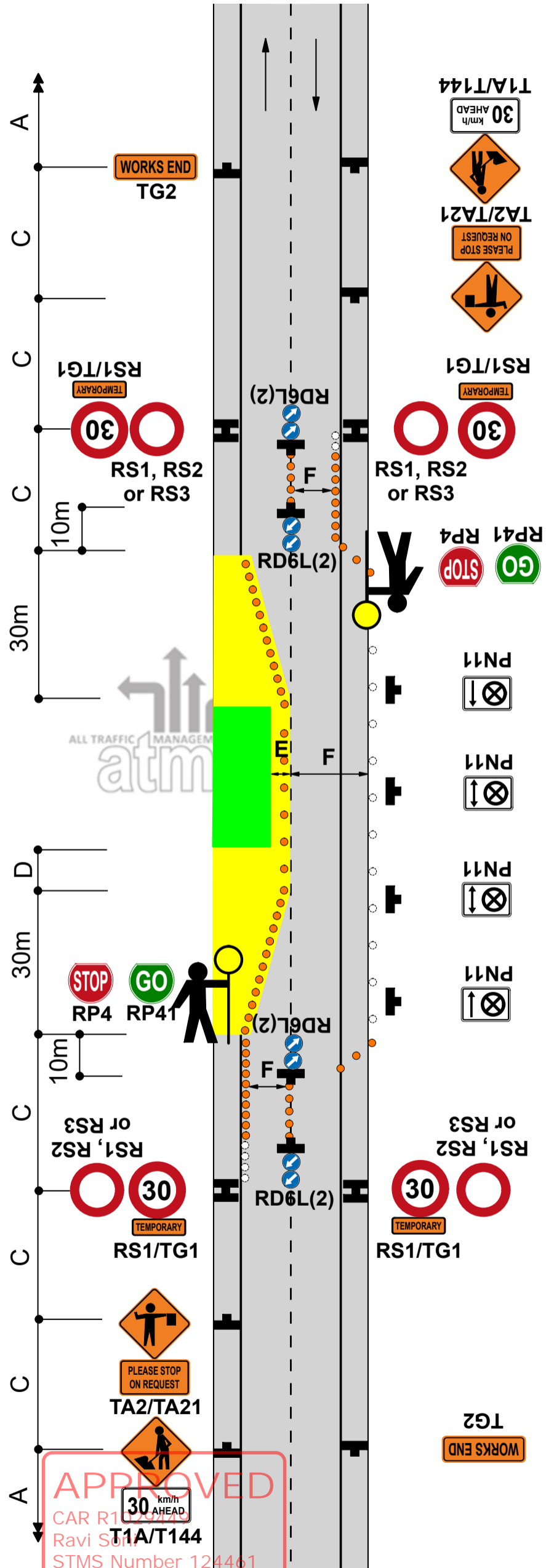
Static operations

**TWO-WAY TWO-LANE ROAD
Single-lane alternating flow
Manual traffic control (STOP/GO or STOP/SLOW)**

**F2.14
Level 1**

Notes

1. Extend or place extra advance warning signs towards on-coming traffic beyond any expected traffic queues
2. A 30m return taper at the end of the closure is mandatory
3. Cones are required on edge of the temporary lane opposite closure if road is not well defined
4. To allow heavy vehicles to manoeuvre, cones in the channel must be offset by at least 10m where the direction changes. Refer C8.2.12
5. Use PN11 no stopping signs, if necessary
6. MTC with RP4/RP41 STOP/GO or RP4/RP42 STOP/SLOW paddle on road shoulder located between 1st and 2nd cone in the cone threshold closest to the working space
7. Minimum 5 cones in cone threshold at:
 - 2.5m centres - less than 65km/h
 - 5m centres - more than 65km/h
8. Refer to C10.2.3 MTC essentials for further information
9. Delays cannot exceed the time approved by the RCA (normally 5 to 10 minutes)
10. The T144 30km/h AHEAD sign is optional



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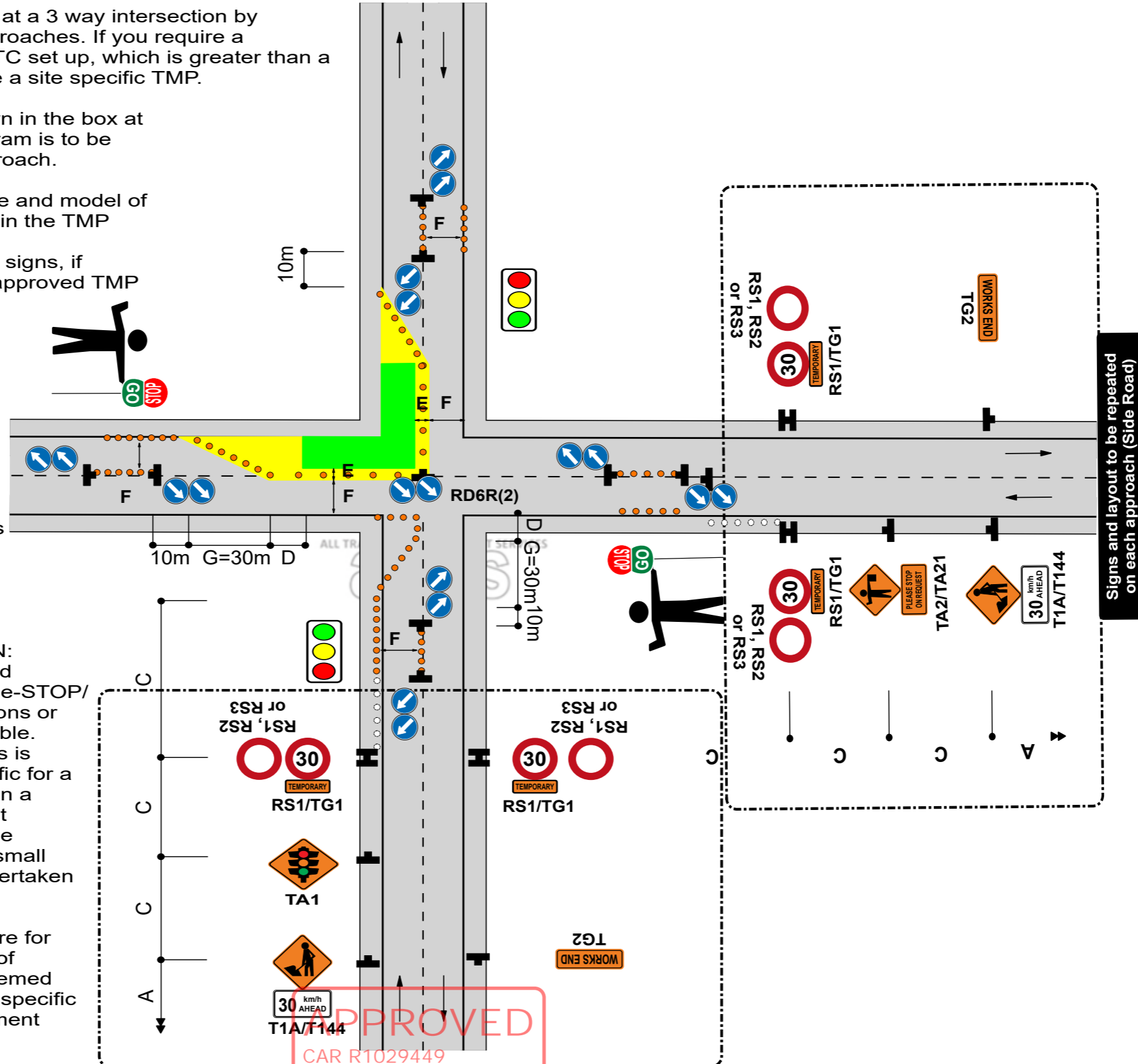
Static operations

TWO-WAY TWO-LANE ROAD - Intersection or roundabout
Closure at an intersection
Portable e-STOP - with MTC on side roads

ATMS04
Level 1

Notes

1. This plan can be used at a 3 way intersection by removing one of the approaches. If you require a temporary traffic light/MTC set up, which is greater than a four way, you will require a site specific TMP.
2. Signs and layout shown in the box at the bottom of the diagram is to be repeated on each approach.
3. Provide details of make and model of portable traffic signals in the TMP.
4. Use PN11 no stopping signs, if necessary as per the approved TMP.
5. Install temporary RP61/RP62 signs
6. Minimum 5 cones in cone threshold.
7. Extend or place extra advance warning signs towards on-coming traffic beyond any expected traffic queues
8. CONTINGENCY PLAN: F2.22 to be implemented should issues arise with e-STOP/ adverse weather conditions or where stop go is unsuitable. ex; Short term stoppages is defined as "stopping traffic for a short period of time within a static site, at inconsistent intervals to assist with the entry/exit of vehicles or small tasks required to be undertaken in the live lane".
9. In circumstances where for safety reasons, the use of stop/go operations is deemed more appropriate, a site specific safe work method statement must be prepared.
10. The T144 30km/h AHEAD sign is optional on roads under 65km/h
11. e-STOP can only be used on an attended site. e-STOPS must be manned at all times.



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Signs and layout to be repeated on each approach (Main Road)

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Signs and layout to be repeated on each approach (Side Road)

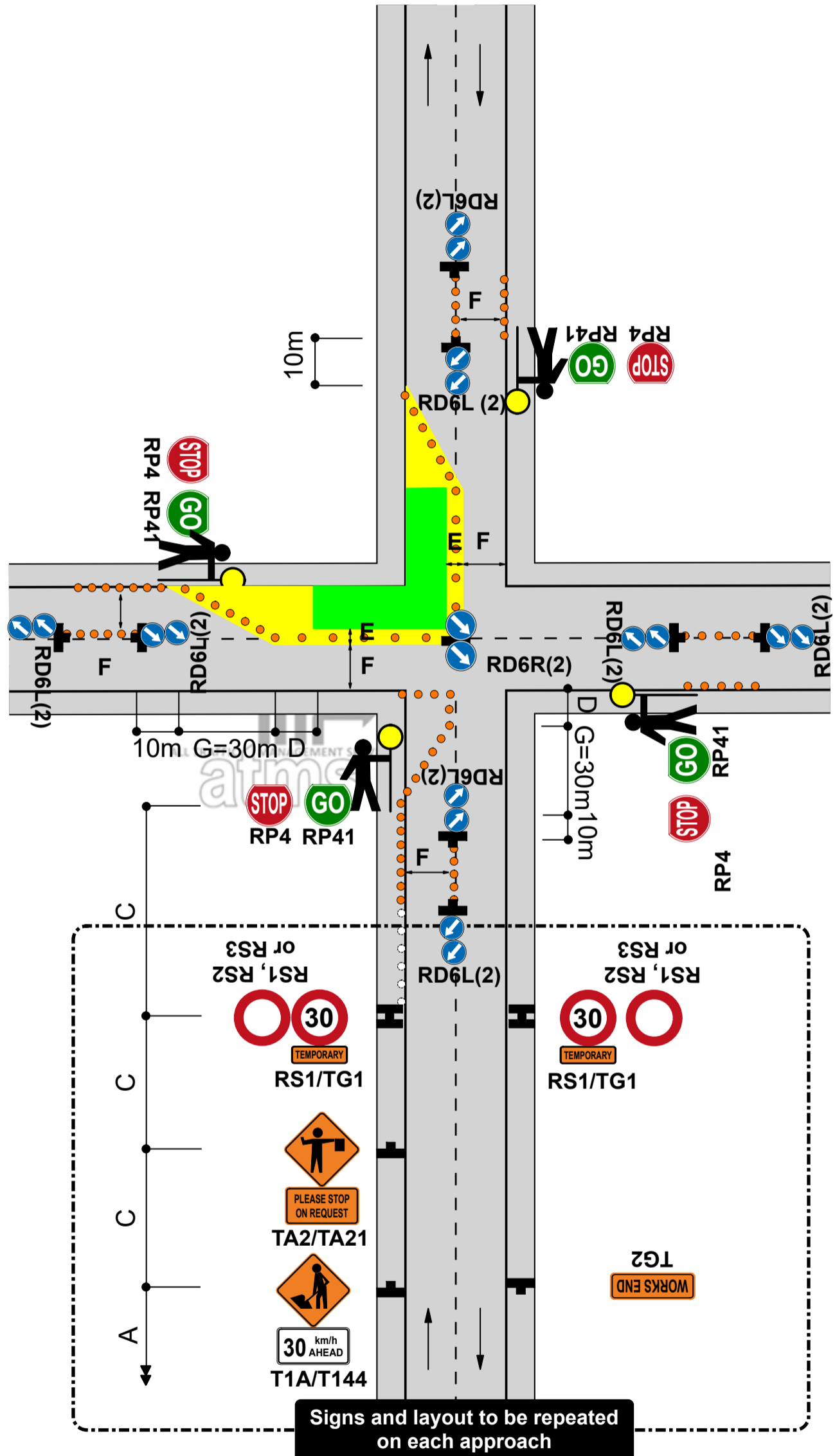
Static operations

**TWO-WAY TWO-LANE ROAD - Intersection or roundabout
Closure at corner of an intersection
Manual traffic control (Stop/Go or Stop/Slow)**

**F2.22
Level 1**

Notes

1. This diagram may be used at a T intersection by removing any one of the roads
2. Signs and layout shown in the box at the bottom of the diagram is to be repeated on each approach
3. A 30m return taper at the end of the closure is mandatory
4. Use PN11 no stopping signs, if necessary
5. MTC with RP4/RP41 STOP/GO or RP4/RP42 STOP/SLOW paddle on road shoulder located between 1st and 2nd cone in the cone threshold closest to the working space
6. Minimum 5 cones in cone threshold at:
 - 2.5m centres - less than 65km/h
 - 5m centres - more than 65km/h
7. Refer to C10.2.3 MTC essentials for further information
8. On roads with a permanent speed limit of 100km/h, cones are required from the TSL to the taper if the speed is reduced by more than 30km/h
9. The T144 30km/h AHEAD sign is optional



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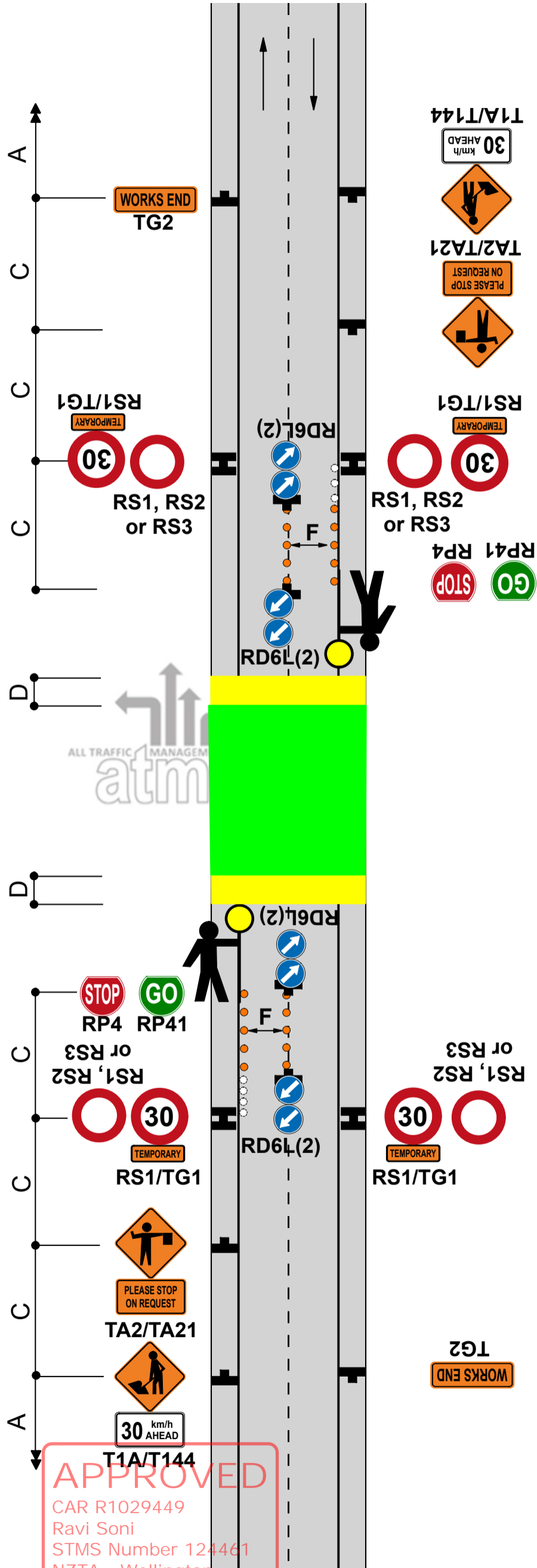
Static operations

TWO-WAY TWO-LANE ROAD
All traffic stopped temporarily
Manual traffic control (STOP/GO or STOP/SLOW)

F2.15
Level 1

Notes

1. Closure period not to exceed the limit set or approved by the RCA
2. Extend advance warning signs towards on-coming traffic beyond any expected traffic queues
3. MTC with RP4/RP41 STOP/GO or RP4/RP42 STOP/SLOW paddle on road shoulder located between 1st and 2nd cone in the cone threshold closest to the working space
4. Minimum 5 cones in cone threshold at:
 - 2.5m centres - less than 65km/h
 - 5m centres - more than 65km/h
5. MTCs must show same message to oncoming traffic (eg STOP/STOP or GO/GO)
6. Refer to C10.2.3 MTC essentials for further information
7. When road users are passing the working space in alternating flow, all construction equipment must be stopped on same side of the road if there is no separation from the live lane
8. Where damage is likely to occur to passing traffic eg during sealing, traffic must be stopped in both directions
9. The T144 X0km/h AHEAD sign is optional



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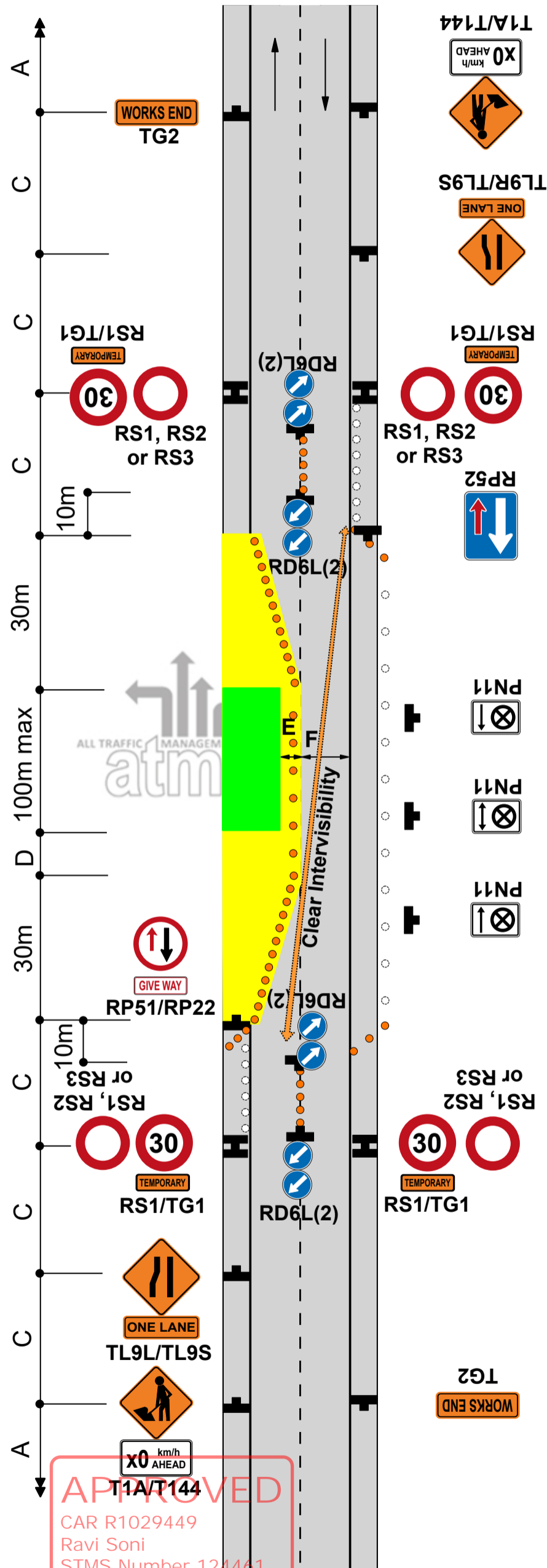
Static operations

TWO-WAY TWO-LANE ROAD
 Single-lane (traffic volume less than 1000vpd - 80vph)
 Give way control

F2.16
Level 1

Notes

- The RP51/RP22 and RP52 controls must be placed in the following priority order:
 - downhill traffic must give way to uphill traffic
 - traffic that has to cross into the opposing lane gives way, however where visibility for this vehicle is marginal the contractor may require the other vehicle with better visibility to give way
- Intervisibility is required as indicated on diagram. This means that a vehicle at one sign is able to see whether the way ahead is clear
- A 30m return taper at the end of the closure is mandatory
- Use PN11 No Stopping signs, if necessary
- Cones are required on edge of the temporary lane opposite closure if road is not well defined
- The T144 X0km/h AHEAD sign is optional
- TMC APPROVAL REQUIRED FOR BOTH ATTENDED AND UNATTENDED SITES**



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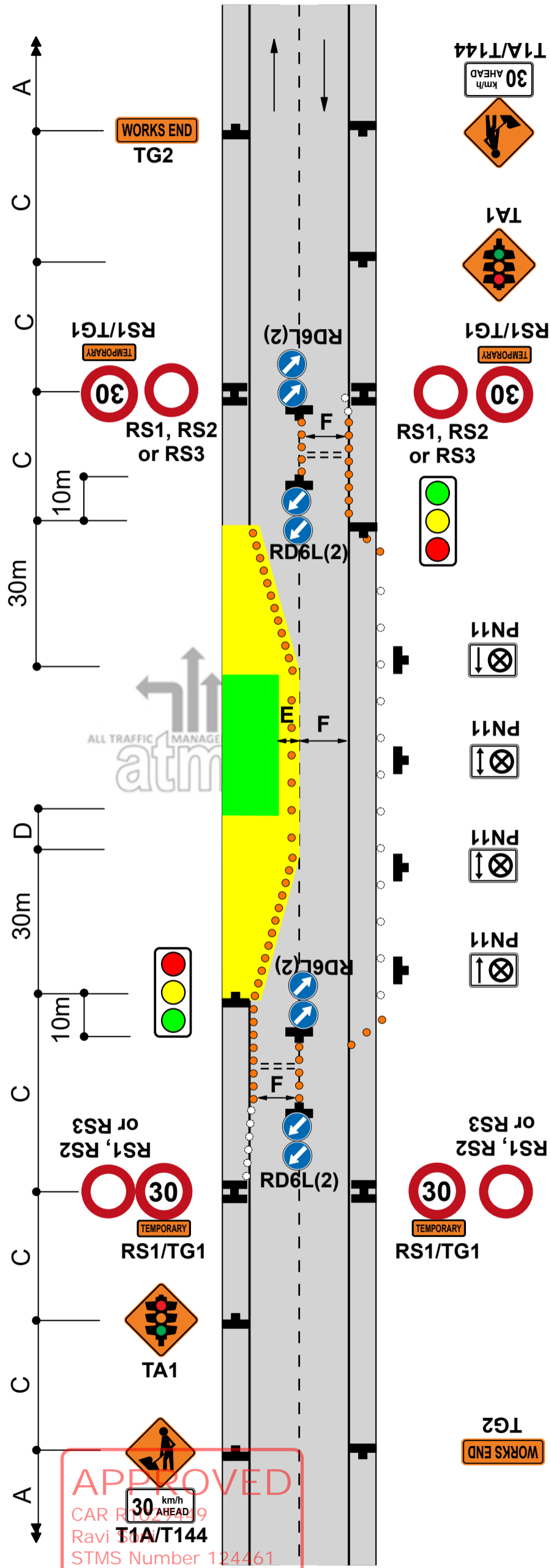
Static operations

TWO-WAY TWO-LANE ROAD
Single-lane alternating flow
Portable traffic signals

F2.17
Level 1

Notes

1. Provide details of make and model of portable traffic signals in the TMP
2. Install temporary limit lines (must be able to be removed upon completion) or use RP61/RP62 signs
3. Approved temporary speed humps may also be used. Consider use of MTC while speed humps are installed
4. A 30m return taper at the end of the closure is mandatory
5. Cones are required on edge of the temporary lane opposite closure if road is not well defined
6. Extend or place extra advance warning signs towards on-coming traffic beyond any expected traffic queues
7. Use PN11 No Stopping signs, if necessary
8. Minimum 5 cones in cone threshold at:
 - 2.5m centres - less than 65km/h
 - 5m centres - more than 65km/h
9. The T144 30km/h AHEAD sign is optional



**10. TMC APPROVAL
 REQUIRED FOR AN
 UNATTENDED SITE**

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 STMS Number 124461
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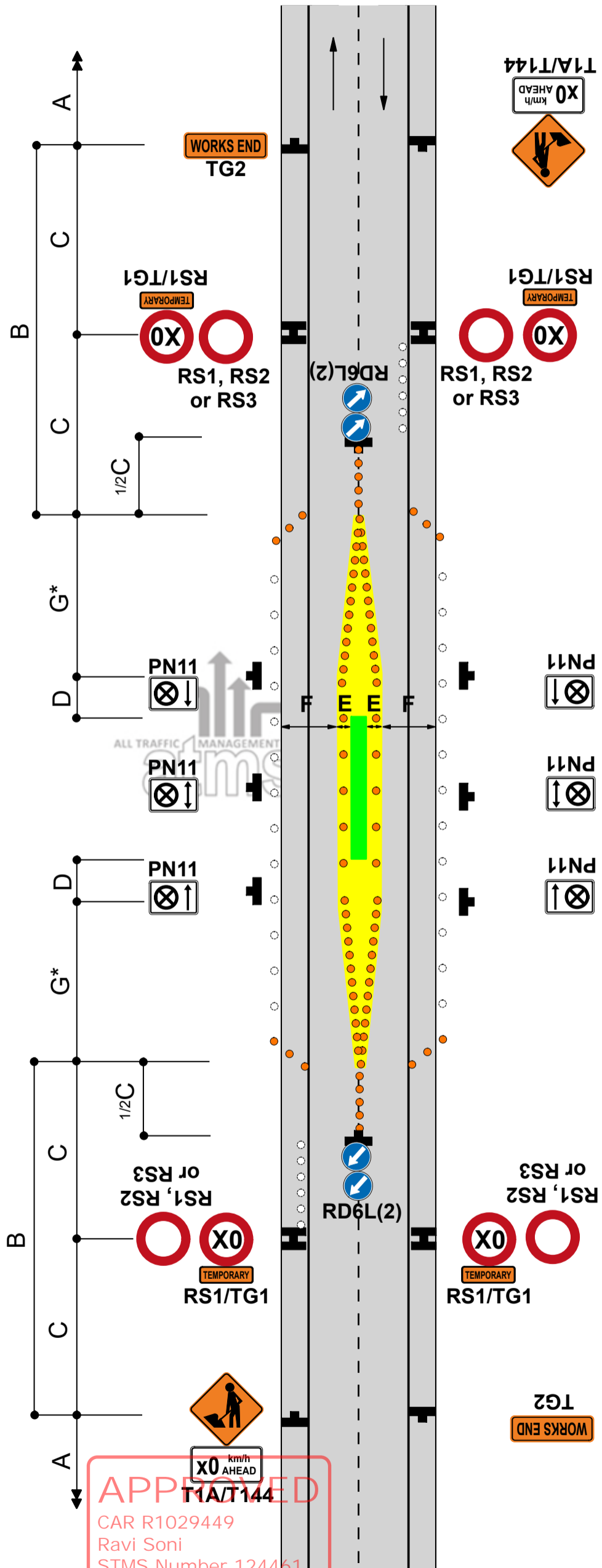
Static operations

**TWO-WAY TWO-LANE ROAD
Work in centre of road**

**F2.18
Level 1**

Notes

1. Cones are required on edge of the temporary lane opposite closure if road is not well defined
2. *Calculation of taper length for lateral shift of less than 3.5m is:
 $W \times G$
 3.5
 W = Width of lateral shift
 G = Taper length in metres from the level 1 layout distance table
3. Use PN11 no stopping signs, if necessary
4. Use TSLs if required by TSL decision matrix
5. The T144 X0km/h AHEAD sign is optional

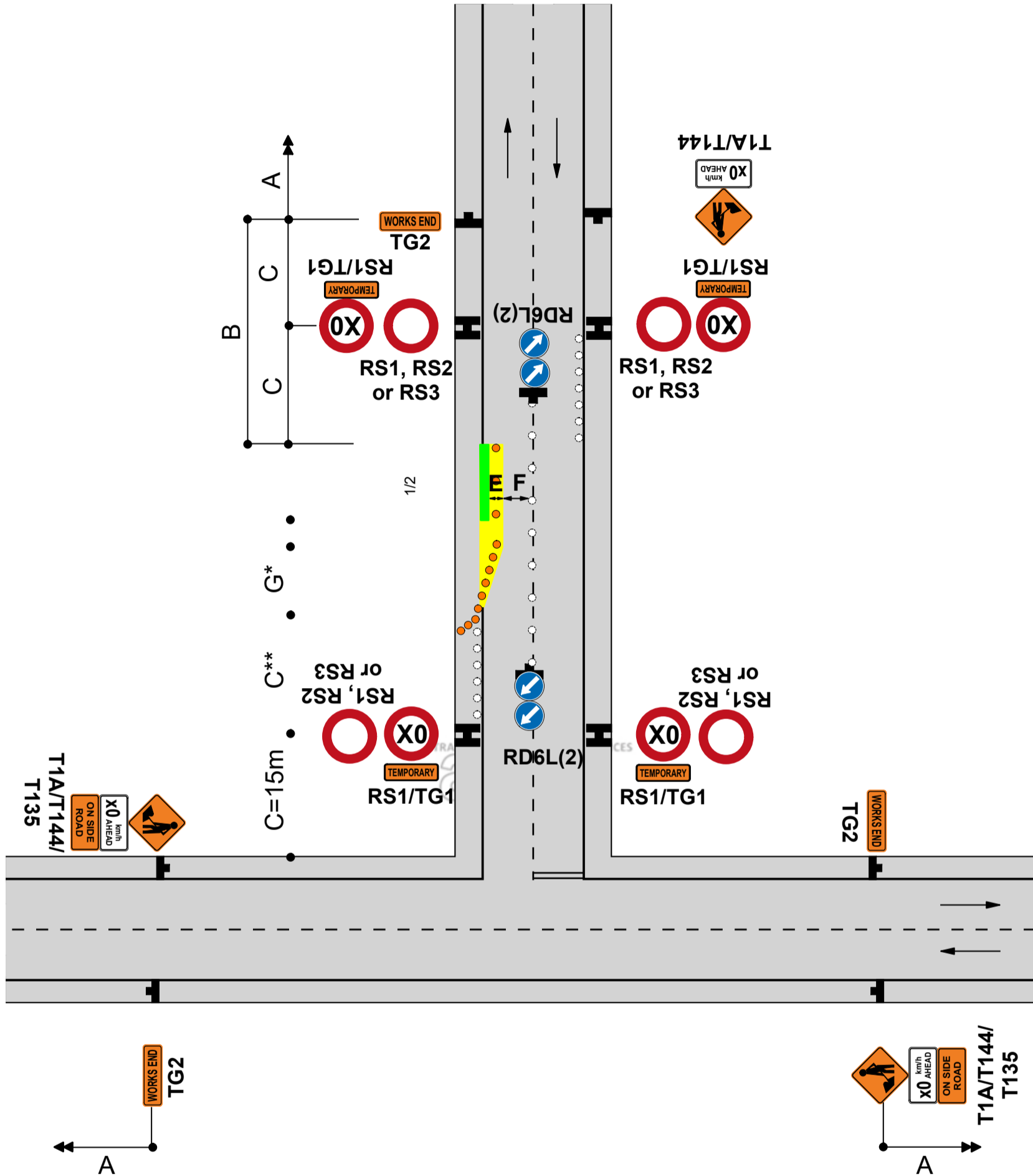


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Static operations

TWO-WAY TWO-LANE ROAD - Intersection or roundabout
Road works on side road after intersection - TSL on side road
Traffic not crossing road centre

F2.19
Level 1



Notes

1. Sign spacing of TSL at the intersection can be reduced as per the table shown below
2. Where minimum dimensions cannot be achieved TMD F2.20 is to be used
3. Advance warning signs on main road must be at least the warning distance away from first cone in taper
4. *Calculation of taper length for lateral shift of less than 3.5m is:
 $W \times G \ W =$ Width of lateral shift
 $3.5 \ G =$ Taper length in metres from the level 1 layout distance table
5. If traffic likely to cross the centreline, place cones on the centreline with RD6L signs at each end
6. Use TSLs as required by TSL decision matrix
7. The T144 30km/h AHEAD sign is optional

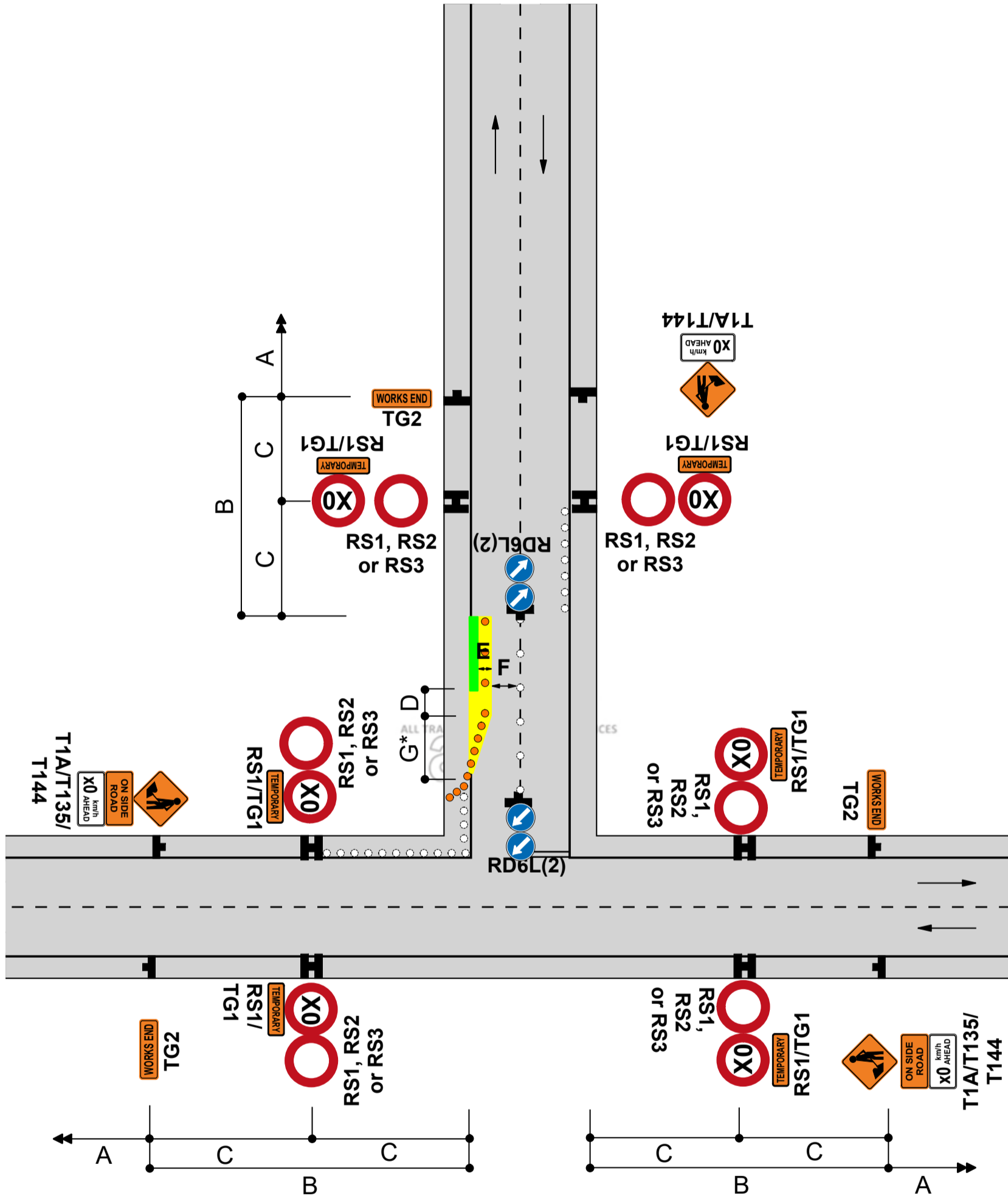
Speed (PSL)	C**		
	Intersection to TSL	TSL to taper	Total
<50km/h	15m	15m	30m
60km/h	15m	25m	40m
>70km/h	15m	40m	55m

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Static operations

TWO-WAY TWO-LANE ROAD - Intersection or roundabout
Road works on side road after intersection - TSL on main road
Traffic not crossing road centre

F2.20
Level 1



- Notes**
- *Calculation of taper length for lateral shift of less than 3.5m is:
 $W \times G$ W = Width of lateral shift
 3.5 G = Taper length in metres from the level 1 layout distance table
 - If traffic likely to cross the centreline, place cones on the centreline with RD6L signs at each end
 - Use TSLs as required by TSL decision matrix
 - The T144 X0km/h AHEAD sign is optional

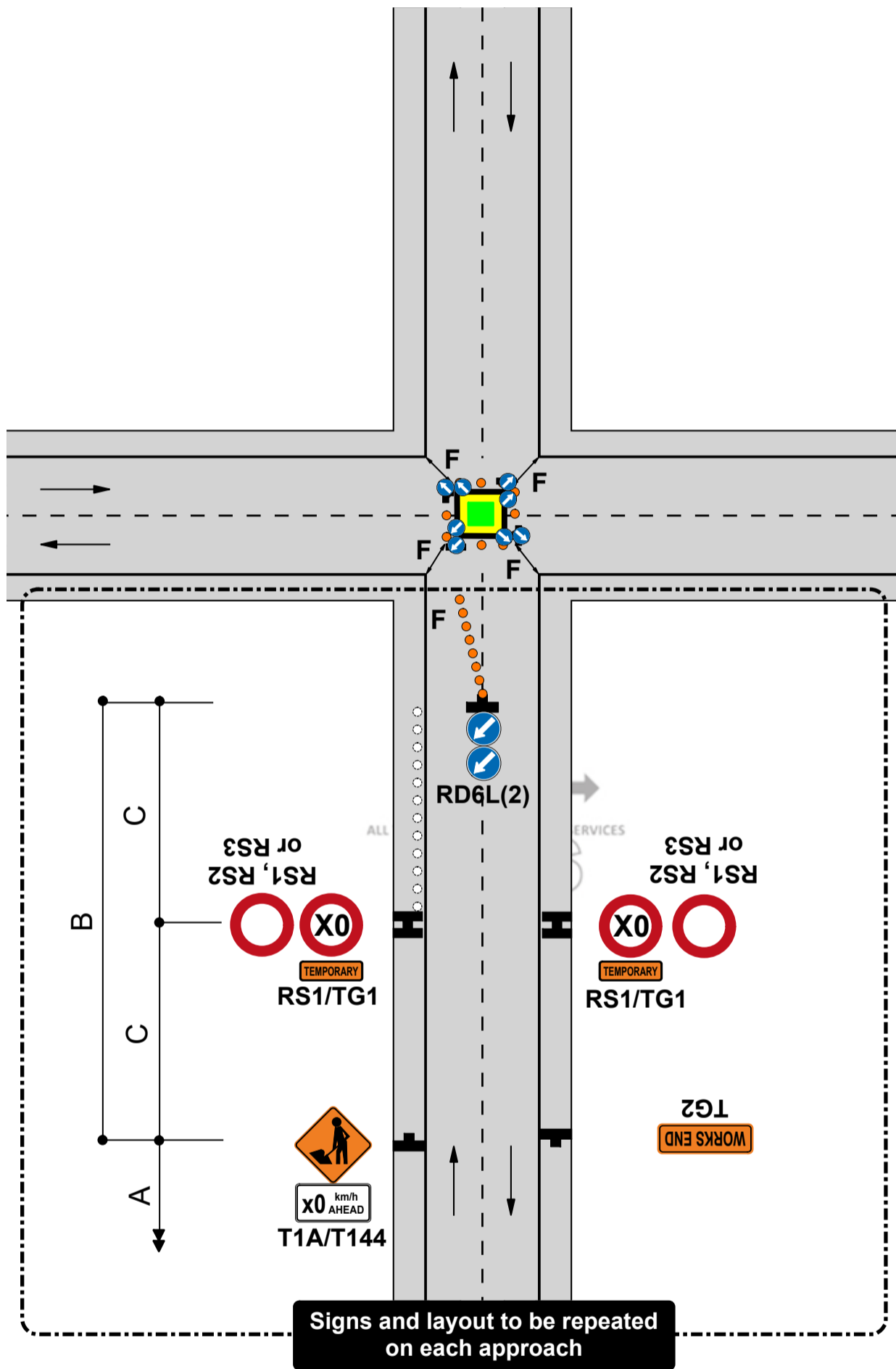
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Static operations

TWO-WAY TWO-LANE ROAD - Intersection or roundabout
Work in middle of intersection

F2.21
Level 1



Notes

1. This diagram may be used at a T intersection by removing any one of the roads
2. Signs and layout shown in the box at the bottom of the diagram is to be repeated on each approach
3. RD6L signs are not required at an existing roundabout
4. Cone tapers are optional at existing roundabouts
5. Lane widths, F, may need to be increased to allow for turning movements of larger vehicles
6. Use TSLs if required by TSL decision matrix
7. The T144 X0km/h AHEAD sign is optional

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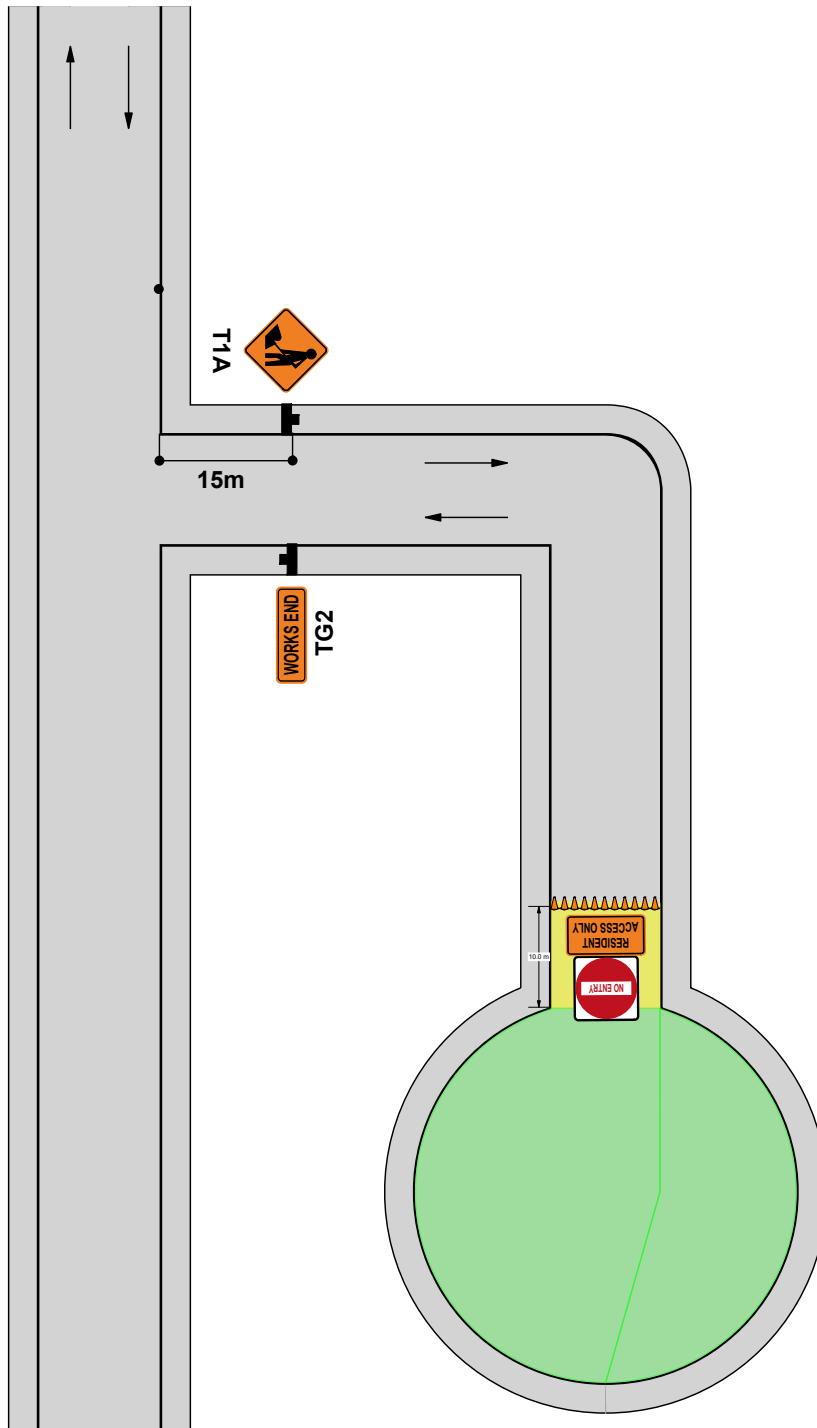
Static operations

TWO-WAY TWO-LANE ROAD

Cul De Sac - Closure

Access to maintained for Residents/Couriers/Emergency Services

**ATMS08
Level 1**



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TWO-WAY TWO-LANE ROAD

Other hazard

Flooding, washout, slip, slippery surface






F2.26

Level 1

Notes

1. This diagram is for initial response only. Appropriate long term TTM must be installed as soon as practical

2. Use one of the following signs and/or supplementary plates:

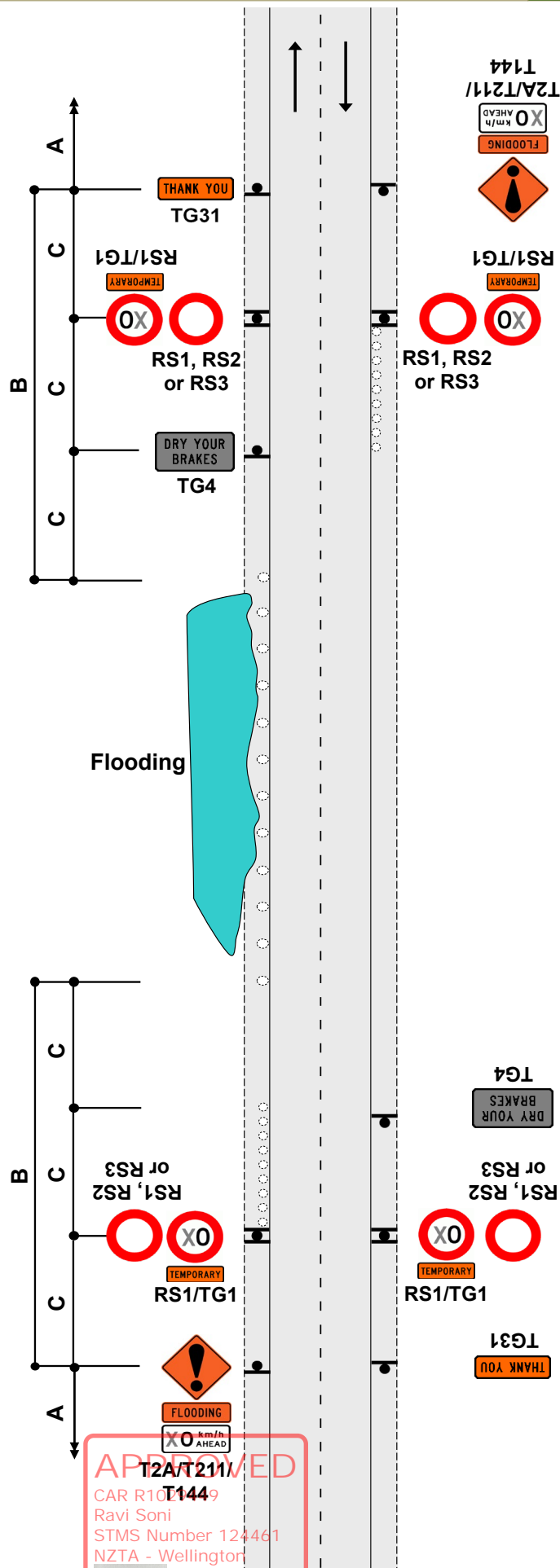
- T211  Flooding
- T212  Washout
- TR1L/R  Slips
- TR2  Slippery Surface
- TR4  Uneven Surface

3. If necessary, erect TG4 DRY YOUR BRAKES sign

4. Delineate hazard if hazard extends onto lane

5. Use TSLs if required by TSL decision matrix

6. The T144 X0km/h AHEAD sign is optional



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TWO-WAY TWO-LANE ROAD

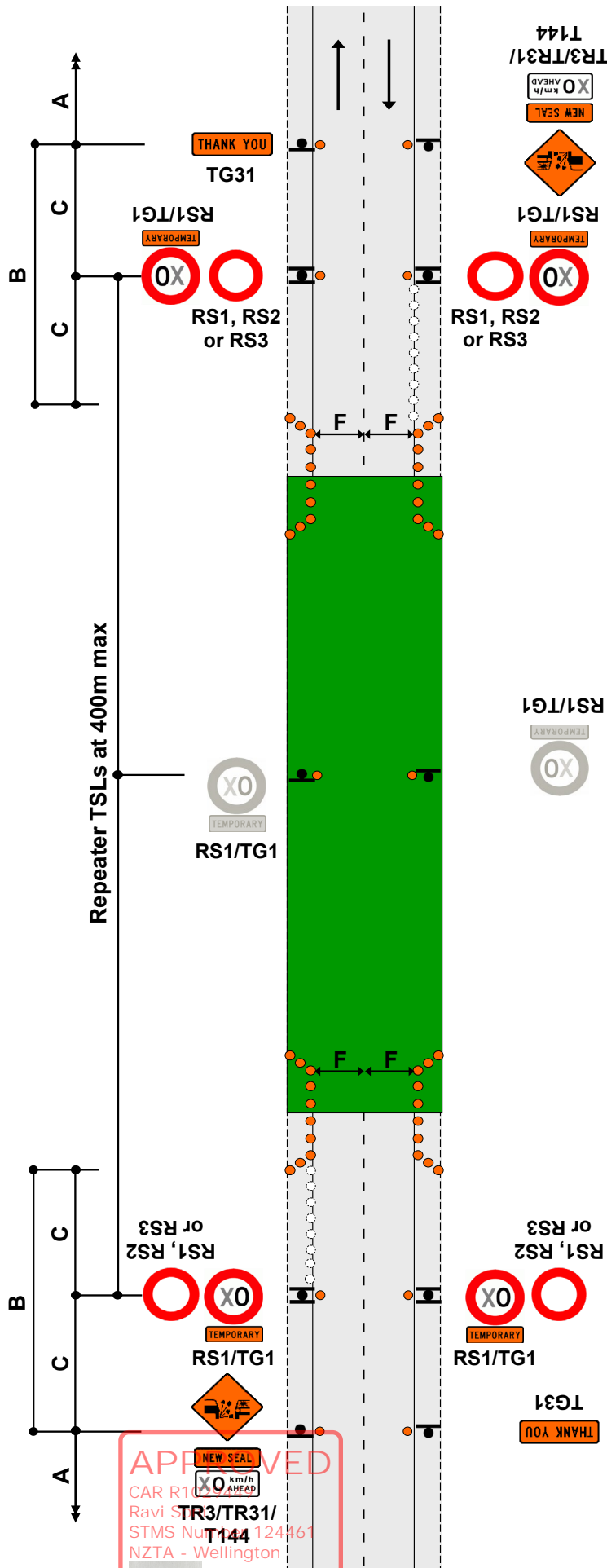
Unattended worksites

New seal - unattended and/or unswept worksite

F2.27
Level 1

Notes

1. Use TSLs if required by TSL decision matrix
2. Worksites need positive traffic management to ensure all road users travel at the TSL
3. Use cones to form a threshold treatment at the start of the new seal. Minimum of 10 cones at 5m centres
4. Cones on the trafficked side of signs for sites to be left unattended overnight
5. TSLs to be repeated at not more than 400m intervals
6. The T144 X0km/h AHEAD sign is optional



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NEW SEAL
X0 km/h AHEAD
TR3/TR31/
T144
STMS Number 124#61
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TWO-WAY TWO-LANE ROAD

Unattended worksites






Surface hazard

F2.28

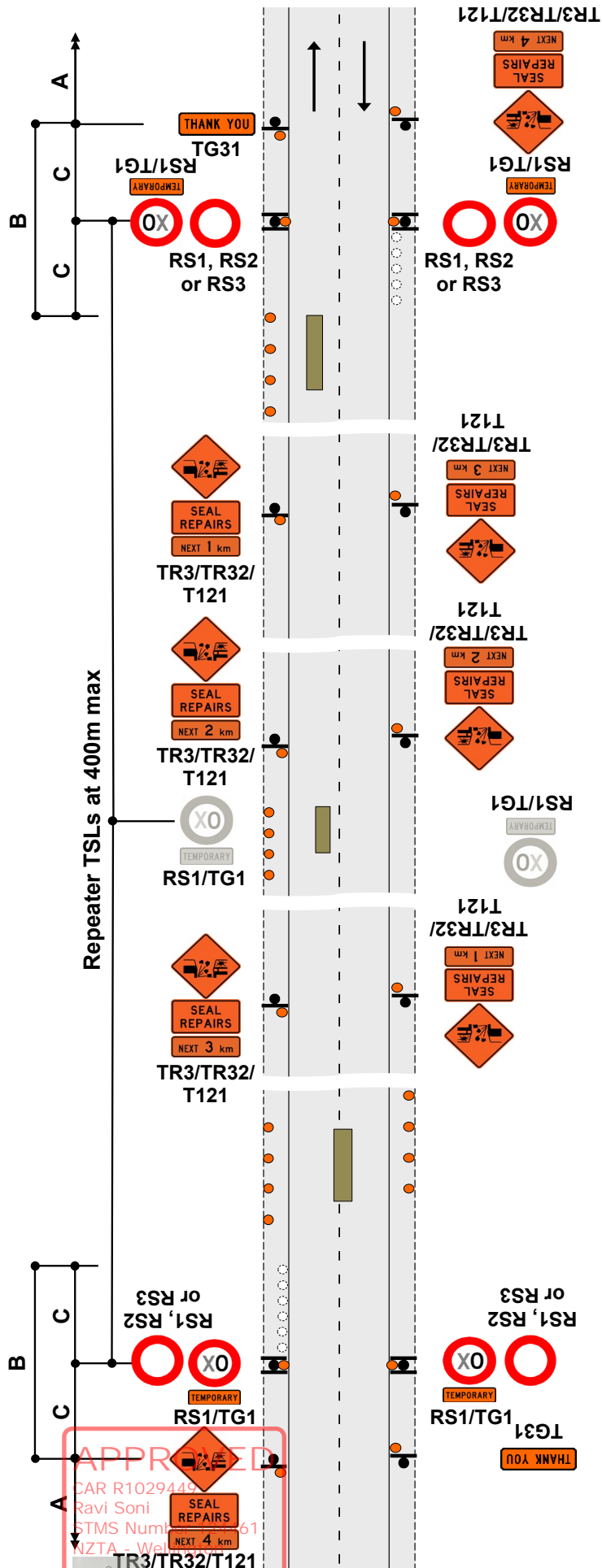
Level 1

Notes

1. This layout must not be used on an alignment with horizontal curves (corners) or when repairs are carried out on or near horizontal curves. See TMD F2.29
2. On long worksites, use 'Next X km' plates, repeat temporary speed limit signs at not more than 400m intervals
3. Signs for some alternative situations:

TR4		Uneven Surface
TR2		Slippery Surface
TR3		Gravel/Unsealed Surface
TR31		New Seal
TR32		Seal Repairs

4. Cones to be placed on left of carriageway for full length of hazard at 10m centres or at least 3 cones, whichever is the greater
5. Cones on the trafficked side of signs for sites to be left unattended overnight
6. Worksites need positive traffic management to ensure all road users travel at the TSL
7. Use TSLs if required by TSL decision matrix
8. The T144 X0km/h AHEAD sign is optional



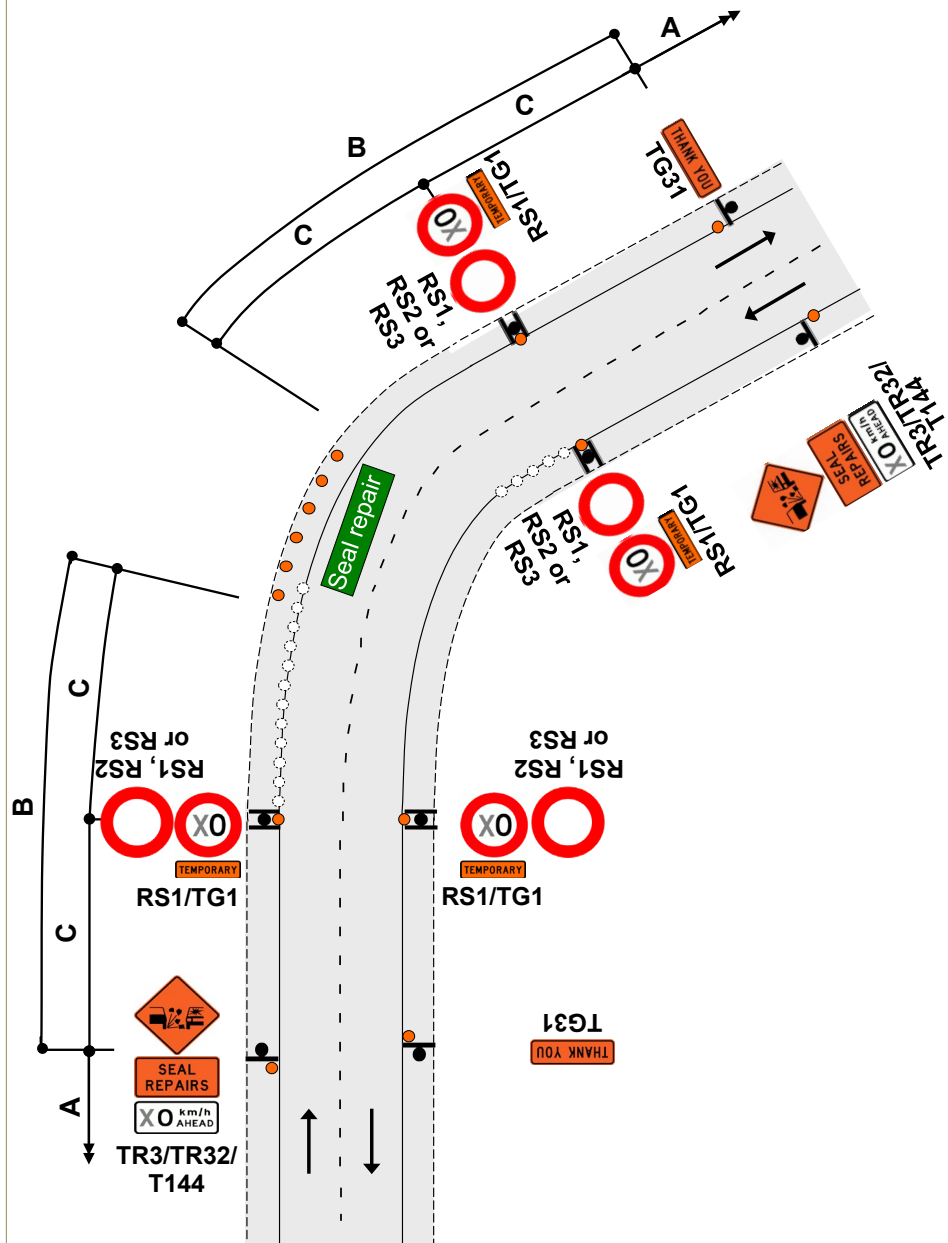
TWO-WAY TWO-LANE ROAD

Unattended worksites
Seal repairs on a curve

F2.29
Level 1

Notes

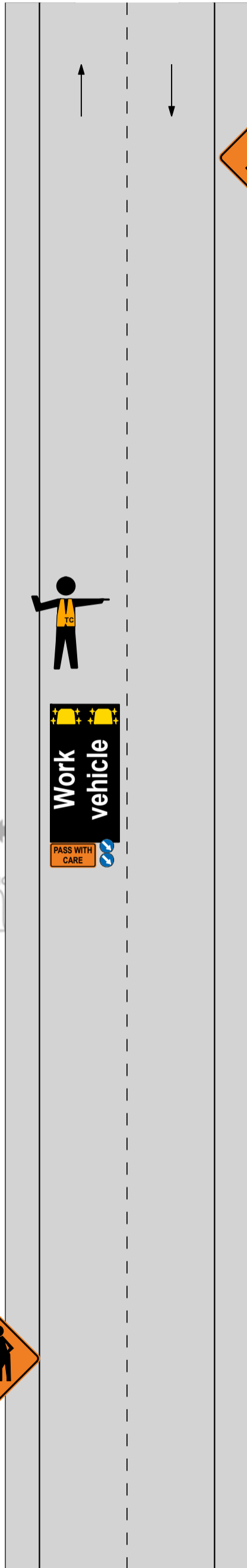
1. Cones on edge of seal - minimum 3 cones, maximum spacing 10m, next to each repair area
2. Cover any curve advisory speed sign that has a higher speed than the TSL
3. Use TSLs if required by TSL decision matrix
4. The T144 X0km/h AHEAD sign is optional



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Closure: Level 1 Mobile Closure

Level: 1

TMP Ref: Mobile L1 - TTM Install/Removal

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CYCLE LANE

Traffic not crossing road centre

Diverted cycle lane

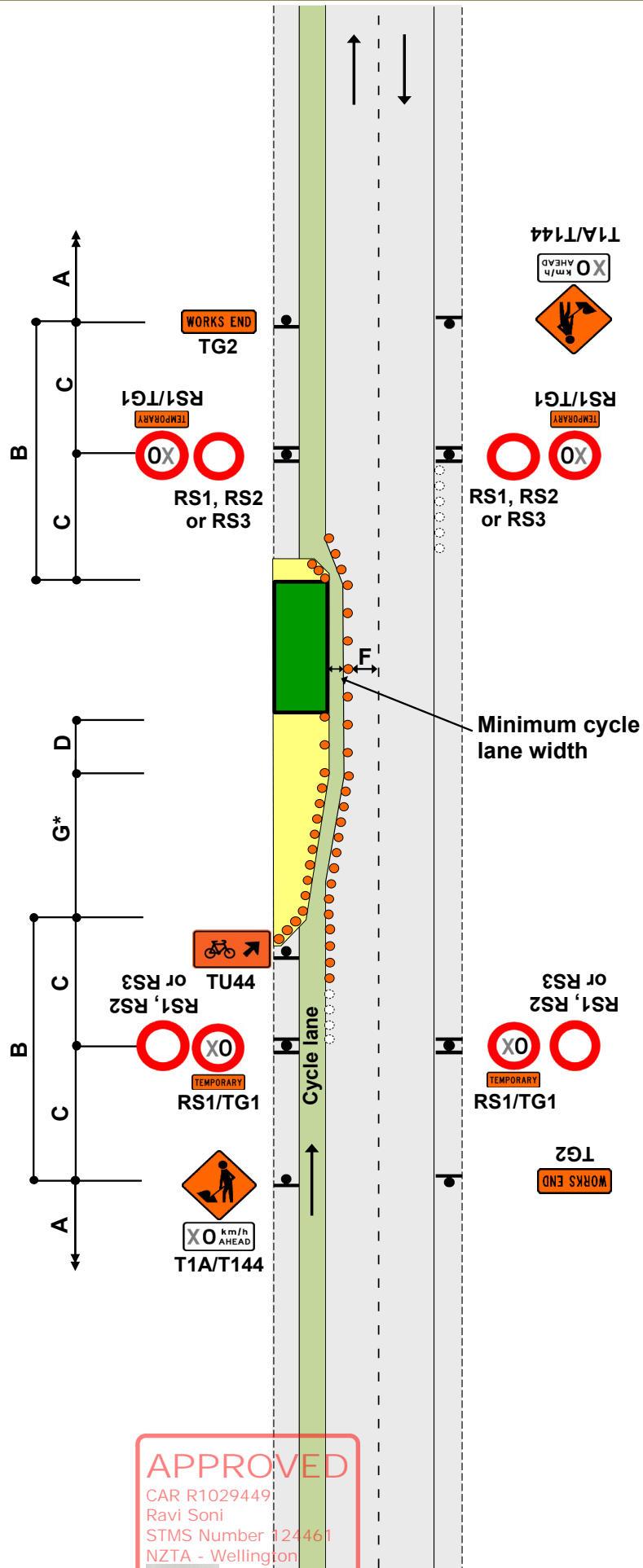
F2.8
Level 1

Notes

1. Minimum cycle lane width must be:
 - 1m - 50km/h or less
 - 1.5m - 60km/h or more
2. A minimum cycle lane width of 1.5m is required if the temporary cycle lane is uphill
3. *Calculation of taper length for lateral shift of less than 3.5m is:

$$\frac{W \times G}{3.5}$$

W = Width of lateral shift
 G = Taper length in metres from the level 1 layout distance table
4. Use TSLs if required by TSL decision matrix
5. The T144 X0km/h AHEAD sign is optional



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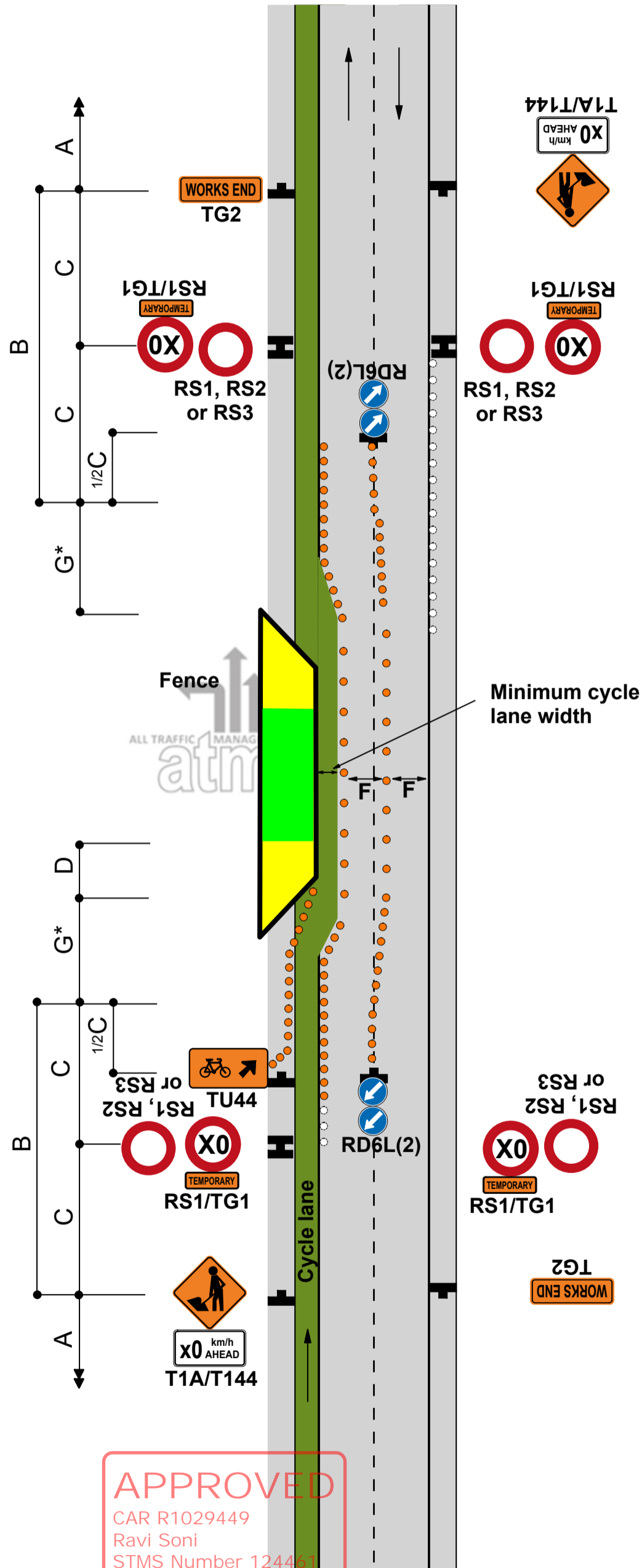
Static operations

CYCLE LANE
Traffic crossing road centre
Diverted cycle lane - coned lane control

F2.9
Level 1

Notes

1. Minimum cycle lane width must be:
 - 1m - 50km/h or less
 - 1.5m - 60km/h or more
2. A minimum cycle lane width of 1.5m is required if the temporary cycle lane is uphill
3. *Calculation of taper length for lateral shift of less than 3.5m is:
 $W \times G$
 3.5
 W = Width of lateral shift
 G = Taper length in metres from the level 1 layout distance table
4. To allow heavy vehicles to manoeuvre, cones in the channel must be offset by at least 10m where the direction changes. Refer C8.2.12
5. Use TSLs if required by TSL decision matrix
6. The T144 X0km/h AHEAD sign is optional



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CYCLE LANE

Traffic not crossing road centre

Cycle lane closed

F2.10

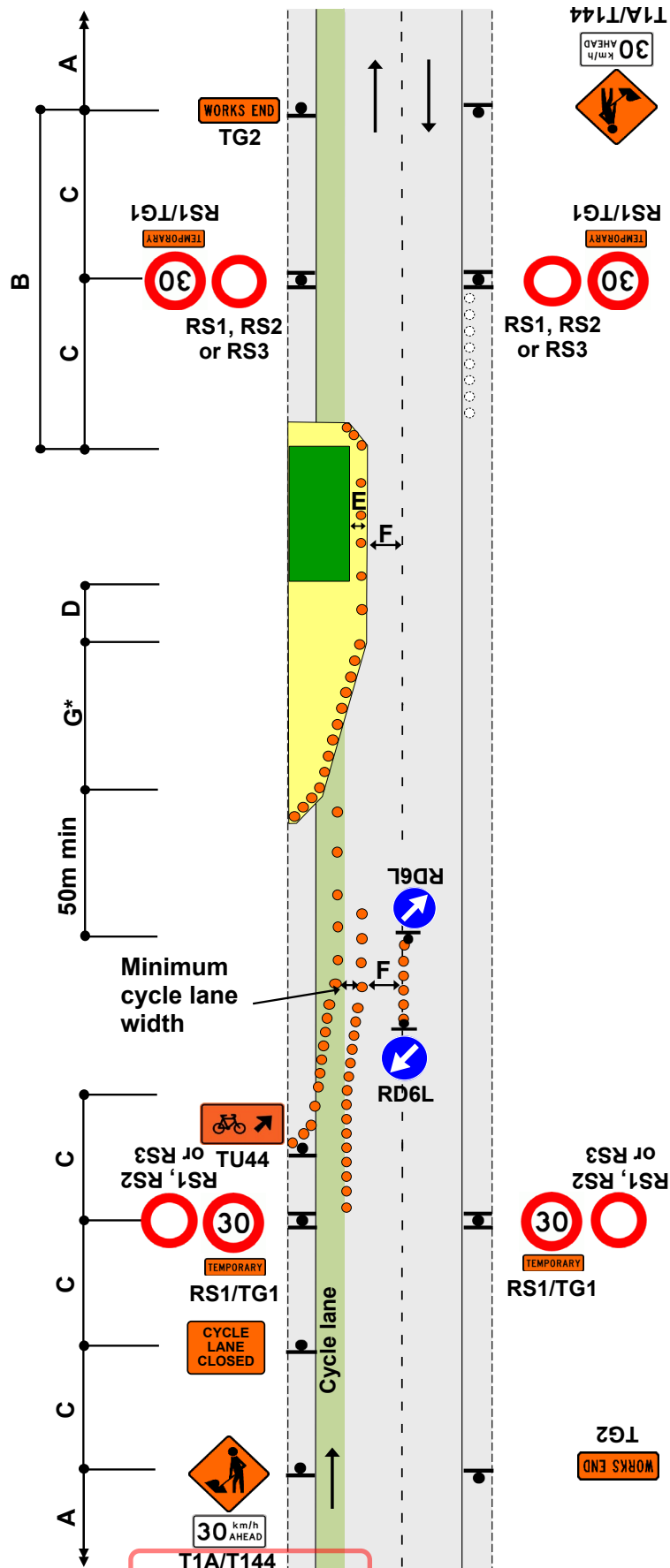
Level 1

Notes

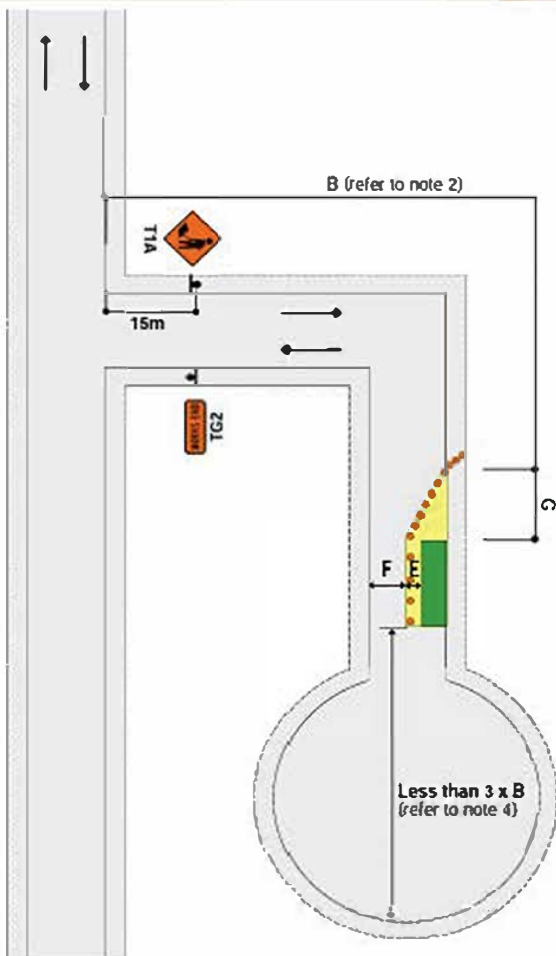
1. Only use this TMD if there is insufficient width to fit a replacement cycle lane
2. Minimum cycle lane width must be:
 - 1m - 50km/h or less
 - 1.5m - 60km/h or more
3. A minimum cycle lane width of 1.5m is required if the temporary cycle lane is uphill
4. Merge of cycle lane with live lane must be delineated
5. *Calculation of taper length for lateral shift of less than 3.5m is:

$$\frac{W \times G}{3.5}$$

W = Width of lateral shift
 G = Taper length in metres from the level 1 layout distance table
6. The T144 30km/h AHEAD sign is optional



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Notes

1. T1A sign to be placed at least 15m from the intersection
2. Where less than B, T1A/T135 and TG2 signs required on main road
3. Working space to be less than 100m
4. Signage is not required past the works where there is less than 3 x B from the end of the working space to the end of the road

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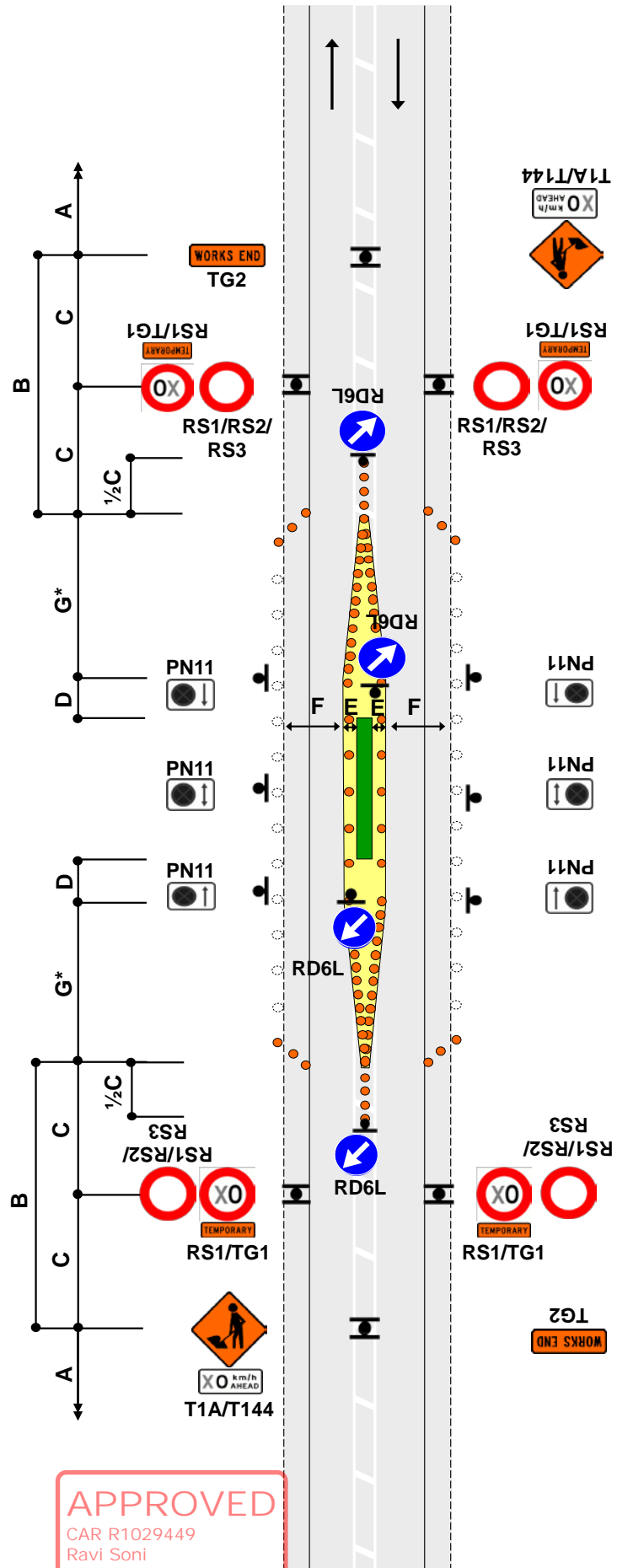
TWO-WAY TWO-LANE ROAD
In centre of road with median, signs on median

J2.18a
Level 1

Notes

1. Use this diagram if signs will not be visible from left-hand side of road, or if it is safer to place signs on median and this will not interfere with turning traffic movements
2. Where a median exists which is more than 1.5m wide, the signs may be positioned on the median. Signs must be placed back-to-back unless on a solid median
3. Where there is a solid median, signs are not required in the opposing direction
4. Cones are required on edge of the temporary lane opposite closure if road is not well defined
5. *Calculation of taper length for lateral shift of less than 3.5m is:
$$\frac{W \times G}{3.5}$$

W = Width of lane
G = Taper length in metres from the level 1 layout distance table
6. Use PN11 No Stopping signs, if necessary
7. Use TSLs if required by TSL decision matrix
8. The T144 X0km/h AHEAD sign is optional



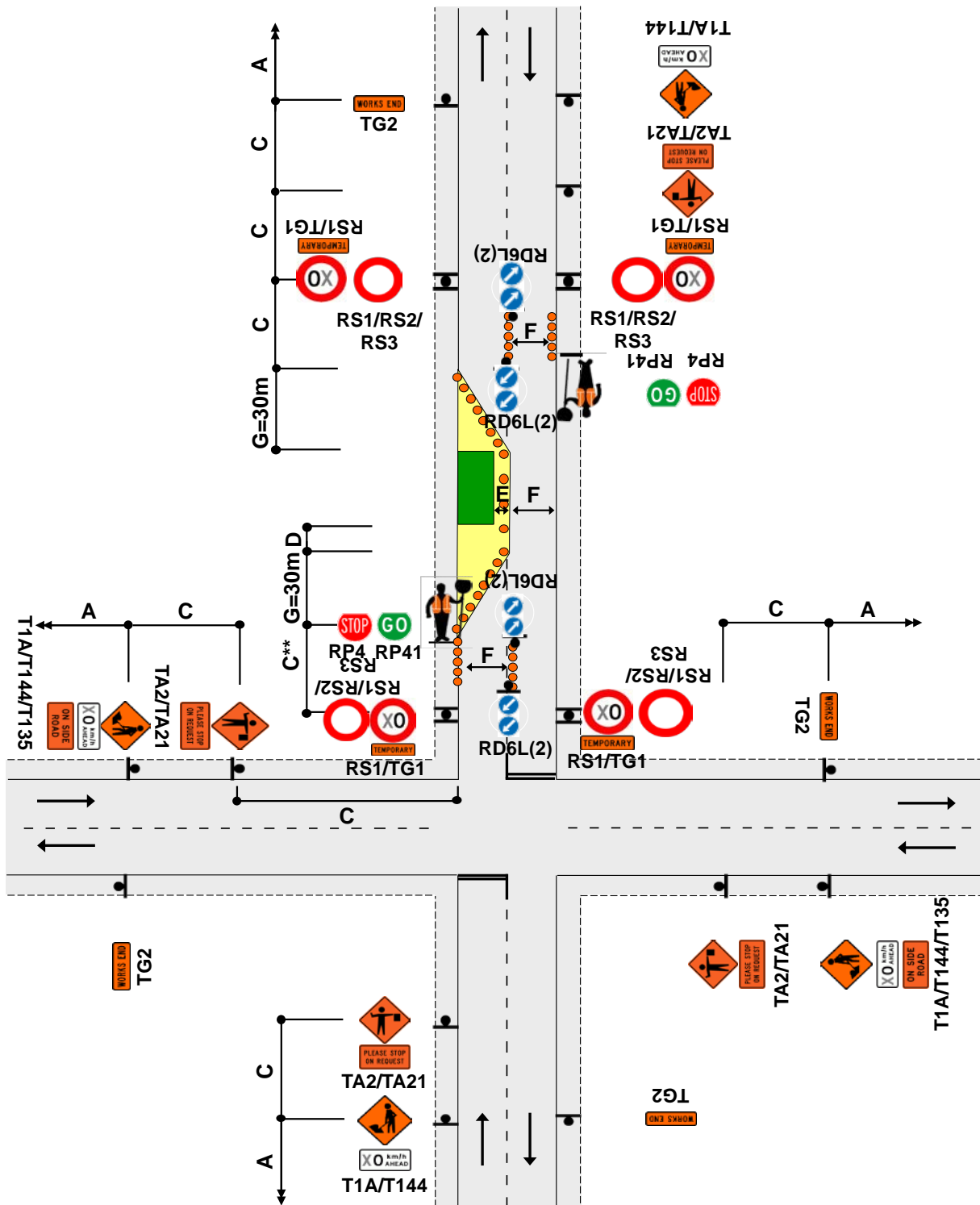
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TWO-WAY TWO-LANE ROAD - Intersection or roundabout
 Major obstruction close to intersection
 Allows shorter sign spacings and MTC operation

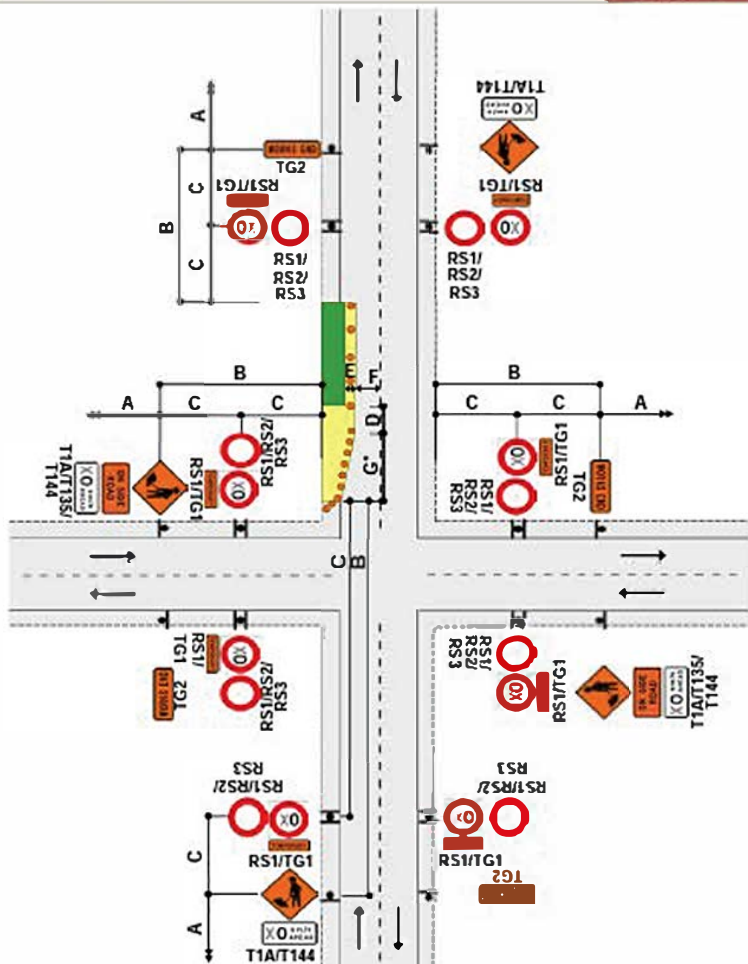
J2.19a
 Level 1



- Notes**
1. Sign spacing of TSL at the intersection can be reduced as per the table shown
 2. This diagram may be used at a T intersection by removing any one of the roads
 3. MTC at intersection to be in charge of MTC operation
 4. Use TSLs as required by TSL decision matrix
 5. The T144 30km/h AHEAD sign is optional

C**	DISTANCE		
	Speed (PSL)	Intersection to TSL	TSL to taper
<50km/h	15m	15m	30m
60km/h	15m	25m	40m
>70km/h	15m	40m	55m

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Notes

1. This diagram may be used at a T intersection by removing any one of the roads
2. Taper length may be reduced by adding a RD6R sign
3. *Calculation of taper length for lateral shift of less than 3.5m is:

$$W \times G$$

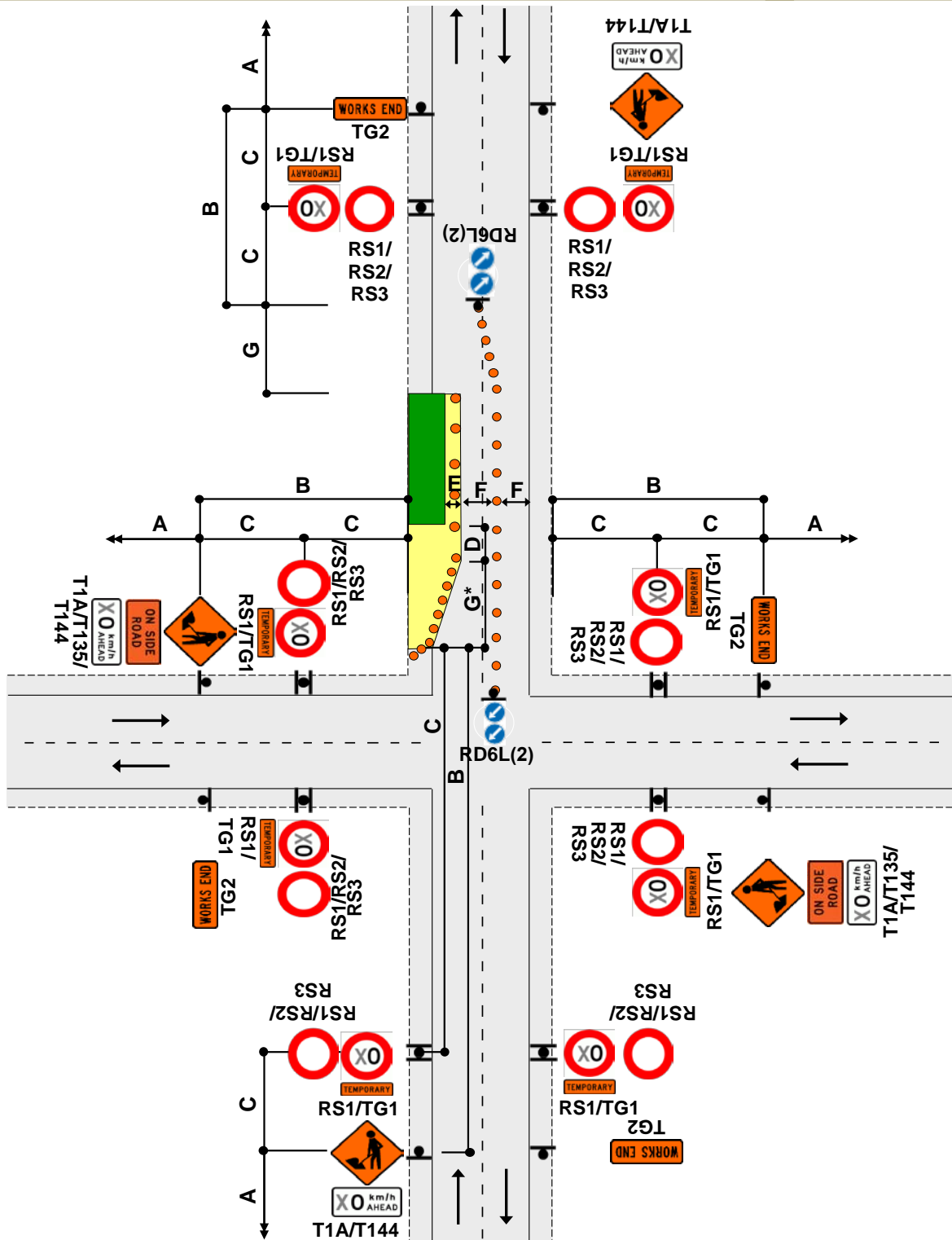
$$3.5$$

W = Width of Shoulder G = Taper length in metres from the level 1 layout distance table

4. Use TSLs if required by TSL decision matrix
5. The T144 X0km/h AHEAD sign is optional



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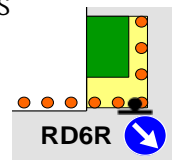
Notes

1. This diagram may be used at a T intersection by removing any one of the roads
2. Taper length may be reduced by adding a RD6R sign
3. *Calculation of taper length for lateral shift of less than 3.5m is:

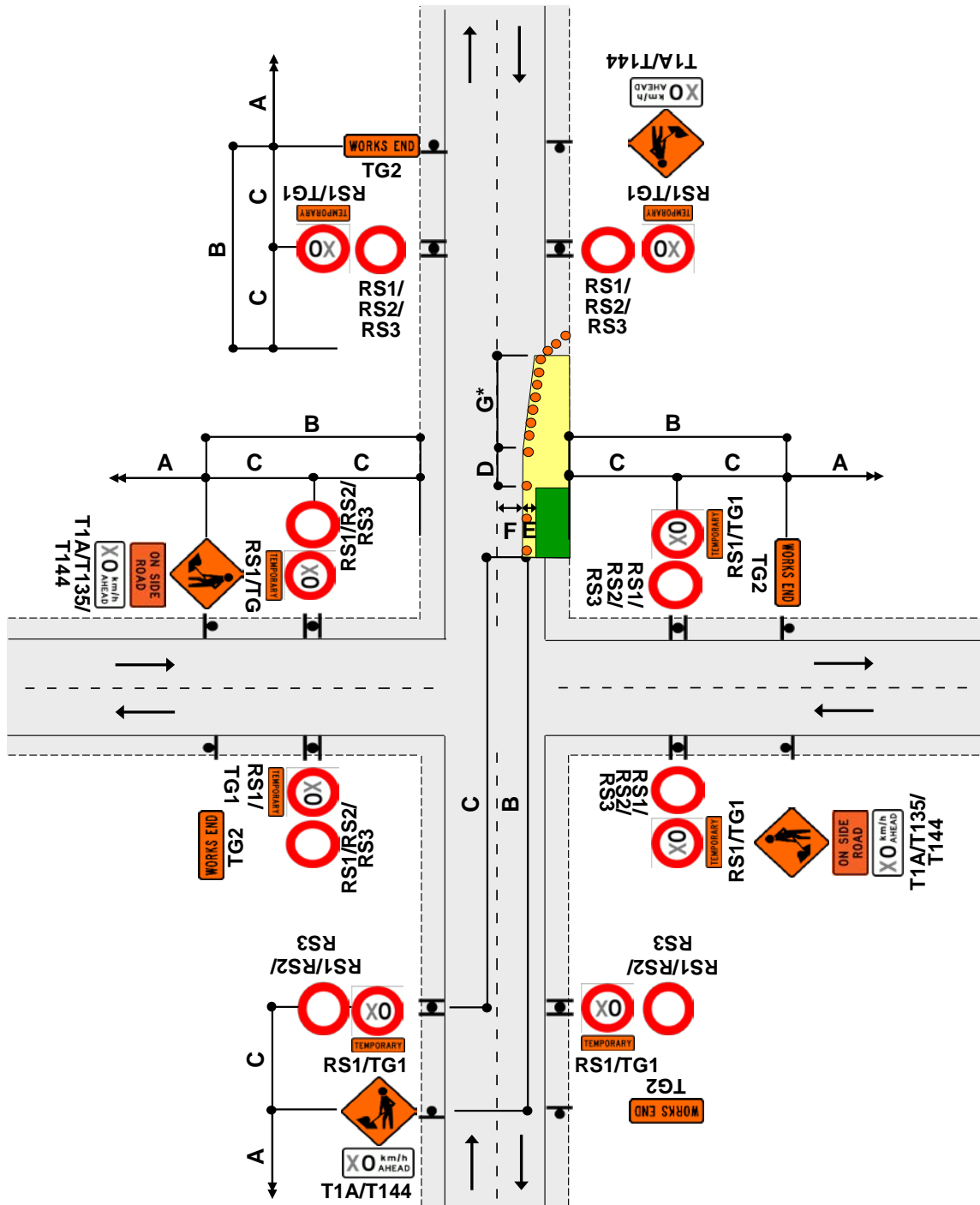
$$\frac{W \times G}{3.5}$$

W = Width of Shoulder G = Taper length in metres from the level 1 layout distance table

4. Use TSLs if required by TSL decision matrix
5. The T144 X0km/h AHEAD sign is optional



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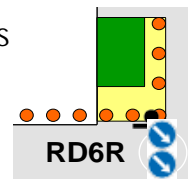


Notes

1. This diagram may be used at a T intersection by removing any one of the roads
2. Taper length may be reduced by adding a RD6R sign
3. *Calculation of taper length for lateral shift of less than 3.5m is:

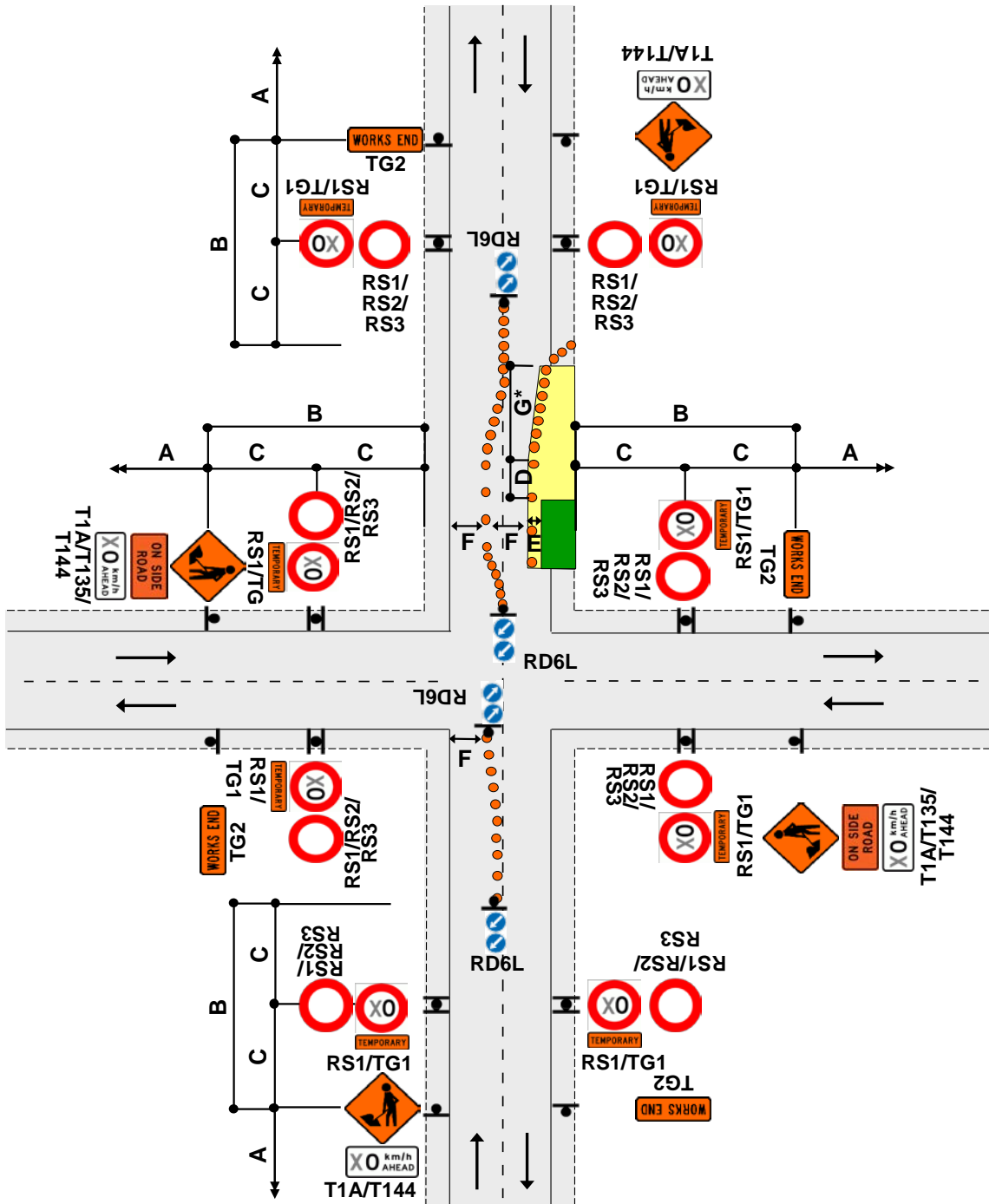
$$\frac{W \times G}{3.5}$$

W = Width of Shoulder G = Taper length in metres from the level 1 layout distance table
4. Use TSLs if required by TSL decision matrix
5. The T144 X0km/h AHEAD sign is optional



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Notes

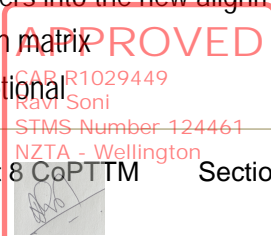
1. This diagram may be used at a T intersection by removing any one of the roads
2. *Calculation of taper length for lateral shift of less than 3.5m is:

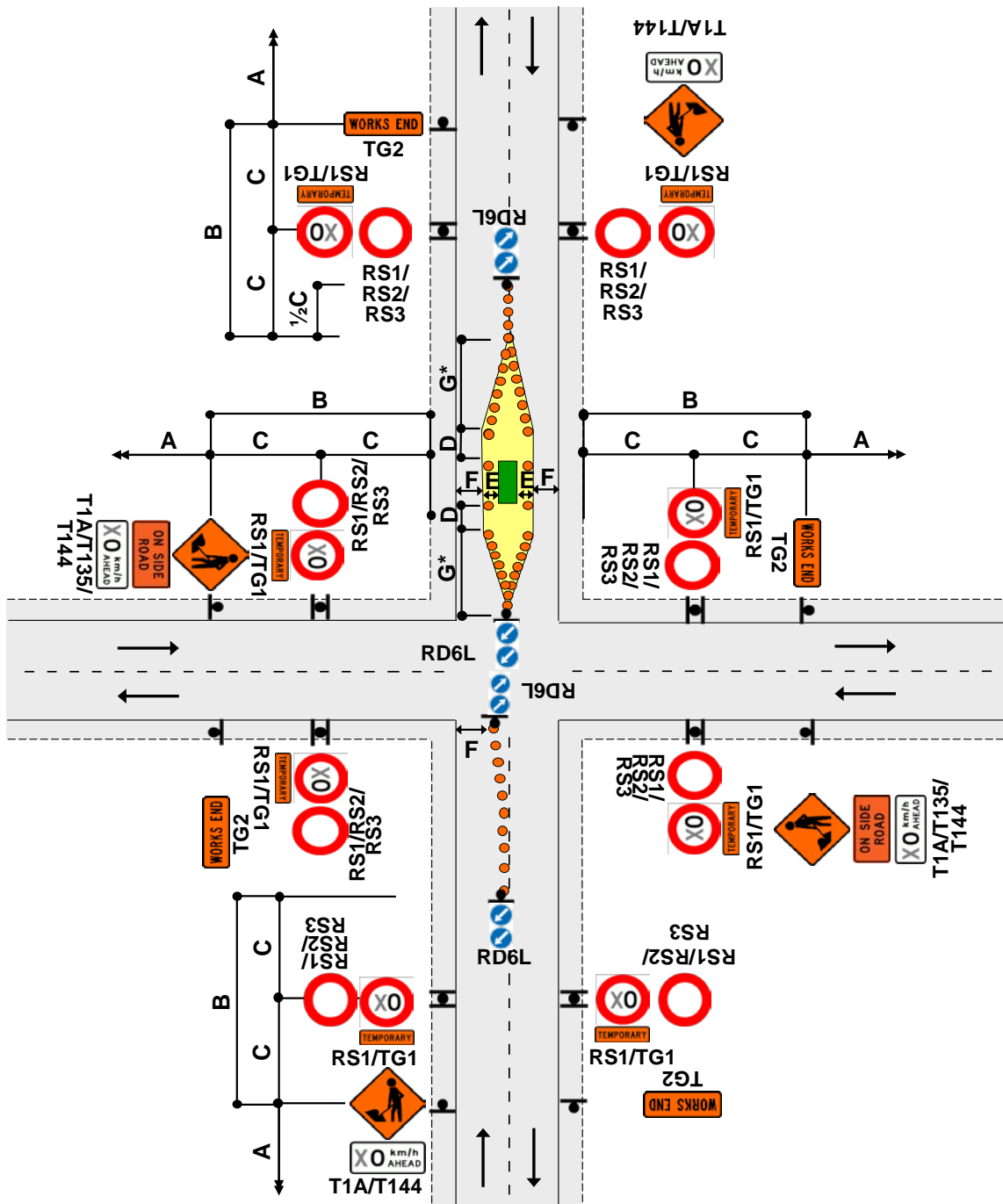
$$\frac{W \times G}{3.5}$$

3.5

W = Width of lane G = Taper length in metres from the level 1 layout distance table

3. Install shifting taper to move road users into the new alignment
4. Use TSLs if required by TSL decision matrix
5. The T144 X0km/h AHEAD sign is optional





Notes

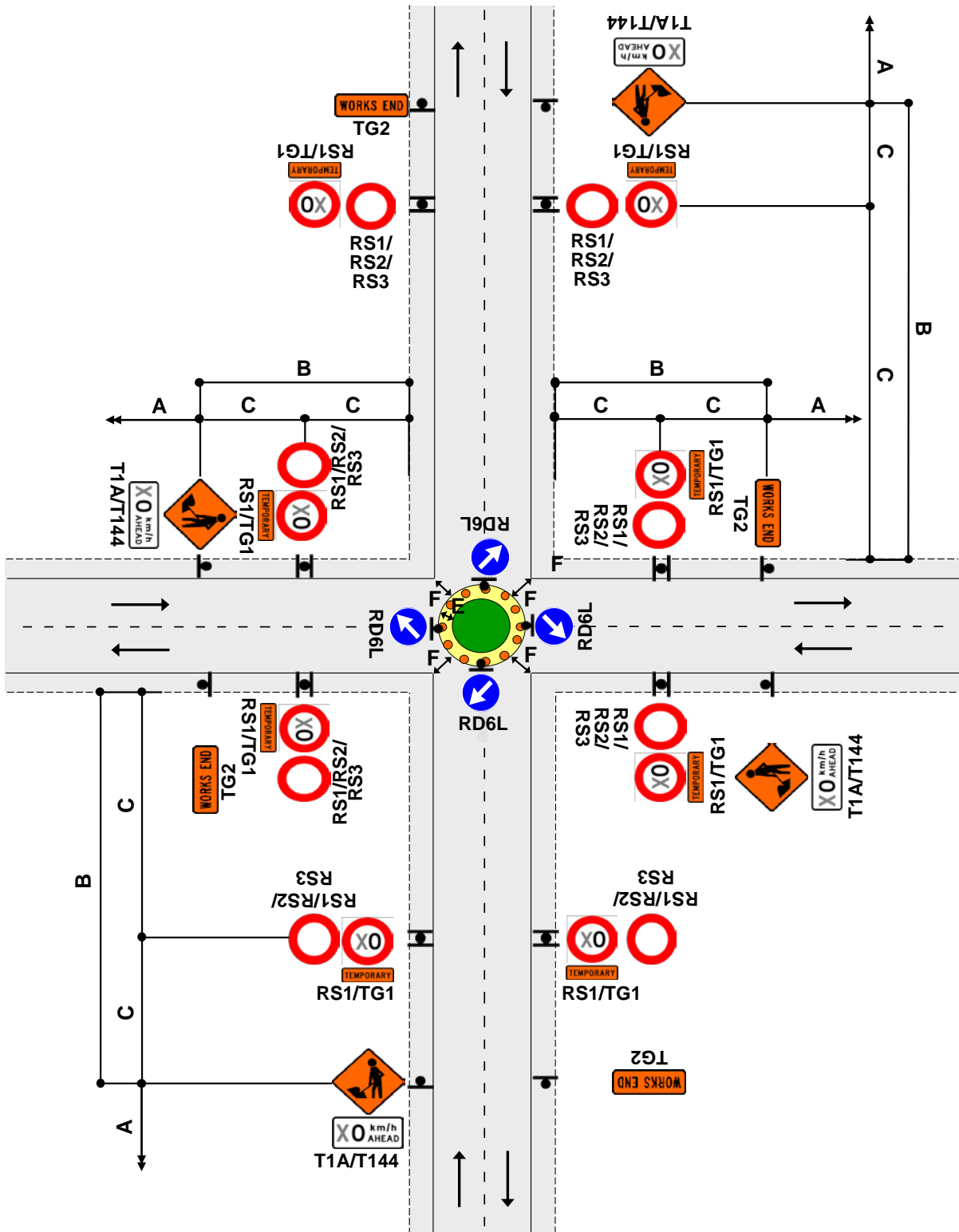
1. This diagram may be used at a T intersection by removing any one of the roads
2. *Calculation of taper length for lateral shift of less than 3.5m is:

$$\frac{W \times G}{3.5}$$

W = Width of lane G = Taper length in metres from the level 1 layout distance table
3. Install shifting taper to move road users into the new alignment
4. Use TSLs if required by TSL decision matrix
5. The T144 X0km/h AHEAD sign is optional

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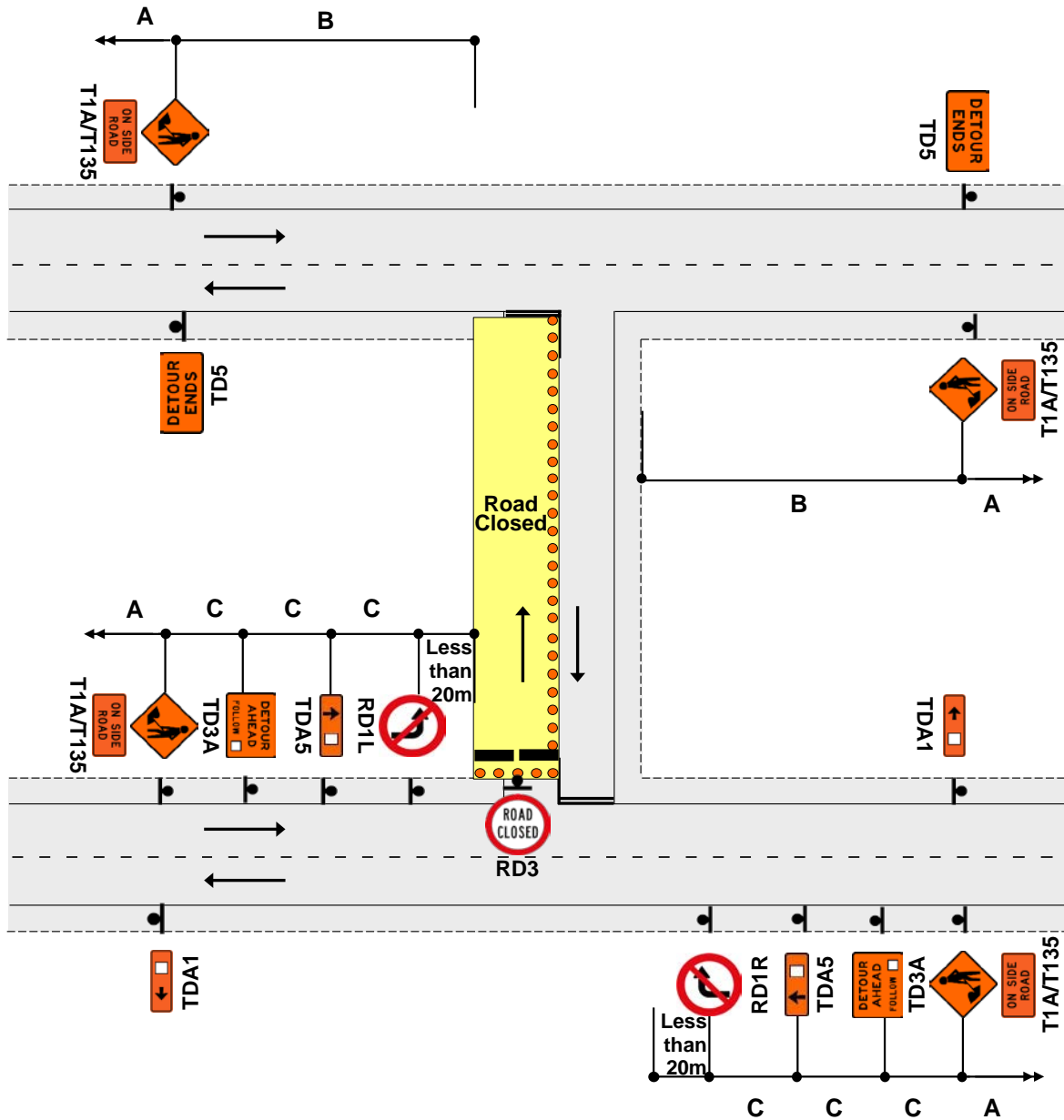
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Notes

1. This diagram may be used at a T intersection by removing any one of the roads
2. RD6L signs not required at an existing roundabout which already has RD6Ls
3. Lane widths, F, may need to be increased to allow for turning movements of larger vehicles
4. Use TSLs if required by TSL decision matrix
5. The T144 X0km/h AHEAD sign is optional

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Notes

1. Signpost all intersections to return diverted traffic back to normal/intended route:
 - Use TD3A, B, C route signs to indicate detour ahead
 - Use appropriate TD(A, B, C) 1, 2, 3, 4, 5, 6 route signs before each intersection
 - Use TD5 signs to advise end of detour
2. Detour route plan required with this layout

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