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: 19 Kitchener Street, Martinborough, Martinborough Community, 5711
Location in road: Carriageway, Footpath, Berm, Nature Strip
WAP valid period: 08 July 2024 to 30 June 2025

2. The Parties

South Wairarapa District Council being a body corporate in accordance with the Local Government Act 2002 ('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** 10/07/2024

Jain K Saji 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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CONDITIONS

General Conditions

1. The Utility Operator must:

(a) carry out all Work in Transport Corridors in accordance with the Code and KiwiRail's Specifications for Working in Railway Corridors;

(b) 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;

(c) 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;

(d) locate any Utility 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. Utility 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);

(e) provide a full description of the construction methodology, reinstatement, resurfacing and compaction and agree this with the Road Corridor Manager prior to Work commencing;

(f) make the Works available at all times for inspection by any person representing the Road Corridor Manager;

(g) if requested, pay the reasonable costs of the Road Corridor Manager in connection with the processing of this notice and for the monitoring and auditing of the Works; (See NZ Transport Agency Cost Structure under Clause 23)

(h) 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;

(i) undertake remedial action on non-conforming Work within the timeframe set by the Road Corridor Manager, where reasonable and practicable;

(j) gain all the necessary consents, approvals and permits from the relevant statutory and regulatory authorities at its own cost;

(k) keep plans of the installed Work and make them available to the Railway Corridor Manager (in all cases) and Road Corridor Manager (on request);

(l) compensate the Road Corridor Manager for any damage or costs incurred to the Road Corridor due to the Work or for costs resulting from the removal of abandoned installations, Utility Structures, components and equipment that belong to the Utility Operator;

(m) 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;

(n) restore to their original condition any surface or Utility Structure that was damaged or removed as a result of the Works;

(o) control the surface water channels so as to cause minimal interference to existing flows;

(p) fully restore the surface water channels at the completion of the Works;

(q) notify the Road Corridor Manager of any maintenance Work it proposes to undertake within the two-year Warranty period;

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(r) have in place an approved TMP for Roads and Motorways at least two days prior to Work commencing on the Work Site;

(s) provide the Road Corridor Manager with two Working Days' notice before commencement of Work on the Work Site;

(t) 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;

(u) 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;

(v) 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);

(w) 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;

(x) complete and submit a Works Completion Notice form when the Works are complete; and

(y) stop Work as necessary to meet the requirements of section 42 of the Heritage New Zealand Pouhere Taonga Act 2014.

2. Work must not take place on or near a State highway during and one day either side of a public holiday or public holiday weekend.

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. The Corridor Manager may:

(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;

(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

(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.

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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.

Local Conditions

10. SPECIFICATION FOR TRENCH REINSTATEMENT
Backfilling of Trenches in Roads, Footpaths, and Entranceways
Edges of trenches in roads and footpaths shall be sawcut before excavation.The sawcuts shall be 150mm back from the edges of the excavation. If the pavement edge is later damaged the contractor shall recut the edge and remove the damaged pavement.

11. SPECIFICATION FOR TRENCH REINSTATEMENT
Testing and Remedial Work
Prior to resurfacing the contractor shall give the Council reasonable opportunity to test the compaction of the backfill.
Council staff will test compaction of trenches with a Scala Penetrometer.
If the Council considers the compaction to be inadequate the backfill shall be removed and recompacted. Adequate Compaction will produce Scala Penetrometer readings of seven or more blows per 50mm of penetration in roads and under kerbs, and four or more blows per 50mm of penetration in footpaths.

12. SPECIFICATION FOR TRENCH REINSTATEMENT
Resurfacing Footpaths, and Entranceways
In chip sealed entranceways the trench shall be resurfaced with a matching chip seal.
In sealed footpaths the trench shall be surfaced with 20mm of Mix 6 asphaltic concrete. finished flush with the adjacent surface to within a tolerence of 5mm when measured with a 3 metre straight edge.
If asphaltic paving is delayed and not done on the same day as backfilling, the trench shall be temporarily surfaced with AP 20 topcourse metal.

On completion of the paving, the joints with the existing surface shall be waterproofed with an emulsion and sand seal.

13. SPECIFICATION FOR TRENCH REINSTATEMENT
Resurfacing Concrete Footpaths

Trenches across concrete footpaths shall be surfaced with 100 mm of 17.5 Mpa

concrete. The minimum width (length of footpath) to be replaced shall be 2.0 metres.

If there is a construction joint within 2.0 metres of the trench the footpath shall be renewed to the construction joint.

The finished surface shall be class U5, shallow textured bass broom to NZS 3114 : 1987.

The finished level shall be flush with the existing footpath to within a tolerance of

3 mm when measured from a 2 metre straight edge.

14. SPECIFICATION FOR TRENCH REINSTATEMENT
Repairing of Other Entranceways

Except for unsealed entranceways, repairs to entranceways damaged by trenching shall necessitate the complete replacement of the entranceway surfacing between the road boundary and the road to match the original surface construction.

15. SPECIFICATION FOR TRENCH REINSTATEMENT
Trenching and Reinstatement in road berms.

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All excavated material shall be removed from site.
Trenches in berms shall be backfilled with approved dry granular material compacted in 150 mm lifts. Trenches in grassed areas shall be surfaced with a 150 mm depth of compacted topsoil sown with a good quality grass seed. Undulations in the finished surface shall be less than 25mm when measured from a 3.0 metre straight edge.
Topsoil shall be shaped to the contours of existing ground. All stones are to be removed from berm areas at the completion of work. The contractor will be responsible for ensuring a good strike of grass is achieved. This may require over sowing and spraying for weeds in the Spring or Autumn.

16. SPECIFICATION FOR TRENCH REINSTATEMENT

Completion of Work
Trenches shall not be left open over night.

The Council will not accept unreasonable delays between backfilling the trench and the

reinstatement of the surface. Unless there are extreme weather conditions all surfaces shall be satisfactorily reinstated within five working days of excavation.

17. GENERAL CONDITIONS

The Utility Operator must:
(a) carry out all Work in Transport Corridors in accordance with the Code and KiwiRail's Specifications for Working in Railway Corridors;
(b) 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;
(c) 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;
(d) locate any Utility 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. Utility 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);
(e) provide a full description of the construction methodology, reinstatement, resurfacing and compaction and agree this with the Road Corridor Manager prior to Work commencing;
(f) make the Works available at all times for inspection by any person representing the Road Corridor Manager;
(g) if requested, pay the reasonable costs of the Road Corridor Manager in connection with the processing of this notice and for the monitoring and auditing of the Works;
(h) 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;
(i) undertake remedial action on non-conforming Work within the timeframe set by the Road Corridor Manager, where reasonable and practicable;
(j) gain all the necessary consents, approvals and permits from the relevant statutory and regulatory authorities at its own cost;
(k) keep plans of the installed Work and make them available to the Railway Corridor Manager (in all cases) and Road Corridor Manager (on request);
(l) compensate the Road Corridor Manager for any damage or costs incurred to the Road Corridor due to the Work or for costs resulting from the removal of abandoned installations, Utility Structures, components and equipment that belong to the Utility Operator;
(m) 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;
(n) restore to their original condition any surface or Utility Structure that was damaged or removed as a result of the Works;
(o) control the surface water channels so as to cause minimal interference to existing flows;
(p) fully restore the surface water channels at the completion of the Works;

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(q) notify the Road Corridor Manager of any maintenance Work it proposes to undertake within the two-year Warranty period;
(r) have in place an approved TMP for Roads and Motorways at least two days prior to Work commencing on the Work Site;
(s) provide the Road Corridor Manager with two Working Days' notice before commencement of Work on the Work Site;
(t) 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;
(u) 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;
(v) 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);
(w) 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;
(x) complete and submit a Works Completion Notice form when the Works are complete; and
(y) stop Work as necessary to meet the requirements of section 10 of the Historic Places Act 1993.
Work must not take place on or near a State highway during and one day either side of a public holiday or public holiday weekend.
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.
The Warranty period starts from the date the Road Corridor Manager has given signed acceptance that the Work is complete.
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.
The Road Corridor Manager must manage all applications relating to Road Corridor access in accordance with the timeframes and processes in the Code.
The Corridor Manager may:
(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;
(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
(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.
In granting this WAP, no vested right is created.
The works are to be available at all times for inspection by any person authorised by the Corridor Manager.
The Utility Operator shall pay, if requested, the reasonable costs of the Corridor Manager in connection with the processing of this notice and for the monitoring and auditing of the works.
This WAP is not transferable without the written permission of the Road Corridor Manager.
A Corridor Access Request has been received from an approved Utility Operator and in accordance with the Code: Utilities' Access to the Transport Corridors. The Corridor Manager may request reasonable conditions to be placed on the works in accordance with the governing legislation (Telecommunications Act 2002, Electricity Act 1992 or Gas Act 1992).
The schedule below constitutes in its entirety the reasonable conditions to be applied to the works.
All work shall be carried out in accordance with the Code.
The installation shall be laid more or less in the location shown on the attached plans. The exact location and level of all installations are to be made known and agreed between the Utility Operator (or applicant) and the Corridor Manager before work commences.
It is deemed all work undertaken by the Utility Operator is subject to the Acts of Parliament

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and mandated codes of practice that relate to their industry and the type of work described within the plans and methodology submitted.
A full copy of the Works Approval Notice including the Schedule of Reasonable Conditions shall be kept on site at all times during construction.
Where the Utility Operator is found not to be complying with the relevant conditions or specifications and / or does not have permission to work there, all personnel involved in the work can be instructed to leave the site by a duly authorised agent of the Corridor Manager or an officer of NZ Police, having made the site safe for the public.
The Utility Operator shall compensate the Corridor Manager for any damage or costs incurred to the corridor due to the work or for costs resulting from the removal of abandoned installations, structures, components and equipment that belong to the Utility Operator.
The Utility Operator shall repair all corridor assets that are damaged as a result of the works, should such repairs become necessary, in the opinion of the Corridor Manager, during the warranty period.
Remedial work shall be undertaken within an appropriate reasonable timeframe, as set by the Corridor Manager or the Utility Operator, of receiving notification from the Corridor Manager that repairs are necessary. Should the Utility Operator fail to carry out the remedial work within the expected time, the Corridor Manager may arrange for the work to be done and recover the costs incurred from the Utility Operator.
The Utility Operator, at its own cost, is to gain all the necessary consents, approvals and permits from the relevant statutory and regulatory authorities.
On completion of the works, the Utility Operator is to keep plans of the installed work and make them available to the Corridor Manager on request.
Where maintenance work is being undertaken by the Utility Operator within the 2-year warranty period, then the Corridor Manager is to be notified and reserves the right to assess the suitability of the action proposed and impose conditions that will maintain the integrity of the road assets.
At the completion of the works, the Utility Operator shall complete a Works Completion Notice form. The 2-year warranty period shall commence from the date the Corridor Manager has given signed acceptance that the work is complete.
The agreement is valid for 6 months from the date of approval on the Works Approval Notice.
The applicant shall provide a full description of the construction methodology, reinstatement, resurfacing and compaction, and this shall be subject to agreement with the Corridor Manager prior to work commencing.
conditions to protect the corridor assets.
Traffic management is to comply with the Code. The Utility Operator shall have in place an approved traffic management plan (TMP) appropriate to the works prior to work commencing on the site.
The Utility Operator shall ensure that the work is carried out under the control of a warranted supervisor in accordance with the Code and ensure that there are sufficient people on site specifically to control the flow of traffic through the site in accordance with the TMP. Instructions concerning the use of additional traffic control measures from an officer of the NZ Police Traffic Safety Branch or a duly authorised agent of the Corridor Manager shall be complied with.
The Corridor Manager's Traffic Management Co-ordinator (TMC) shall be given two clear days notice before commencement of work on site. This notice, setting out the timeframes for the work to be undertaken, may be sent to the TMC by any expedited means, together with a copy of the approved TMP. Confirmation must be received that the programme does not conflict with any other prior approved work at the location and permission to proceed is granted, prior to commencement of any work on site.
The reinstatement of all trenches and surfaces must comply with the Code.
The Utility Operator shall restore to their original condition any surface or structure that was damaged or removed so the work could proceed.
The Utility Operator shall control the surface water channels so as to cause minimal interference to existing flows and shall fully restore the surface water channels at the completion of the works.
The minimum cover requirements and pipe location parameters shall be in accordance with the Code.
Any structures (manholes, chambers, cabinets, poles, etc.) shall be located in the agreed

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position shown on the drawings and are to be kept clear of the carriageway, corridor furniture and kerbs, drains, manholes, etc. Where structures are agreed to be installed within the trafficable part of the road, they are to be flush with the surface and designed to withstand full heavy traffic loading (HN-HO-72 Loading– see Schedule F).
Works are to be completed in one continuous operation. Works can be suspended for up to five days; longer periods will require the permission of the Corridor Manager.
During the progress of the work, the Utility Operator is responsible for protecting and maintaining all corridor signs, markers, signals, barriers and associated marking and replacing them to the appropriate industry standard where they have been damaged by the works.
Where otherwise required due to traffic volumes or specific residential or central business district requirements, the hours of work shall be as specified in the Local and Special Conditions.
No work shall take place on or near a State Highway during and one day either side of a public holiday or public holiday weekend.
In granting this consent, no vested right is created and this consent is not transferable.
After satisfactory completion of the works, the Utility Operator shall give the Corridor Manager prior notice on each separate occasion of any maintenance works that may be required. If the services are located under any road carriageway or road shoulder, the Corridor Manager reserves the right to reassess the implications and either decline the application or impose new or amended

LOCAL CONDITIONS

Refer to the attached South Wairarapa District Council general requirements for trenching within the road reserve area (15th July 2010).
For marking of services contact Brandon Dittmer at the South Wairarapa District Council (phone 027 499 4094).
Any proposed restrictions to metered or time limited public parking must be arranged with South Wairarapa District Council (063069611) prior to obstructing parks.

SPECIAL CONDITIONS

Ensure a clearance of 300mm between face of the new pole and kerb face to allow any future kerbing works to be completed.
Ensure existing signs are not damaged during construction works.
Ensure all existing street lights and signs are replaced onto new poles.
Ensure new poles are placed in positions that do not restrict access along the footpath (close to boundary preferred).
Under the South Wairarapa District Council planning requirements, existing poles and over head services may be replaced but additional poles and over head services require Council approval.
Ensure new pole positions do not obstruct sight lines at intersections.
All road markings are to be reinstated.
Thrusting under existing vehicle entrances shall be used whenever possible.
If trench passes through existing vehicle crossing, then either the total crossing is removed and re-poured at the contractor's expense or reinforcing rods shall be drilled into both sides of the existing concrete at 300mm centre's before the section of entrance is re-poured.

18. SOUTH WAIRARAPA DISTRICT COUNCIL

03 December 2013

GENERAL REQUIREMENTS FOR TRENCHING WITHIN ROAD RESERVE AREA.

1) GENERAL

Council requires all work on the road corridor to comply with the requirements of the National Code of Practice for Utilities' Access to the Transport Corridors (10th November

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2011). This code can be downloaded from the NZUAG website http://www.nzuag.org.nz/news/media/nr1321395904.pdf

The Council requires all applications to be submitted through the 'Before U Dig' website www.beforeudig.co.nz with the 'excavation' option selected so that the corridor access application process can be made. Standard forms for the approval processes are also available in schedule A of the code and are available on request.

(a) The contractor is responsible for the location of all existing services prior to the start of works and any damage is to be repaired at the contractor's expense. The contractor shall contact the South Wairarapa District Council to organize the marking of council's services at least three days prior to the start of work.

(b) Council requires that Contractor take all reasonable practicable steps to ensure the safety of their employees, the employees of subcontractors and all others associated with work on the road corridor. The Contractors attention is drawn to the requirements of the Health & Safety in Employment Act 1992, as amended March 2010.

(c) The contractor is responsible for all traffic control at the site and is required to submit with the application a Traffic Management Plan complying with the New Zealand Transport Agency's Code of Practice for Temporary Traffic Management.

2) TRENCHES IN CARRIAGEWAYS and FOOTPATHS

Trenching work shall conform to the construction guidelines in Chapter 5 of the National Code of Practice for Utilities' Access to the Transport Corridors (10th November 2011).

Unless otherwise agreed in writing:
(a) Thrusting of services should be used when ever possible.

(b) Trenches shall be saw cut prior to excavation and re-cut prior to sealing to ensure straight edges to finished trenches.

(c) Trenches are to be backfilled with approved metal courses compacted in layers not exceeding 200mm depth.

(d) Final sealed surfaces are to be asphaltic concrete (hotmix) and a minimum depth of 20mm. Seal to be finished to match with surroundings seal levels. Mix to be compacted and finished with a dense final surface.

(d) Any kerbing, concrete nibbing or timber edging damaged as a result of the work shall be saw cut, removed and replaced with a new section.

(e) All saw cuts joints after completion of paving shall be coated with an emulsion and sand coating not less than 50mm wide to prevent water ingress.

(f) In areas surfaced with segmental pavers, paving is to be reinstated to standards detailed in CBPI publication Clay Paving Design and Construction. All paving work shall be completed by a qualified paving contractor. Any damaged pavers to be replaced by the contractor at their expense.

3) TRENCHING IN BERM AREAS

(a) Trenches in grass berms can be backfilled with excavated material compacted in layers not exceeding 200mm depths.

(b) The top 100mm of trench shall be 100mm of screened topsoil and sown with a good quality grass seed Topsoil shall be shaped to the contour of the existing ground. All stones are to be removed from the berm areas at the completion of work.

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(c) The contractor will be responsible for ensuring a good strike of grass is achieved. This may require over sowing and spraying for weeds in the Spring or Autumn.

ROADING MANAGER

Phone 06 3069 611

19. The Contractor is responsible for the location of all existing services prior to the start of works and any damage is to be repaired at the Contractors expense.

20. In areas surfaced with segmental pavers, paving is to be reinstated to standards detailed in CBPI publication Clay Paving Design and Construction. All paving work shall be completed by a qualified paving contractor. Any damaged pavers to be replaced by the contractor at their expense.

21. Works Access Permits (WAP)
The WAP issued herein applies to the local road network only. All other consents and approvals must be obtained by the applicant prior to commencing work.

22. WORK COORDINATION
If, on arrival to site another party is occupying the road reserve under an approved Work Access Permit, the STMS arriving on site must approach the STMS of the existing work site and if possible coordinate traffic management measures.
If it is not possible to coordinate traffic management it will require this applications work to be rescheduled to avoid a conflict (unless otherwise agreed by the TMC).

23. EXCAVATION PROTECTION
Unattended site during the day/night - the excavation MUST have safety fencing installed around the site for protection with individual panels connected together (refer CoPTTM B6 & C12). An offset must be set from the edge of the excavation to the safety fence.

Special Conditions

24. VEHICLES THAT USE OUTRIGGERS
All vehicles that use outriggers for stabilisation shall have pads under all outriggers feet to spread the load to a larger surface area to prevent damage to the surface and to help prevent the outriggers from slipping on any surface.
Vehicles include but not limited to, EWP (bucket) trucks, Hiab Crane trucks, Mobile Cranes

25. TRAFFIC MANAGEMENT ROAD LEVELS
All roads within Featherston, Greytown and Martinborough are treated as Level 1 classification and Temporary Traffic Management must reflect this

26. EXISTING ROAD MARKING & FURNITURE:
Ensure existing Signs and other road Furnitures are not damaged during activity being carried out. All Road Markings are to be reinstated

27. If trench passes through existing vehicle crossing, then either the total crossing is removed and re-poured at the contractor's expense or reinforcing rods shall be drilled into both sides

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of the existing concrete at 300mm centre’s before the section of entrance is re-poured.

28. HOUSEKEEPING:
Must be maintained at all times. Grass and berm damaged during construction/inspection/event must be reinstated with screened topsoil and sown with good quality grass seed.

29. Any damage sustained to the road corridor, must be reinstated as soon as practicable or before vacating site.

30. CHIPSEALING & SURFACING:
Any damage to road surface or road corridor caused by this operation or by turning plants and work vehicles to be remedied before vacating the site.
All roads to be swept clean off loose chip/AC adjacent to chipseal/surfacing operation including roads with TTM if loose chip/AC has made its way there.
All loose chip/AC to be swept clean off the footpath and kerb & channel where present.

31. PHOTOS:
Supply Before work start and After completion of work photos of site from both direction and one looking from at the site. Photos should cover all the work site. Clearly identify photos so it is easy to follow. Photos must be uploaded on this CAR as soon as work is completed.

32. FOOTPATH DIVERTED VIA GRASS BERM:
Ensure grass berm is adequate and safe for footpath users before diverting. If grass berm on diverted pathway is wet or slippery or uneven, controls need to be put in place to make safe before footpath is closed.

33. GTMP - NOTIFICATION TO RCA:
All works are to be notified to the RCA in writing. Monthly program of forward works and Weekly program of all confirmed work from Monthly program including days, address and work duration. RCA shall be informed of any changes to work from weekly program at least 24 hours before they commence. This is to ensure that there is no clash with other contractors. The RCA needs to know where the work is happening, when it is happening, what diagram will be used and who is on site. Any failure in meeting this may result in cancellation the TMP. At the end of each calendar month, a report is to be submitted to Council of the completed works for that month. The report is to included but not limited to; the road name and location by RP

34. PUBLIC NOTIFICATION
The applicant/contractor shall liaise with all parties affected by the work activity including, but not limited to residents, businesses, schools, buses and emergency services. A letter drop and/or door knocking 3-5 days prior to work commencing should advise of the planned activity, duration and details of a contact person for enquiries.

35. CoViD-19 RESTRICTIONS
The applicant/contractor is responsible for ensuring that the activity complies with all Government CoViD-19 restrictions and or lockdowns, and that processes and procedures are in place at all times to keep workers and the public safe and separated to limit virus transmission.

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36. UNATTENDED SITE

Plant & machinery to be parked clear of live traffic lanes to ensure sight lines for turning traffic is not restricted and drivers have clear visibility when existing driveways.
Excavation protection requires safety fencing to be installed around the excavation work area with panels interconnected - refer CoPTTM B6 and C12 and WorkSafe NZ Excavation Safety Gudieline.

37. ROAD CARRIAGEWAY REINSTATEMENTS

Excavations in the formed carriageway or road shoulder shall be backfilled with Council approved aggregate in maximum layer lifts of 200 mm, and be compacted with appropriate equipment achieving a minimum clegg value of 32 for each lift and 42 at the surface (prior to sealing)/ The back filled and compacted trench shall not be left unsealed for more than 48 hrs or temporary water proof membrane shall be placed over until the full and final seal coat is applied. Reinstatement must be of a uniform shape and the minimum trench dimensions for compaction purposes shall be 300 mm sqaure. However, the surface reinstatement shall include 150mm trimming allowance all sides of the trench making the seal patch a minimum of 600mm square. Seal coat shall be a minimum of 50mm depth TNZ M/10 Asphaltic Concrete Overcuts - For excavations within hard surfaces initial saw cuts should be on the diagonal to avoid overcuts, horizontal and longitudinal cuts follow ensuring clean regular lines occur with a circular saw. The depth of the cuts shall be such that the seal breaks out cleanly. Overcuts identified after reinstatement shall be deemed unacceptable and will require complying rework to occur.
All asphalt joints, except where friction course is used must be apply polymer modified material bandage seal, 50 mm wide.

38. REINSTATEMENT NEAR A JOINT OR EDGE

If the edge of the final surface cut, inclusive of the excavation/trench trimming allowance, in a footpath or Road Carriageway is within 1 m of a joint or existing edge of the pavement, then the existing pavement must be replaced to that joint or edge as part of the surface reinstatement and cut accordingly.

This requirement is commonly referred to as the ‘1 m rule’. However, the Corridor Manager may waive the requirement to extend reinstatement to a construction joint in a concrete surface when the concrete is significantly cracked.

39. TEMPORARY SURFACE REINSTATEMENT

Temporary surfaces constructed by the Utility Operator must be use cold mix asphalt or an equivalent approved by the Corridor Manager and fully removed prior to reinstatement with permanent materials.

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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	x	Emergency	x

Details of proposed Work (tick all relevant aspects):

x	Open Trenching			Installing Cabinets / Pedestals
	Horizontal / Vertical Drilling			Installing other Structure/s (Specify Below)
	Installing Chamber/s			Removing/pole/cabinet/Pedestal/Structure/s
	Installing Poles / Posts / Piles		x	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 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. <u>Minor excavation/non-excavation works covered under this generic that utilise generic TMDs:</u>

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. <u>Works covered under this generic, but may require a retrospective TMD after initial response:</u>

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. <u>Works requiring notification before commencing:</u>

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 aways 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

Location in Road (tick):

Carriageway	x	Footpath	x	Berm	x

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):		Utility Operator		Consultant	x	Contractor	Other

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

RCA consent (eg CAR/WAP) and/or RCA contract reference	CAR R1029449; GTMP 096-24 SWDC

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 From and to	Road level	Speed Limit
	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 This TMP is not valid for SH's high-risk activities.	All roads within: Urban & Rural South Wairarapa Greytown Featherston Martinborough	01	50/70/100km/h

Traffic details (main route)	AADT	Peak flows	Start	End
	STMS to perform manual traffic counts prior to site set-up	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:
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

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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. <u>Minor excavation/non-excavation works covered under this generic that utilise generic TMDs:</u>

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- Repair/replacement of a broken, faulty, or missing water, wastewater, or stormwater network asset:
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- Accessing a water, stormwater, or wastewater network asset:
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- 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. <u>Works covered under this generic, but may require a retrospective TMD after initial response:</u>

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 aways 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	30/06/2025	Time	24hrs

Consider significant stages, for example:

- road closures
- detours
- no activity periods.

Residential Roads & Main roads – Emergency Works

Due to unpredictability of emergency works, no site installation/removal times have been specified.
However, all night works require Landaccess/Council notification ASAP

Residential Roads – Minor works

Installation: 7:00am – 7:30am or whenever site is installed.

Site Active: 7:30am – 17:30pm

Site Removal: 17:30pm – 18:00pm

NIGHTWORKS ARE NOT PERMITTED IN RESIDENTIAL AREAS

Main Road – Minor works

Installation: 9:00am -9:30am or whenever site is installed

Site Active: 9:30am – 15:30pm

Site Removal: 15:30pm – 16:00pm

Installation: 19:00pm – 19:30pm or whenever site is installed

Site Active: 19:30pm – 5:00am

Site Removal: 5:00am – 5:30am

Works near schools

During School Times RCA Notification is required and notify the school as soon as practicable:
No work to be completed between school drop off & pick up times:
Between 8.30am – 9.30am & 2.45pm – 3.14pm

Works near Rail Corridor will need separate approval from KiwiRail

Only approved contractors listed on Tmp are covered under Generic Car.

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.

A site specific TMP is required for/when:

- *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*

Emergency Works: *A site-specific retrospective TMP may be required for/when:*

- • 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

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 *and in the interim until the warrants are phased out, an STMS of any level or a TC-Inspector.*		**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 *(and in the interim until the warrants are phased out):*		
	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 *and in the interim until the warrants are phased out:*		
	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 *(and in the interim until the warrants are phased out, a L2/3 STMS, STMS-NP, or TC-Inspector).*	**Inspection not permitted.** **Must use a mobile, semi-static, or static closure.**	

WAKA KOTAHI TTM NOTICE: IMPLEMENTATION OF STAGE 1 OF TRAINING & COMPETENCY MODEL // 93

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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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Attended (day)	• 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 • 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. For Stop/Stop and Stop/Go setups, cyclists will be sent prior to any vehicles. • STMS is to continuously monitor the site during work. 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.***
Attended (night)	Only at TMC discretion • 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

Unattended (day)	• 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.
Unattended (night)	As per Unattended (day)
Detour route	Planned detour routes within each district and/or passing through each district will be reviewed as required. Detours will require the approval of TMCs.
	~~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.*~~
Removal	STMS to contact Metlink (0800 801 700) upon site removal STMS to contact WTOC (0800 869 286) upon site removal. Work plant / vehicles to be removed from site before closure is removed Removal of the site will be done under a level 1 mobile closure with appropriate work vehicles and crew. 1. Workspace delineation to be removed first (by either removing to the kerb for later collection or directly onto a stationary working vehicle) 2. Centreline delineation may now be removed using the same method as installation 3. Once all delineation is removed – sign removal may commence in a clockwise 'loop' fashion (leaving advanced warning signage in place till last) 4. A full site check being conducted prior to site departure. The STMS will carry out the final check before leaving the site.

Proposed TSLs *(see TSL decision matrix for guidance)*				
	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)	Times *(From and to)*	Dates *(Start and finish)*	Diagram ref. no.s *(Layout drawings or traffic management diagrams)*
Attended day/night	A temporary maximum speed limit 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) STMS to document on the Onsite Record daily. TSL matrix to be used prior to TTM installation.	24hrs	01/07/2024 To 30/06/2025	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,

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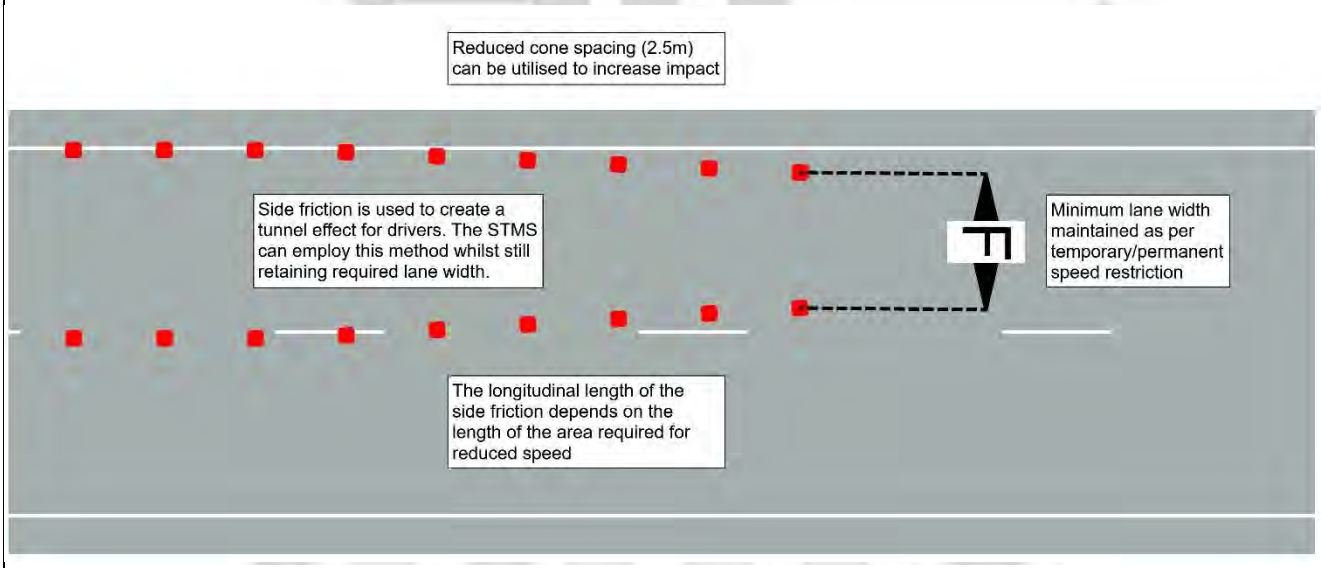
Unattended day/night	A temporary maximum speed limit is hereby fixed for motor vehicles travelling over the length of _____ situated between_____(house no./RP) and _____ (house no./RP) on_____(street or road name) STMS to document on the Onsite Record daily. TSL matrix to be used prior to TTM installation.	24hrs	01/07/2024 To 30/06/2025	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
TSL duration	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.*			No

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.



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Contingency plans		
Generic contingencies for: • major incidents • incidents • pre planed 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.

	Note also the requirements for no interference at an accident scene: In the event of an accident involving serious harm the STMS must ensure that nothing, including TTM equipment, is removed or disturbed and any wreckage article or thing must not be disturbed or interfered with, except to: • save a life of, prevent harm to or relieve the suffering of any person, or • make the site safe or to minimise the risk of a further accident; or • maintain the access of the general public to an essential service or utility, or • prevent serious damage to or serious loss of property, or • follow the direction of a constable acting in his or her duties or act with the permission of an inspector.
Other contingencies to be identified by the applicant *(i.e. steel plates to quickly cover excavations)*	This will be determined on a case-by-case basis. Where achievable works will stop until emergency or delays have been cleared. Should signals or e-STOPs fail – Manual Traffic Control is to be installed immediately (refer to F2.14 & F2.22).

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 RCA approval will be obtained as required for each Council			
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
	RCA approval will be obtained as required for each Council			
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
	RCA approval will be obtained as required for each Council			
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	**eSTOP Portable Traffic Signals:** model# • 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 *(day and/or night)*	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 *(day and/or night)*	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 th**e site to step back and get to safety ASAP.

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	RCA consent (eg CAR/WAP) and/or RCA contract reference	CAR R1029449; GTMP 096-24 SWDC		
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

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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	-	-	-

	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	-	-	-

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	-	-	-

RCA consent (eg CAR/WAP) and/or RCA contract reference	CAR R1029449; GTMP 096-24 SWDC

TMP preparation							
Preparation	Pania Werahiko	11/12/2023	*P.Werahiko*	149481	STMS (A) NP - R STMS (B) NP -R	TTMP- NP 25/10/2024	11/01/ 2026 25/01/2026
	Name (STMS qualified)	*Date*	*Signature*	*ID no.*	*Qualification*	*TTMP*	*Expiry date*

** 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)*						
	Name	*Date*	*Signature*	*ID no.*	*Qualification*	*Expiry date*
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						
	Name	*Date*	*Signature*	*ID no.*	*Qualification*	*Expiry date*
Acceptance by TMC *(only required if TMP approved by engineer)*						
	Name	*Date*	*Signature*	*ID no.*	*Qualification*	*Expiry date*

Qualifier for engineer or TMC approval			
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: 1. To the best of the approving engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM. 2. This plan is approved on the basis that the activity, the location and the road environment have been correctly represented by the applicant. Any inaccuracy in the portrayal of this information is the responsibility of the applicant. 3. The TMP provides so far as is reasonably practicable, a safe and fit for purpose TTM system. 4. The STMS for the activity is reminded that it is the STMS's duty to postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site.			
Notification to TMC prior to occupying worksite/Notification completed			
Type of notification to TMC required		Notification completed	Date Time

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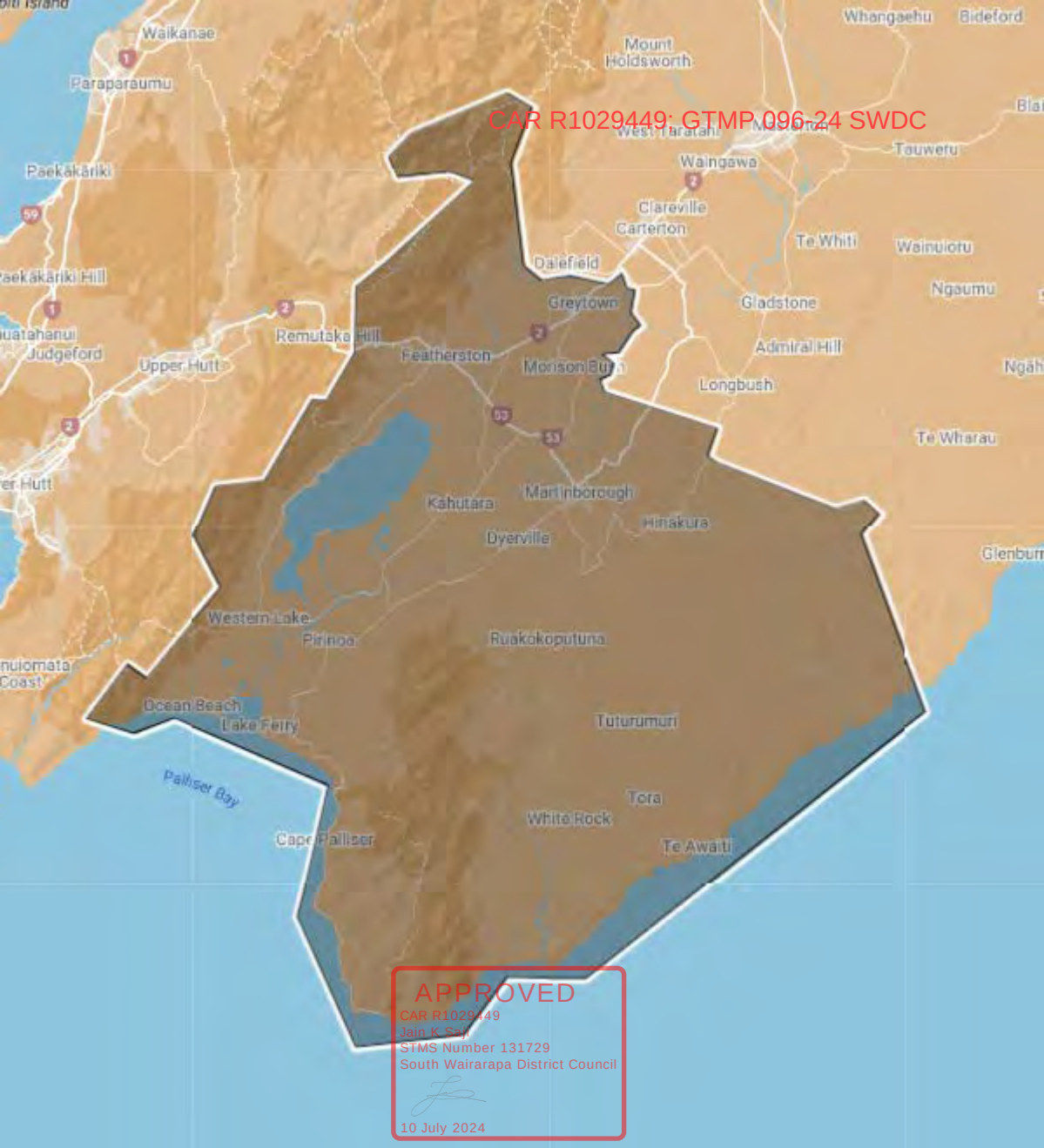
CAR R1029449: GTMP 096-24 SWDC
Whangaehu
Bideford
Waikanae
Mount Holdsworth
Paraparaumu
West Taratahi
Tauweru
Waingawa
Paekākāriki
Clareville
Carterton
Te Whiti
Wainuioru
Dalefield
Paekākāriki Hill
Greytown
Ngaumu
Gladstone
Judgeford
Remutaka Hill
Featherston
Admiral Hill
Upper Hutt
Morrison Burn
Longbush
Te Wharau
Kahutara
Martinborough
Hinakura
Dyerville
Western Lake
Pirinoa
Ruakokoputuna
Ocean Beach
Lake Ferry
Tuturumuri
Palliser Bay
Tora
White Rock
Cape Palliser
Te Awaiti
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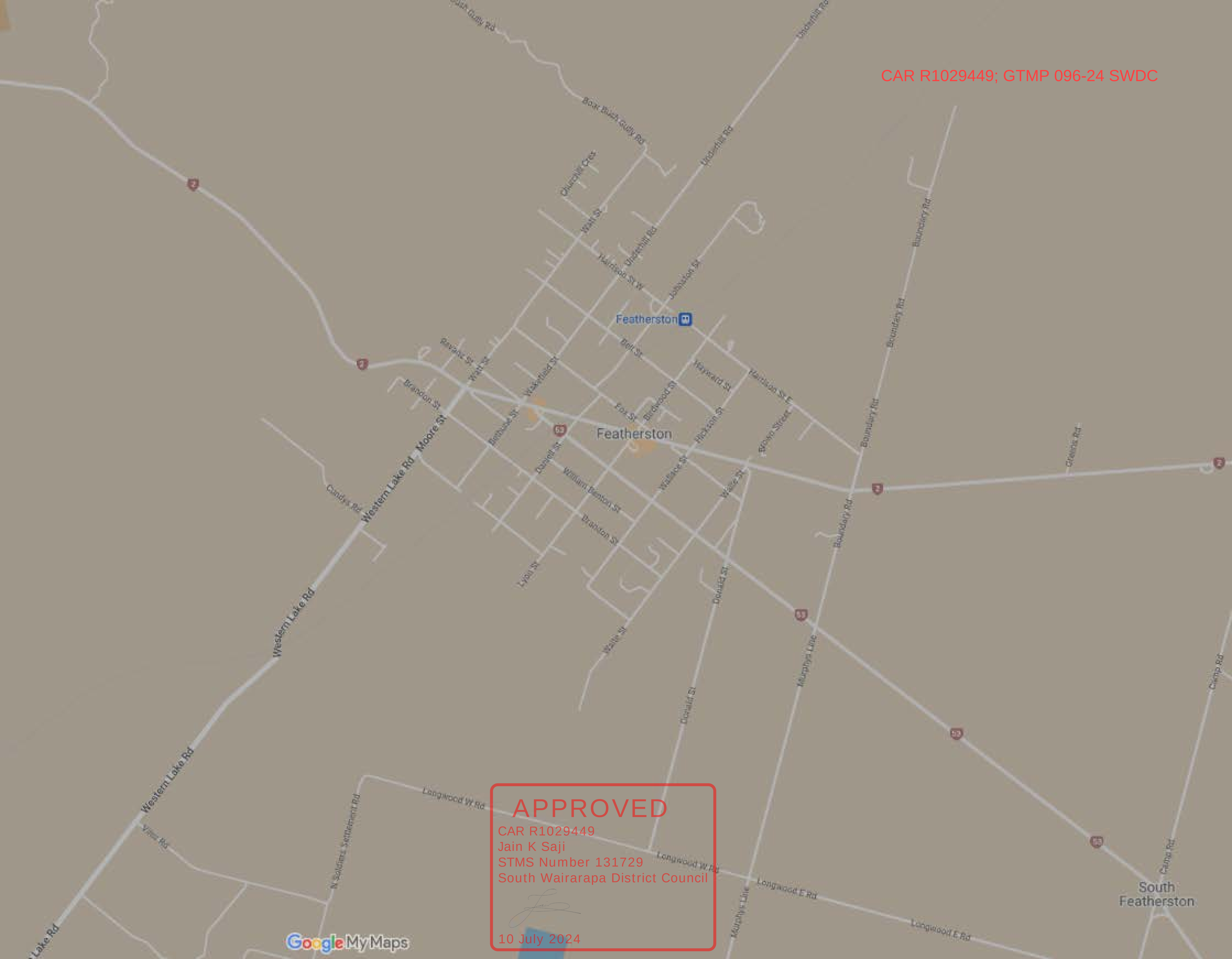

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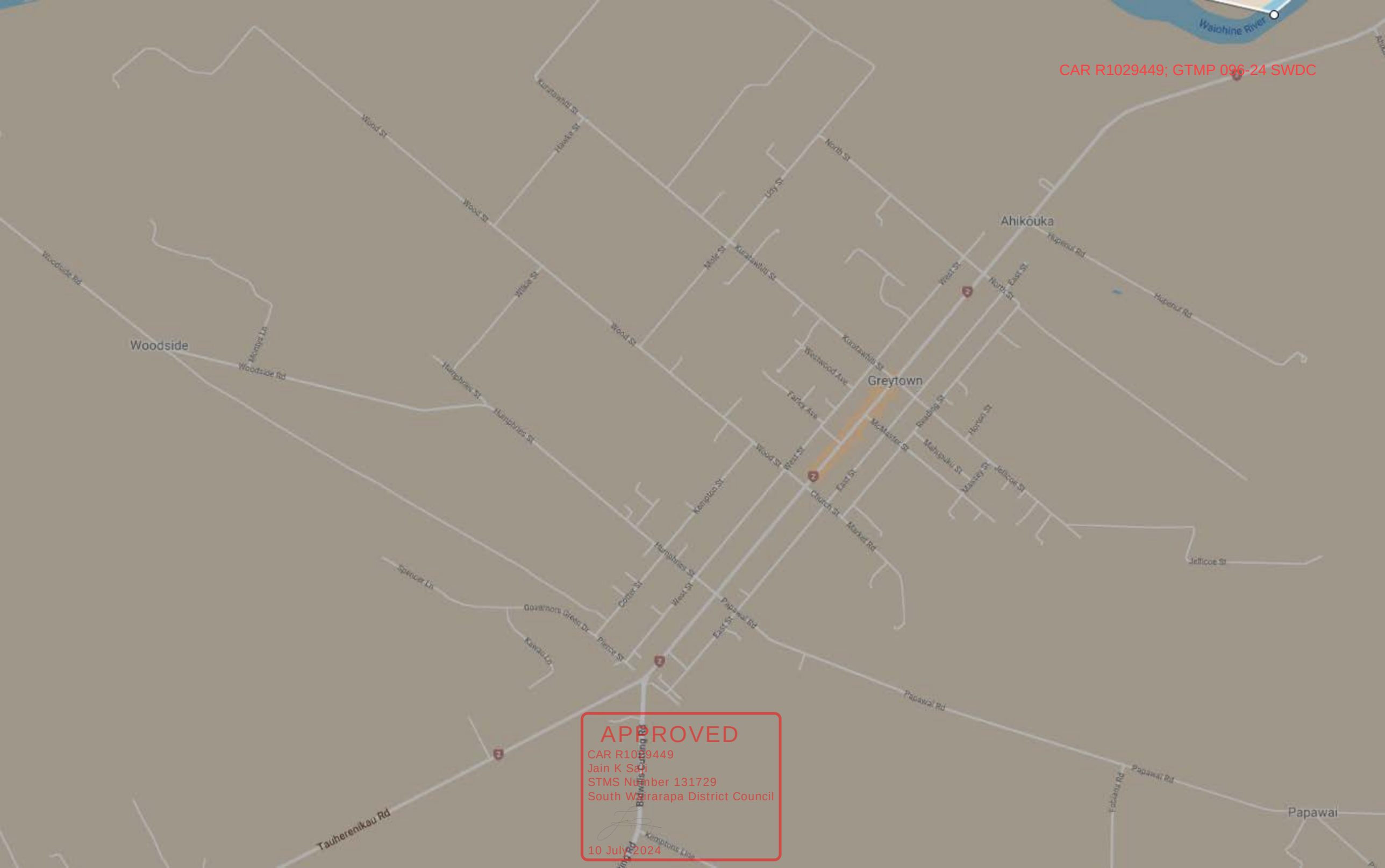

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Martinborough
Princess St
Jellicoe St
Huangarua Rd
Ponatahi Rd
Puruatanga Rd
Martins Rd
Hinakura Rd
Lake Ferry Rd
White Rock Rd
Huangarua River
Ruamahanga River
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LEVEL 1 LAYOUT DISTANCES TABLE

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

* 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.

\# 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).

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).
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.

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.

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TMP or generic plan reference	

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

Working space

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

TTM

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

Delegation

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

Temporary speed limit

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

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

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

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

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TMP or generic plan reference	

Worksite monitoring

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TTM to be monitored and 2 hourly inspections documented below.

Items to be inspected	TTM set-up	2 hourly check	2 hourly check	2 hourly check	2 hourly check	2 hourly check	TTM removal
High-visibility garment worn by all?							
Signs positioned as per TMP?							
Conflicting signs covered?							
Correct delineation as per TMP?							
Lane widths appropriate?							
Appropriate positive TTM used?							
Footpath standards met?							
Cycle lane standards met?							
Traffic flows OK?							
Adequate property access?							
Barrier deflection area is clear? *(Refer to Barrier design statement)*							
Add others as required							
Time inspection completed:							
Signature:							

Comments:

Time	Adjustment made and reason for change

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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.

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) ☑		P2 mask to worn when in the vicinity of machinery that can cause dust and fumes . ☐
	Compulsory Steel or composite capped lace up boots are mandatory on all work sites ☑		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 ☐
	Must be worn on site when something could fall on you, or you could fall ☐		Must be worn when risk of dust or foreign objects entering the eye. Or when handling hazardous materials. ☐
	Must be worn when operating all machinery or when you need to raise your voice to be heard by someone 1 m away ☐		Must be worn when handling hazardous materials or when handling sharp objects (not to be worn when there is a risk of entanglement) ☐
	Compulsory if working off the deck Harness and lanyards must be used correctly when on the deck of work vehicles. ☐	**Other PPE Required:**	

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
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. **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
Major (e.g. Permanent disability, damage to plant, environment, organisation)	Low	Medium	High	Critical	Critical	
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	

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

STOP

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	

Contact Management prior to start work. Ensure a mitigation plan is in place

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.

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

Prompts: Traffic Management | Mobile Plant | Utility Services | Excavations | Wellbeing | Working At Heights | Lifting |Environmental

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Final Risk Rating:
If high or critical, PAUSE and check with your manager before proceeding

Task: What am I doing?	**Risks:** What could go wrong?	**Controls:** How can I do it safely?	Are the controls in place & working?	Low	Med	High	Crit

The following must be explained by the STMS as part of the site induction	Site Set Up Explained & Roles/Responsibilities Established		Work Zones Established		Exclusion Zones Established		Explained Risks And Controls In Place		Site Entry & Exit Points Established		Evacuation Point Established		Opportunity For Questions/Answers Given	

Full name	Time in	Time out	Phone number	Am I fit and well for work today? Y / N	Do I understand the risk controls and are they in place? Y / N	Have I been inducted onto site & have I advised others of the risks from my work? Y / N	Am I trained and competent and wearing the correct PPE for what I am doing? Y / N	Signature

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Methodology:
PEDESTRIAN PROVISION

Detail:
FOOTPATH CLOSED - PEDESTRIANS ESCORTED

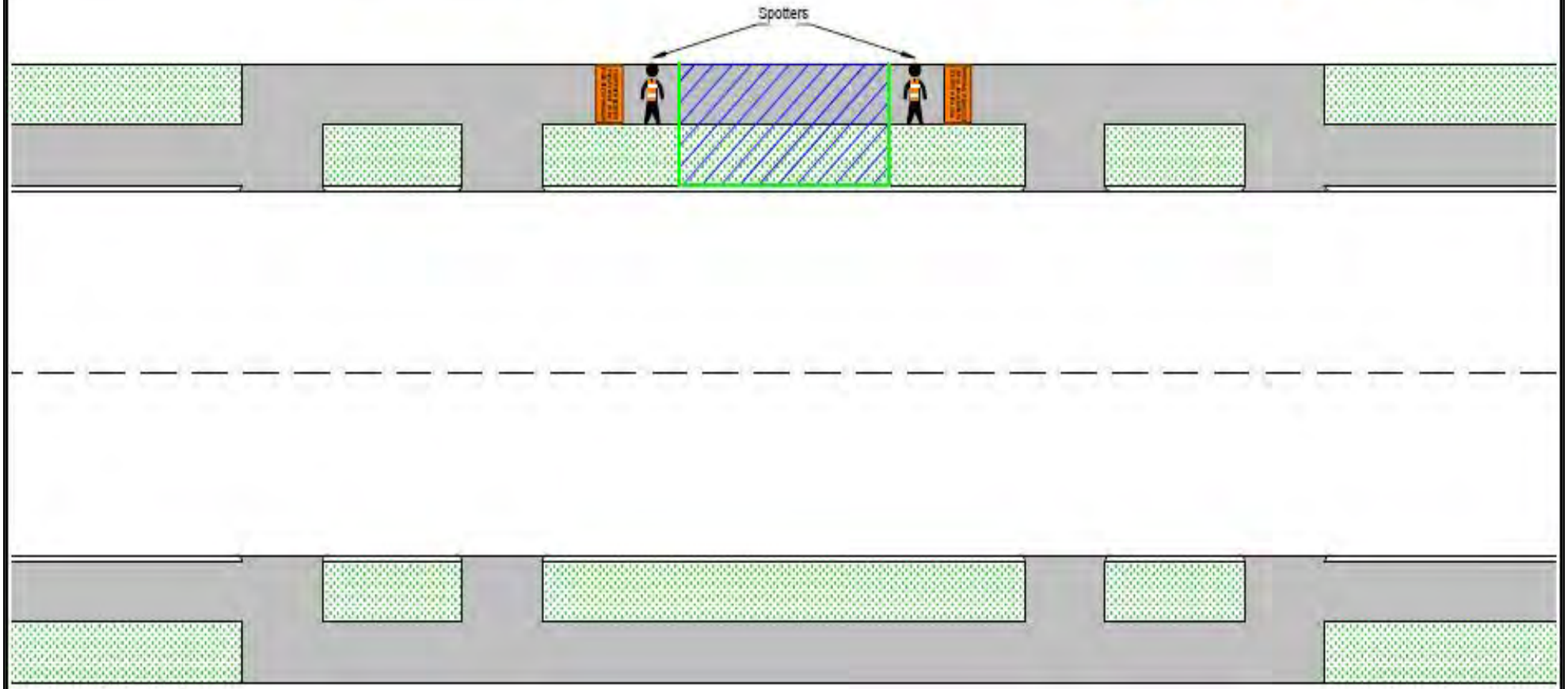
Restrictions:

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.

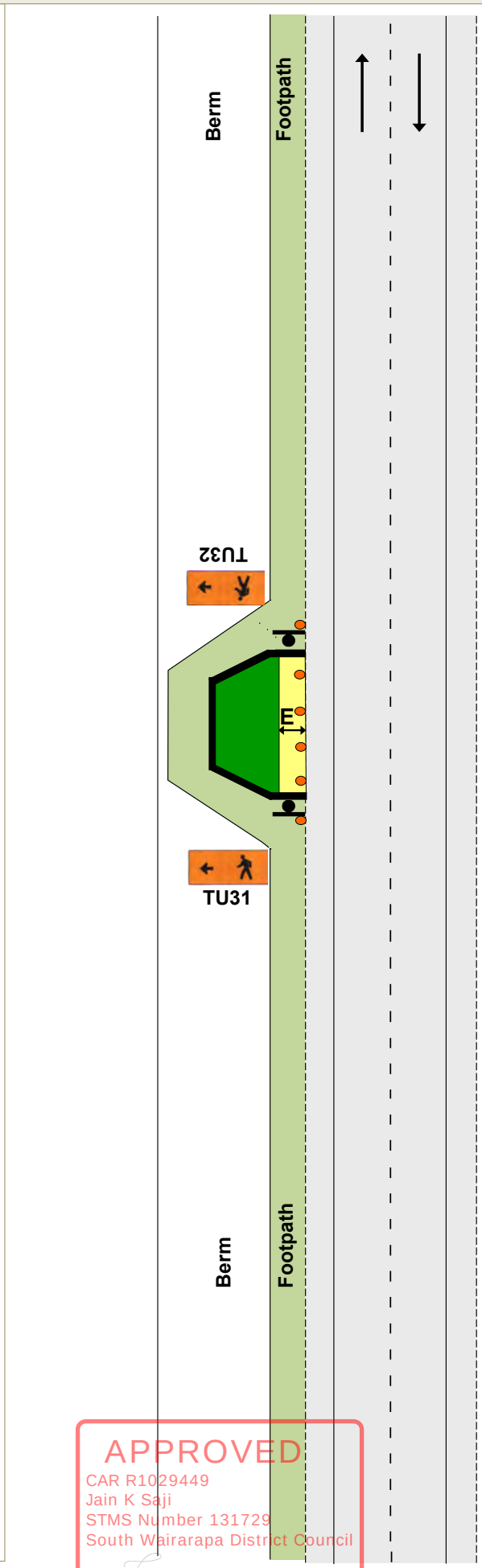
FOOTPATH CLOSED PLEASE WAIT TO BE ESCORTED THROUGH

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



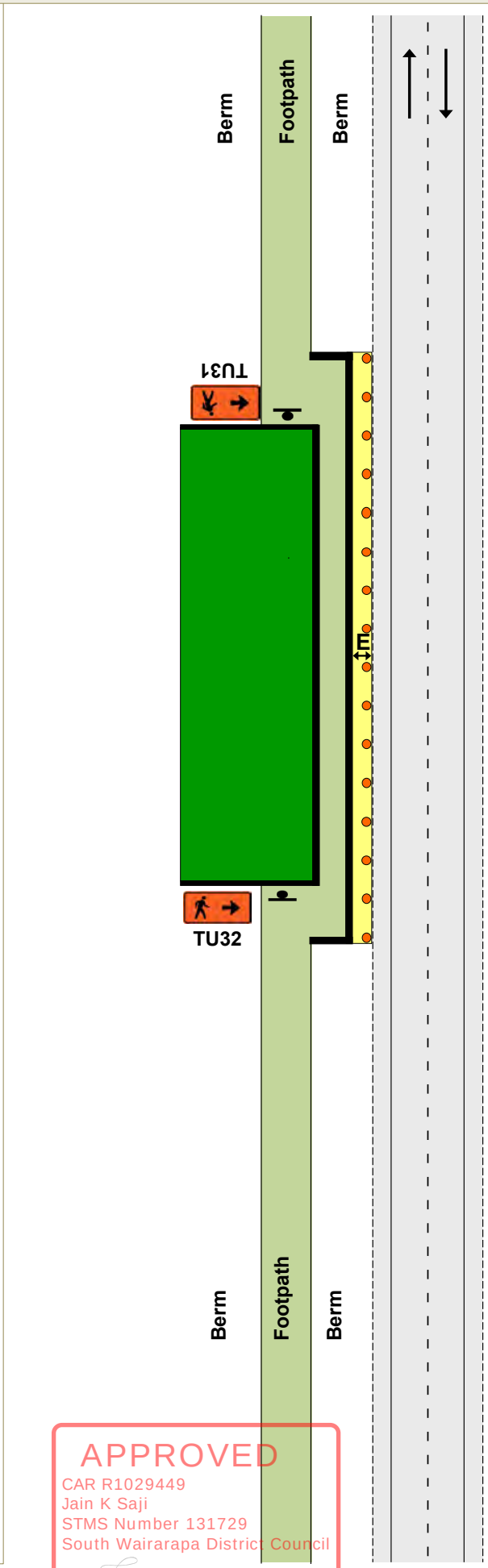
FOOTPATH

Footpath diverted onto berm between working space and carriageway
Second preference

F2.2
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. 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

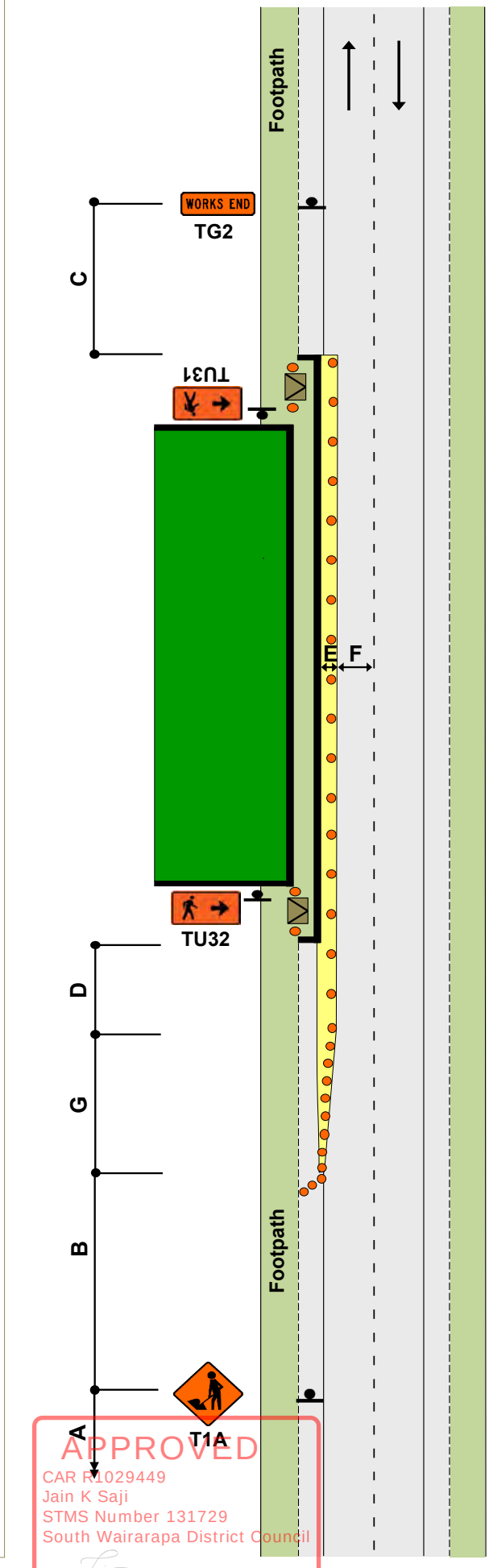


FOOTPATH
Footpath diverted onto carriageway
Third preference

F2.3
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. 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



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

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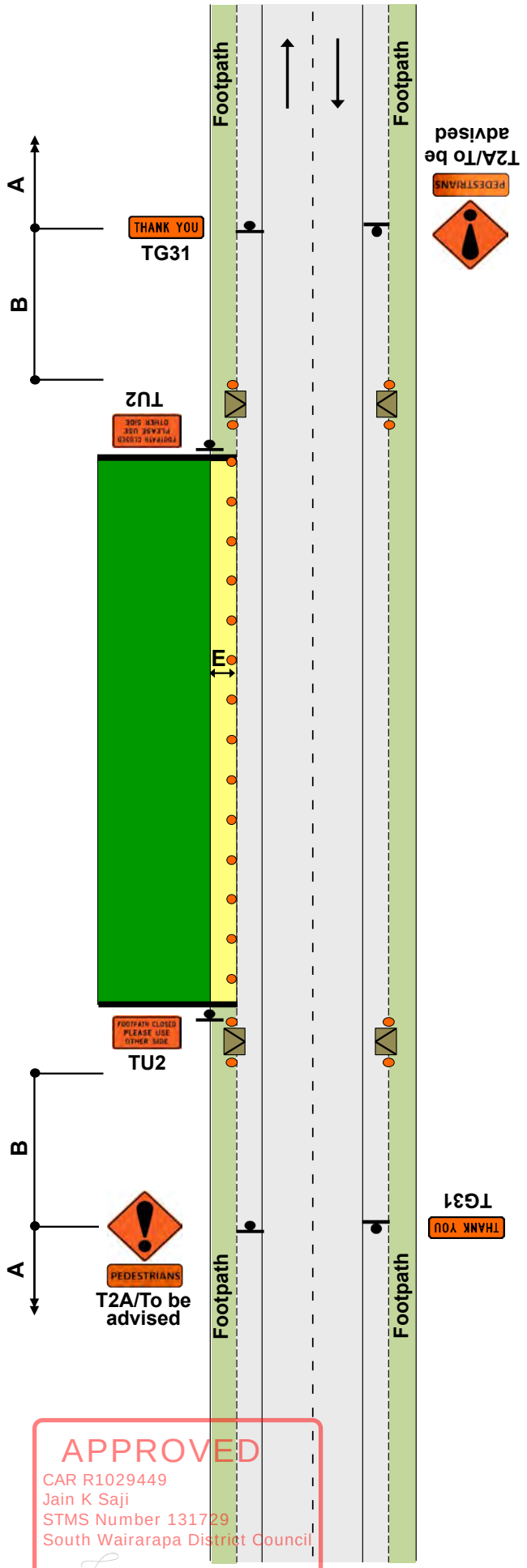
F2.4
Level 1

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



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Static operations

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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.

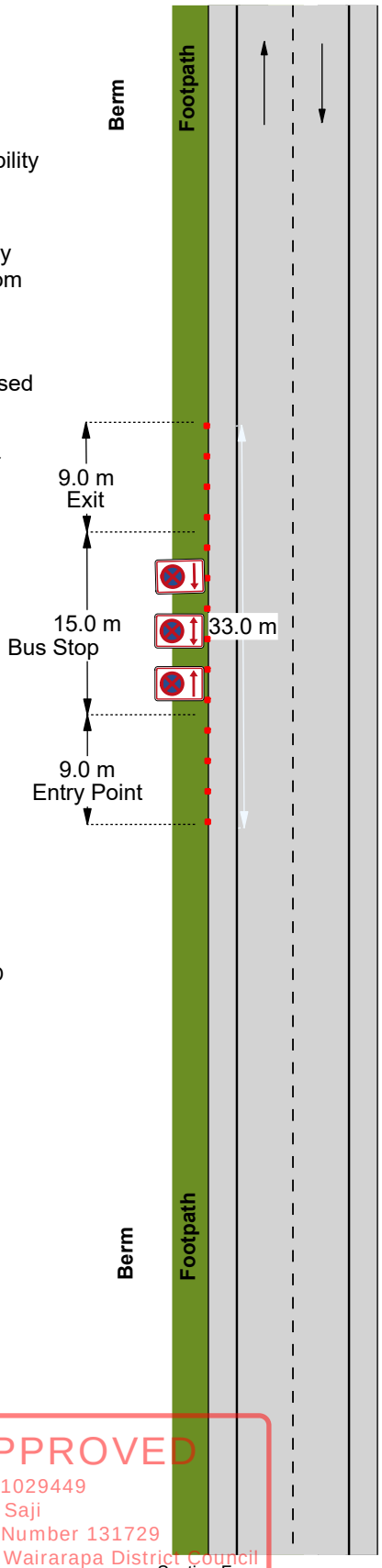
2.Distance between permanent and temporary stop is variable but temporary stop should be visible to passengers from existing stop. If not visible additional signage is required.

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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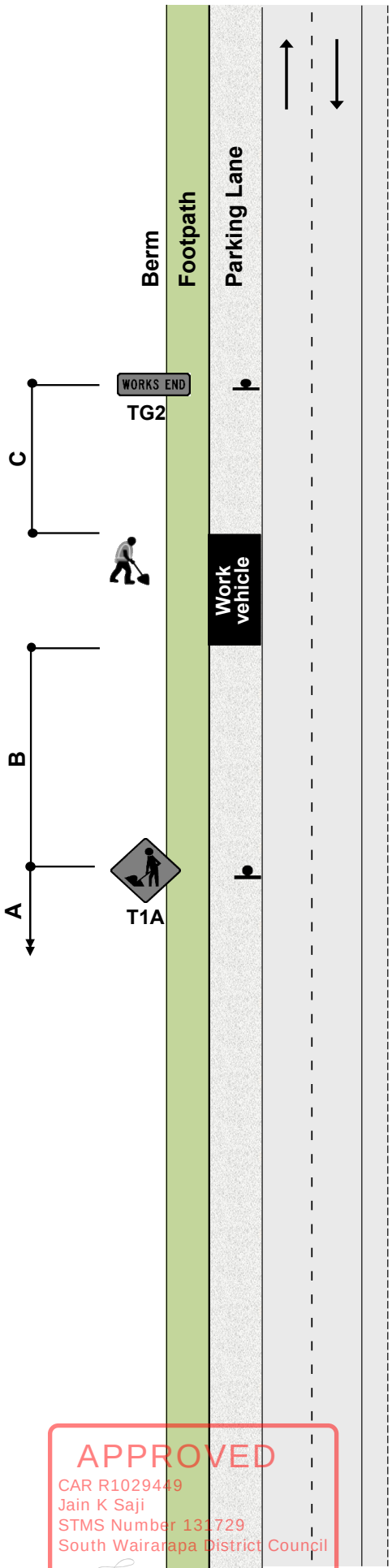
SHOULDER AND ROADSIDE ACTIVITIES
Work on berm and/or footpath
Permanent speed less than 65km/h

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

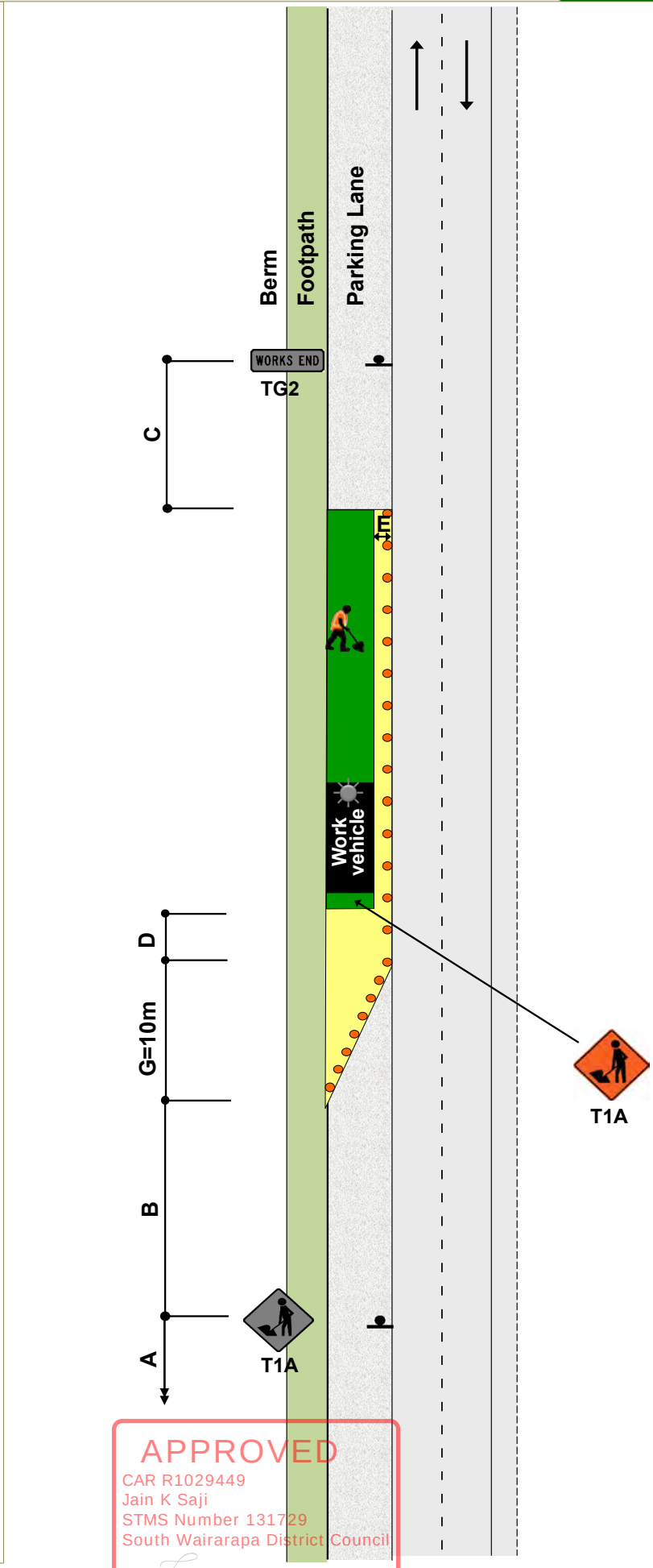


SHOULDER AND ROADSIDE ACTIVITIES
Work in parking lane
Permanent speed less than 65km/h

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



SHOULDER AND ROADSIDE ACTIVITIES
Shoulder closure

F2.7
Level 1

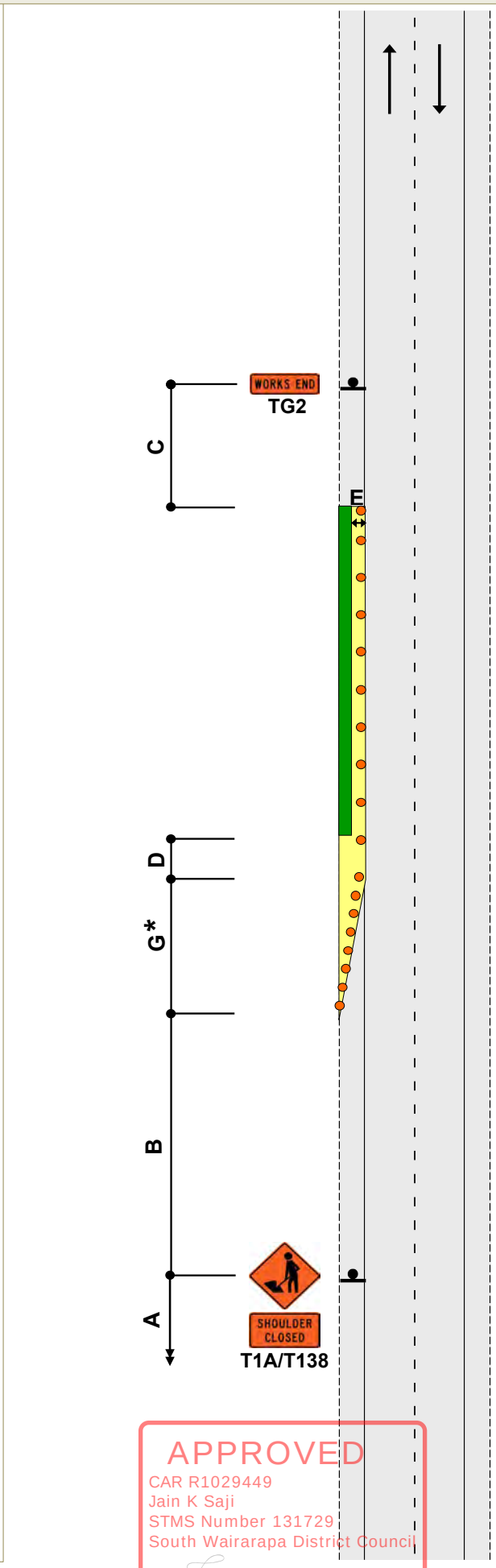
Notes

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:

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

W = Width of shoulder

G = Taper length in metres from the level 1 layout distance table



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

F2.11
Level 1

Notes

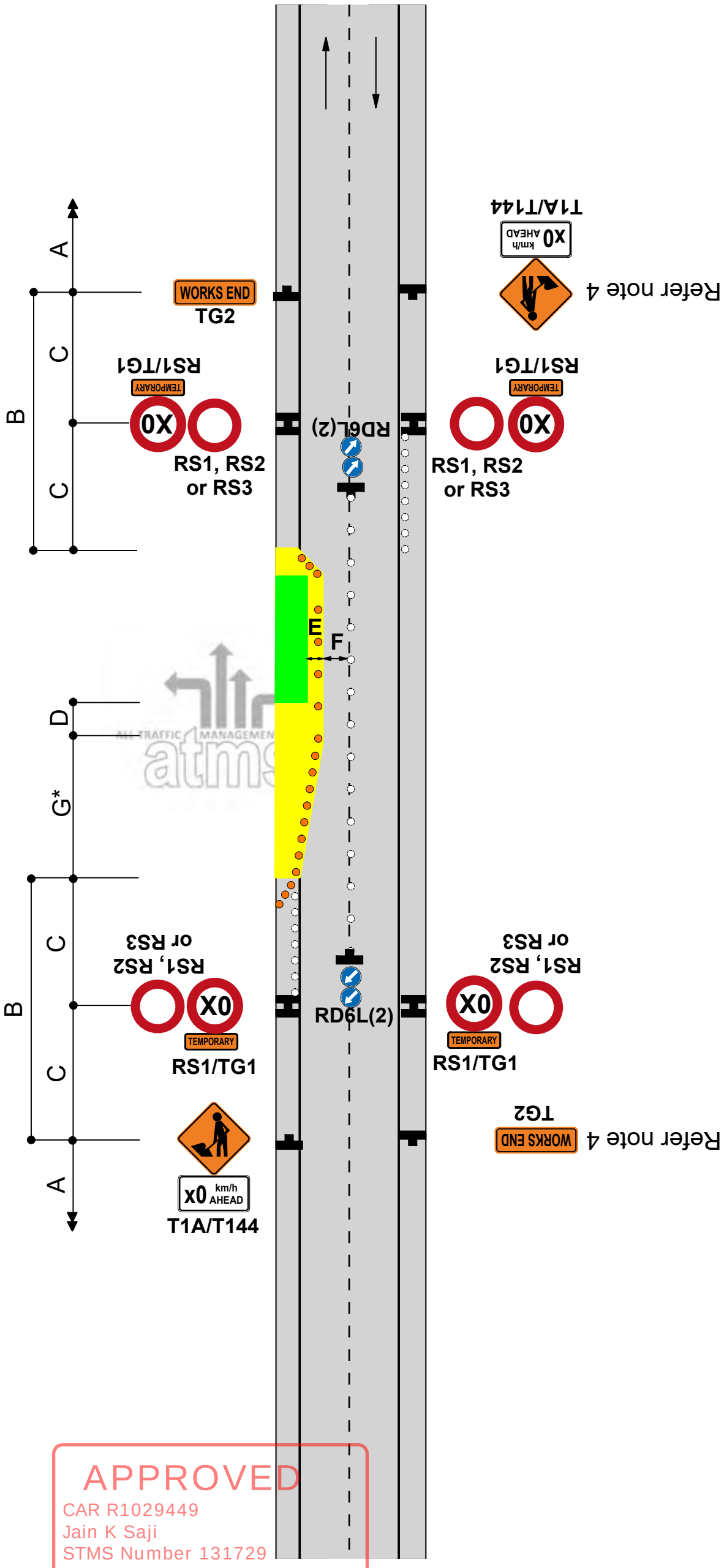
1. *Calculation of taper length for lateral shift of less than 3.5m is:
   W x G
   3.5
   W = Width of lateral shift
   G = Taper length in metres from the level 1 layout distance table

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



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

F2.12
Level 1

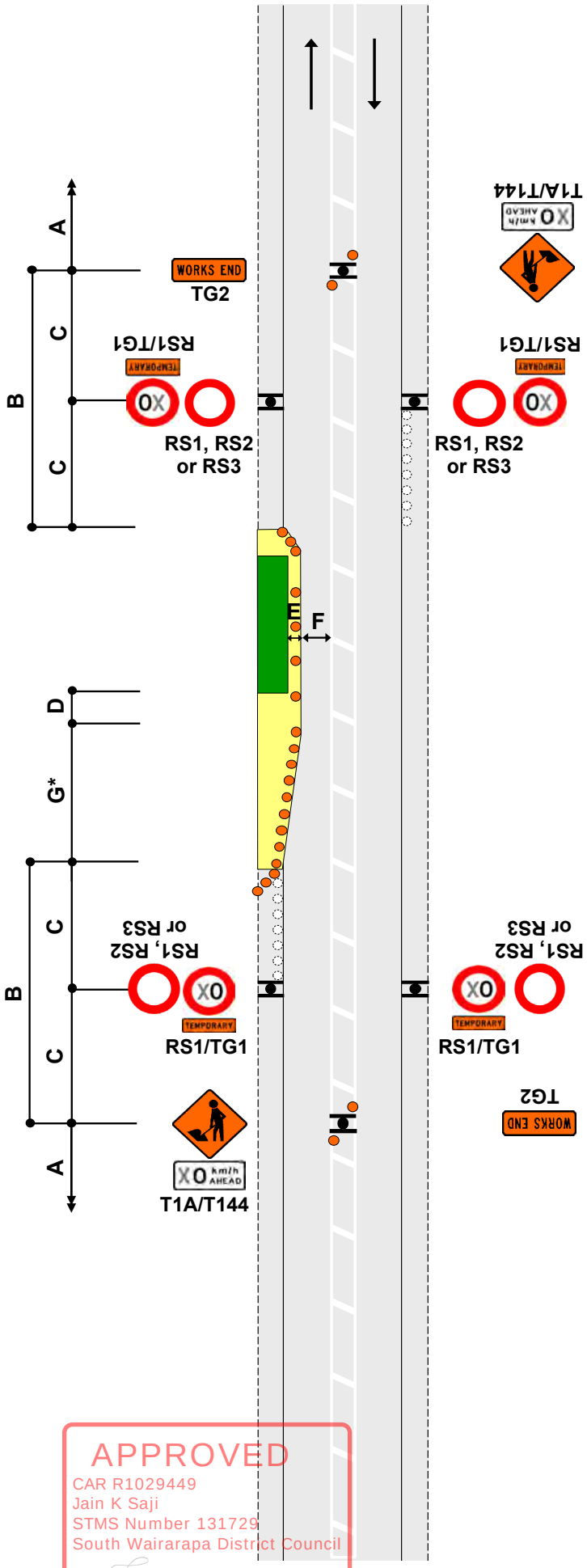
Notes

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

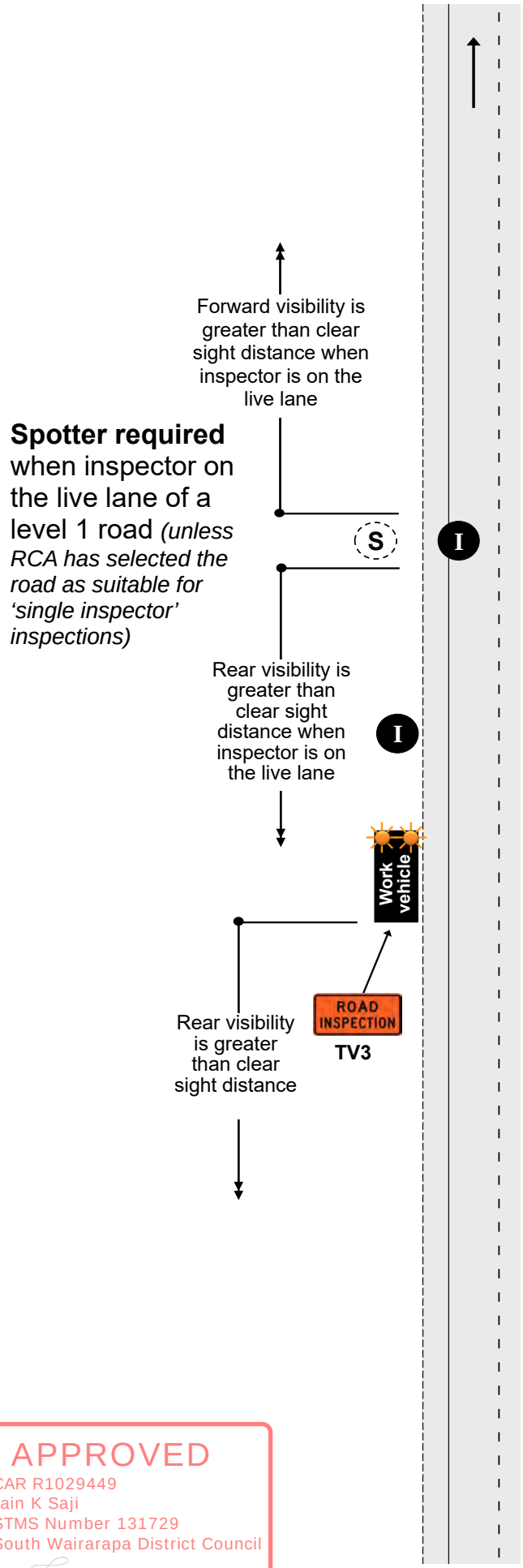


INSPECTION ACTIVITIES AND NON-INVASIVE WORKS
On shoulder and on the live lane
This TMD may also be applied on level LV roads

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)



APPROVED
CAR R1029449
Jain K Saji
STMS Number 131729
South Wairarapa District Council
10 July 2024

Mobile operations

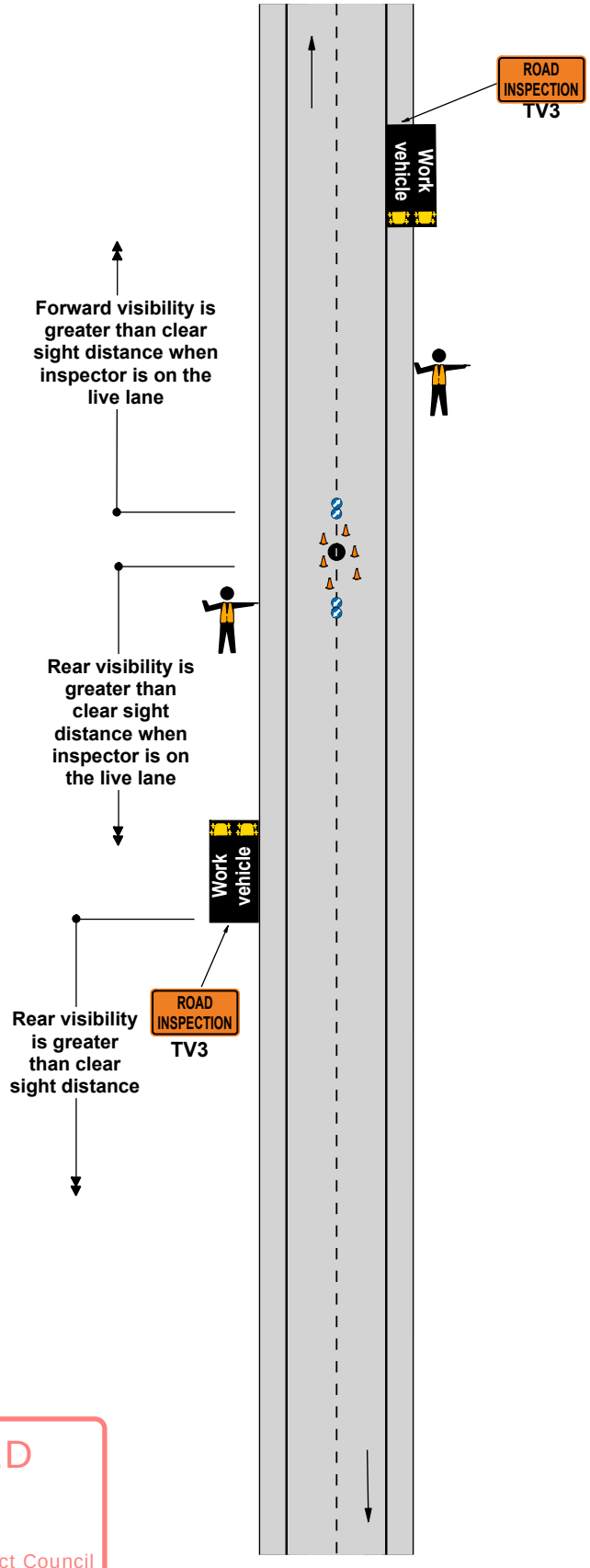
CAR R1029449; GTMP 096-24 SWDC

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.



APPROVED
CAR R1029449
Jain K Saji
STMS Number 131729
South Wairarapa District Council
10 July 2024

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

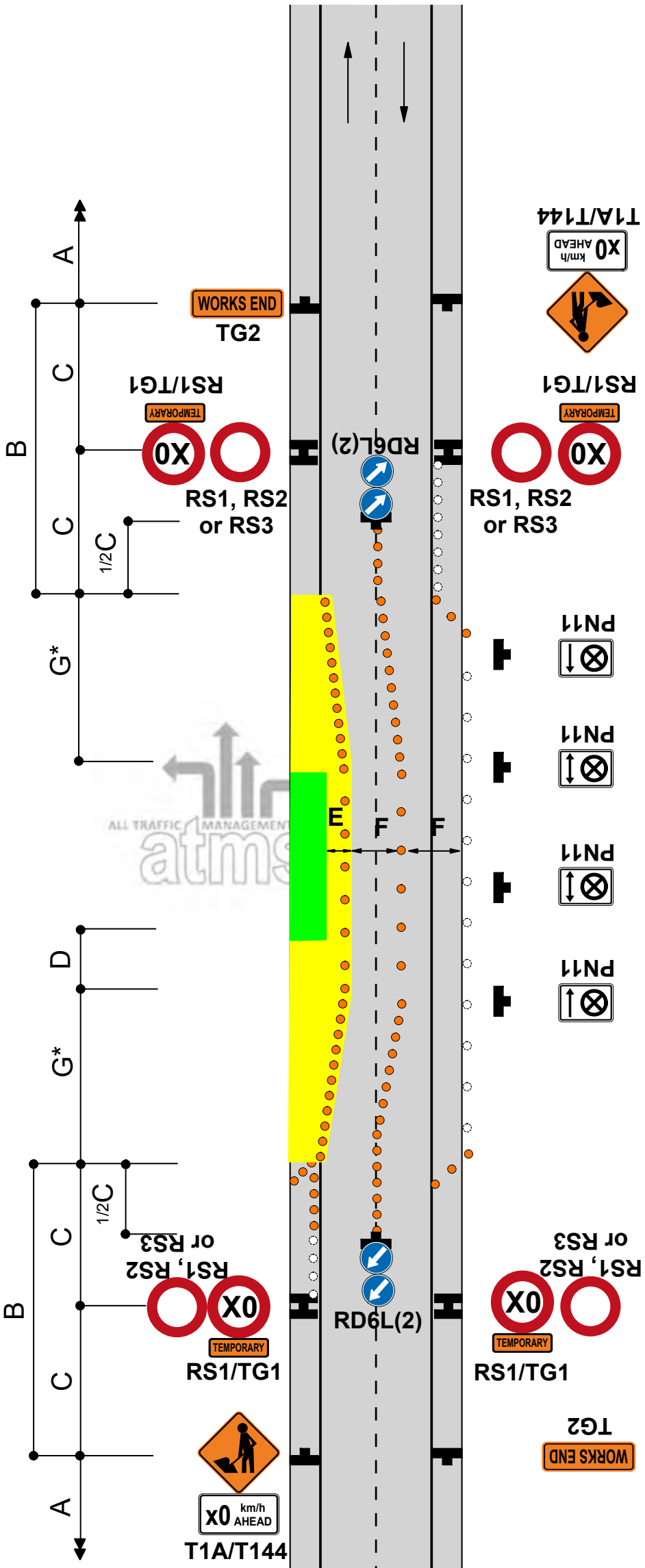
3. *Calculation of taper length for lateral shift of less than 3.5m is:
   W x G
   3.5
   W = Width of lateral shift
   G = Taper length in metres from the level 1 layout distance table

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



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.

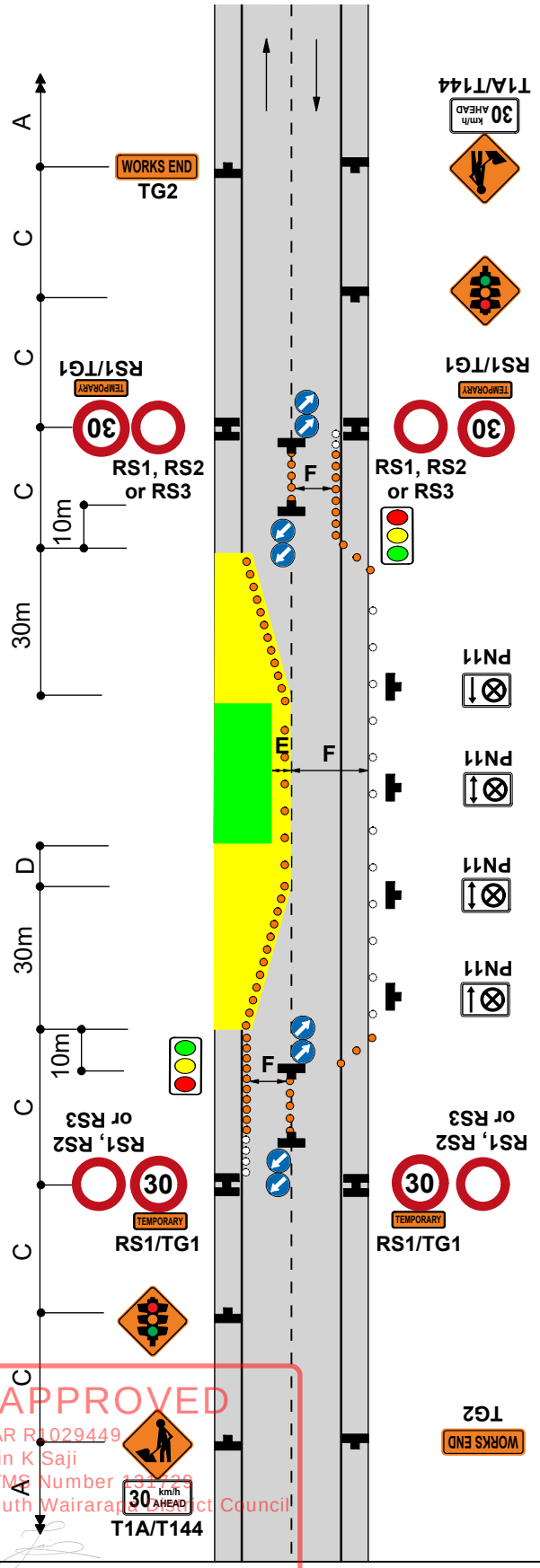
5. Extend or place extra advance warning signs towards on-coming traffic beyond any expected traffic queues

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.



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

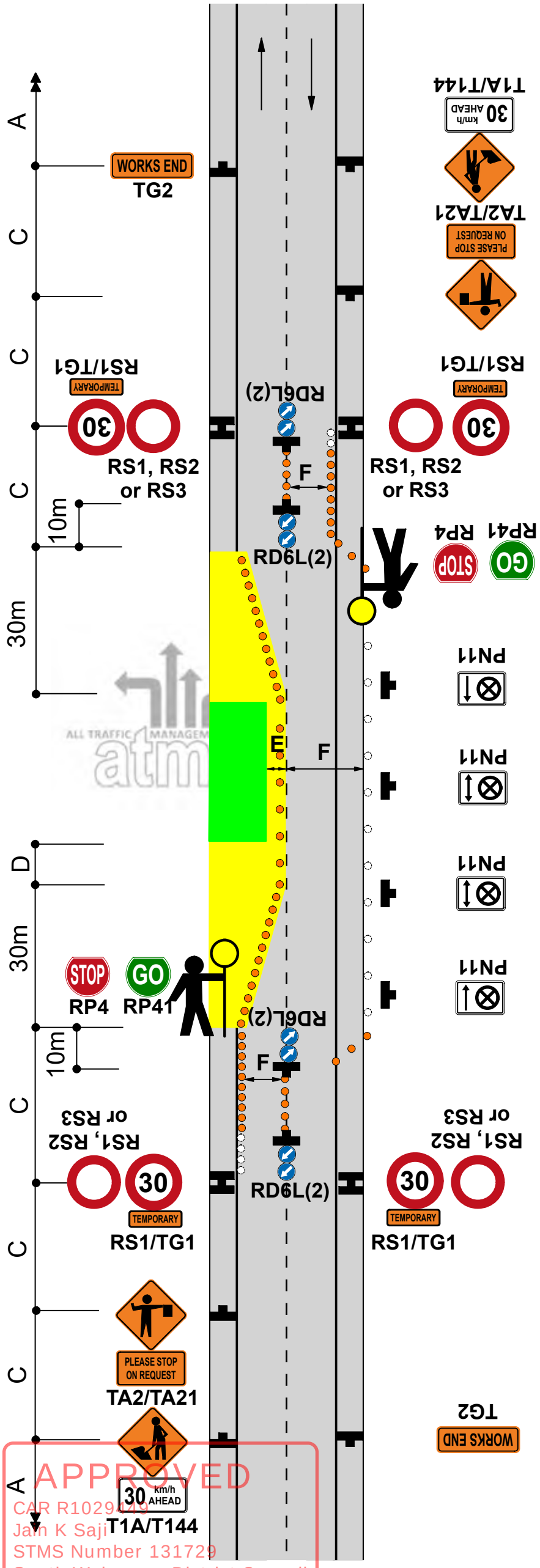
6. MTC with RP4/RP41 STOP/GO or RP4/RP42 STOP/SLOW paddle on road shoulder located between 1st and 2nd cone in the cone threshold closest to the working space

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



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.

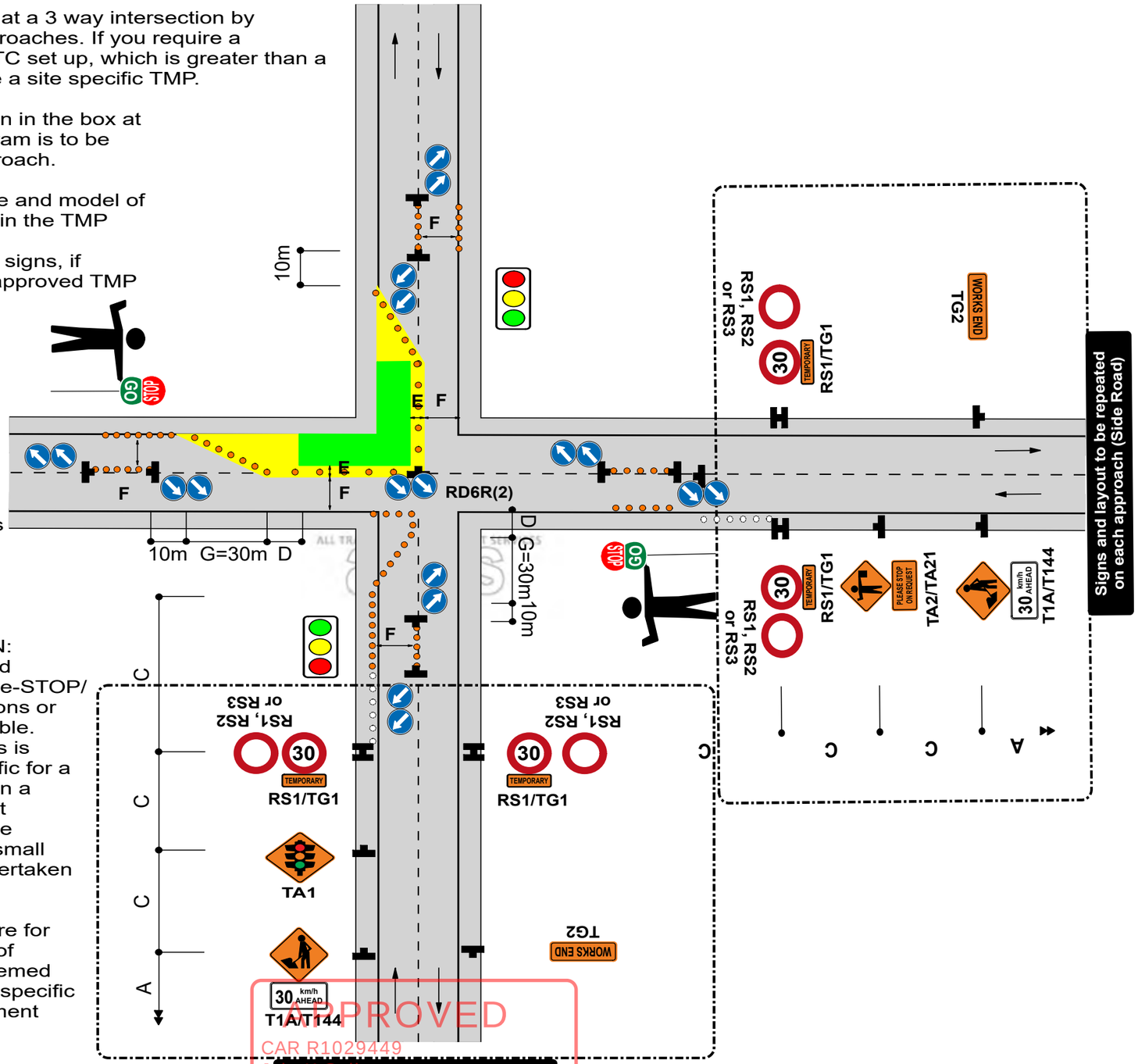
7. Extend or place extra advance warning signs towards on-coming traffic beyond any expected traffic queues

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.



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

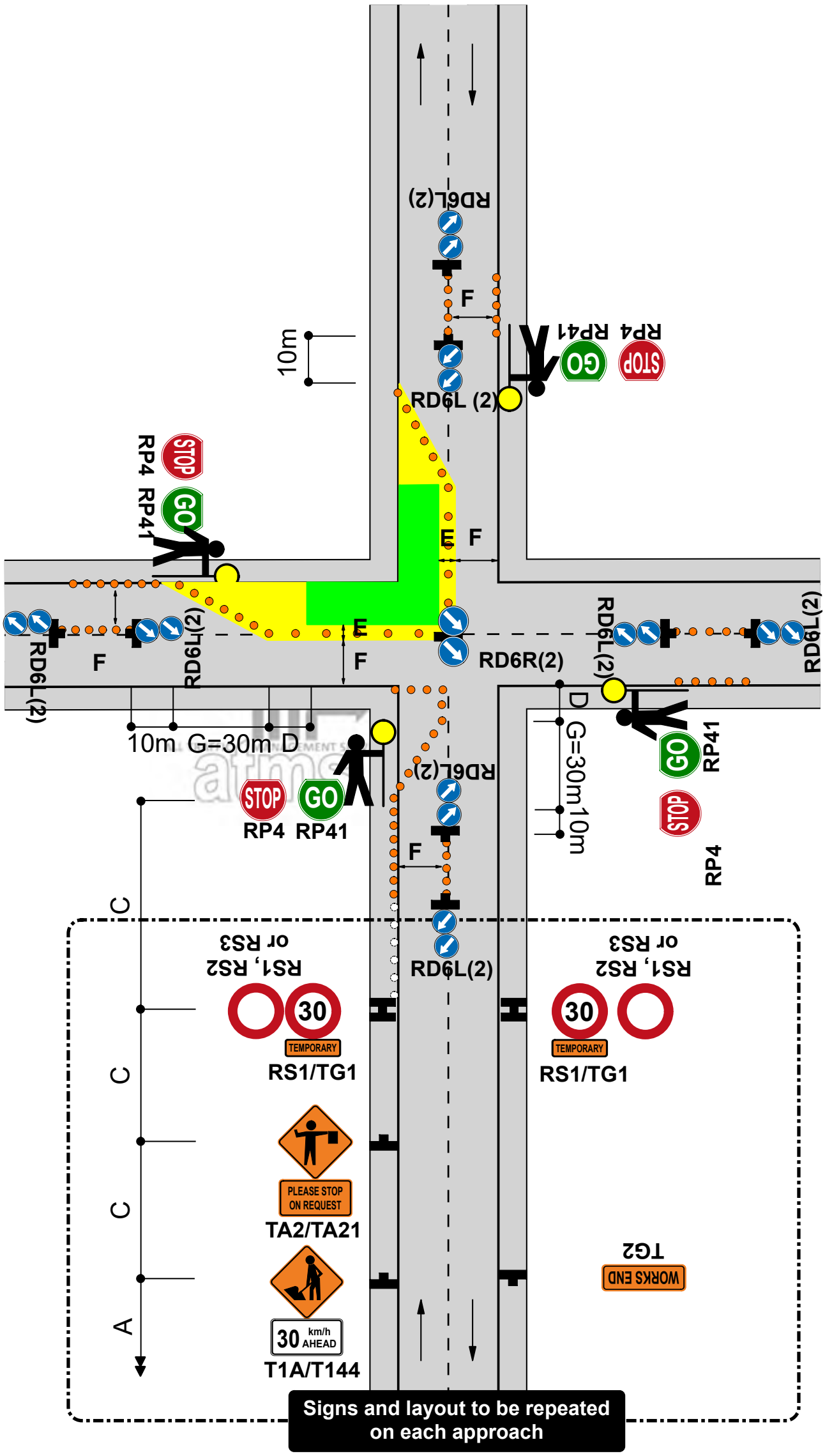
5. MTC with RP4/RP41 STOP/GO or RP4/RP42 STOP/SLOW paddle on road shoulder located between 1st and 2nd cone in the cone threshold closest to the working space

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



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

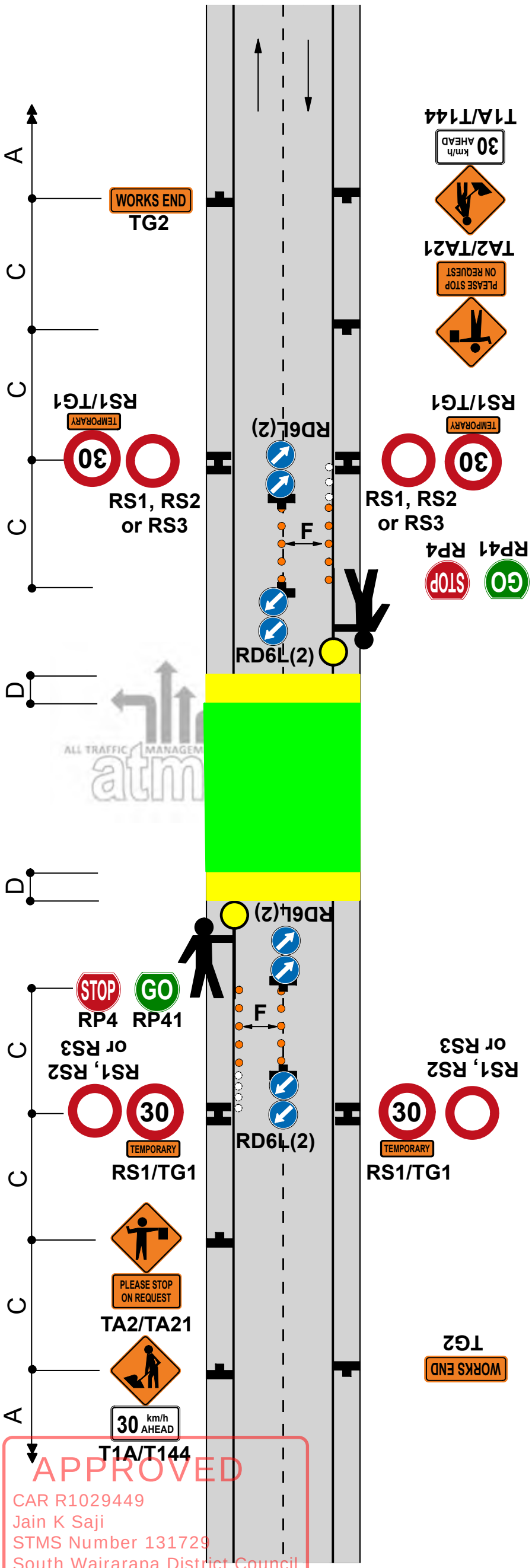
5. MTCs must show same message to oncoming traffic (eg STOP/STOP or GO/GO)

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

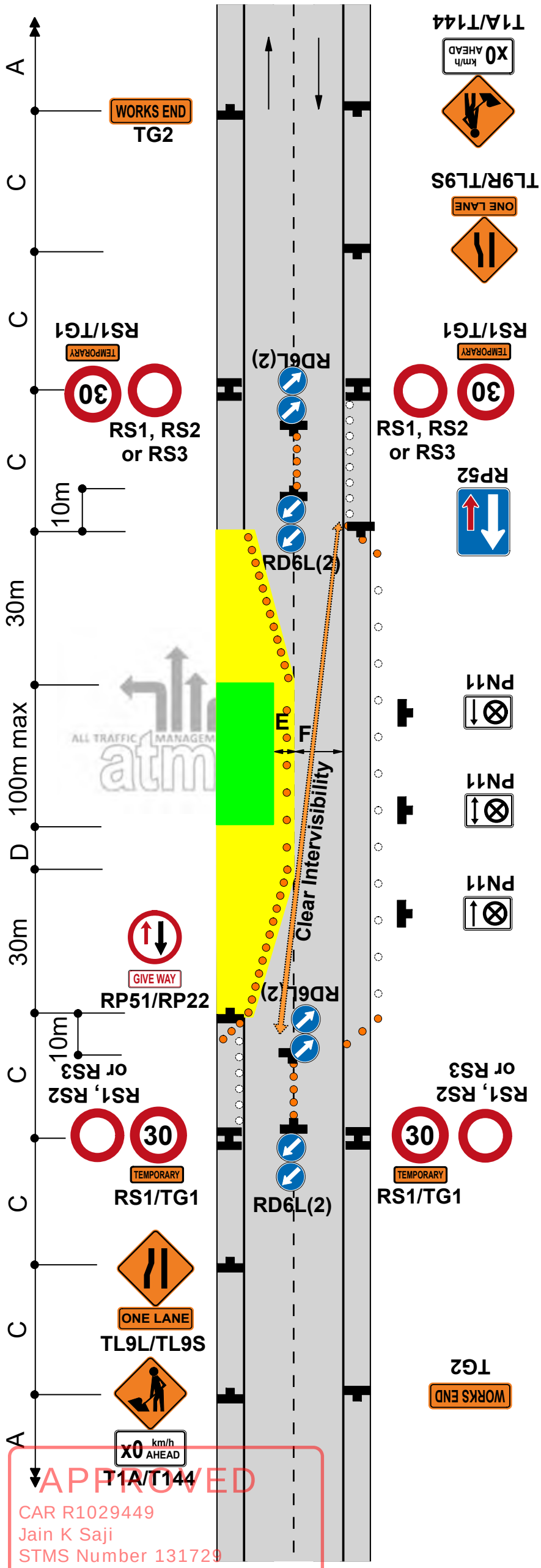


TWO-WAY TWO-LANE ROAD
Single-lane (traffic volume less than 1000vpd - 80vph)
Give way control

F2.16
Level 1

Notes

1. 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
2. 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
3. A 30m return taper at the end of the closure is mandatory
4. Use PN11 No Stopping signs, if necessary
5. Cones are required on edge of the temporary lane opposite closure if road is not well defined
6. The T144 X0km/h AHEAD sign is optional
7. TMC APPROVAL REQUIRED FOR BOTH ATTENDED AND UNATTENDED SITES



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

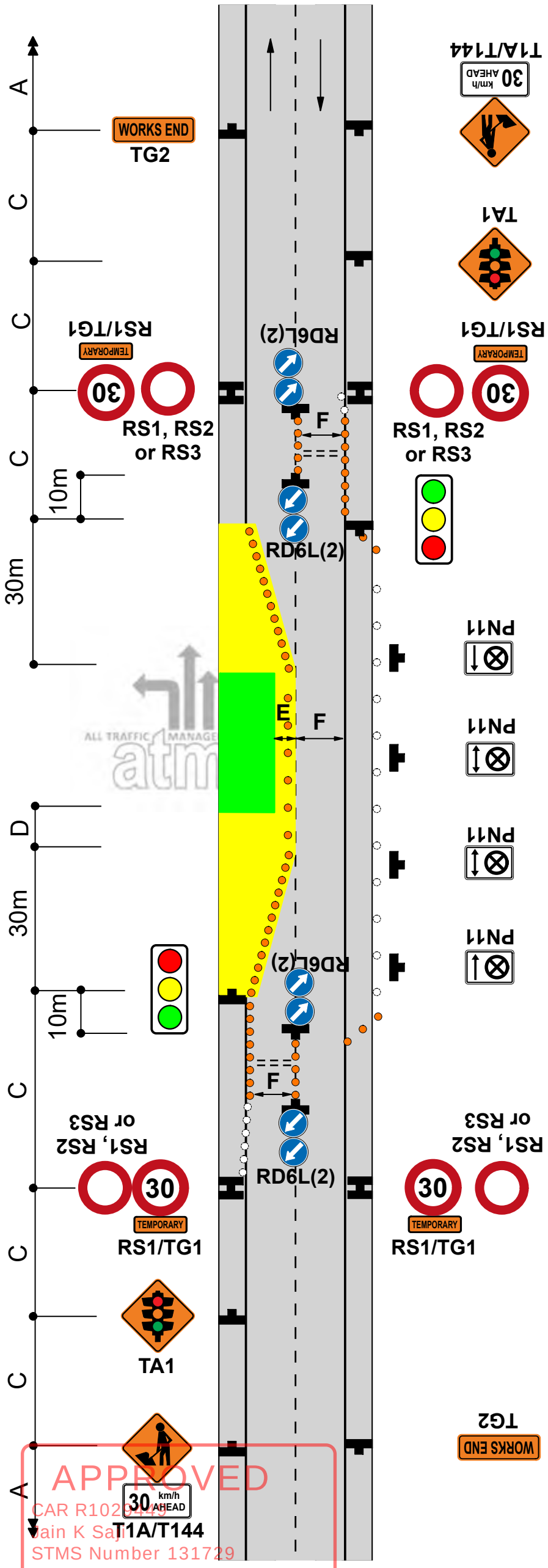
6. Extend or place extra advance warning signs towards on-coming traffic beyond any expected traffic queues

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



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

F2.18
Level 1

Notes

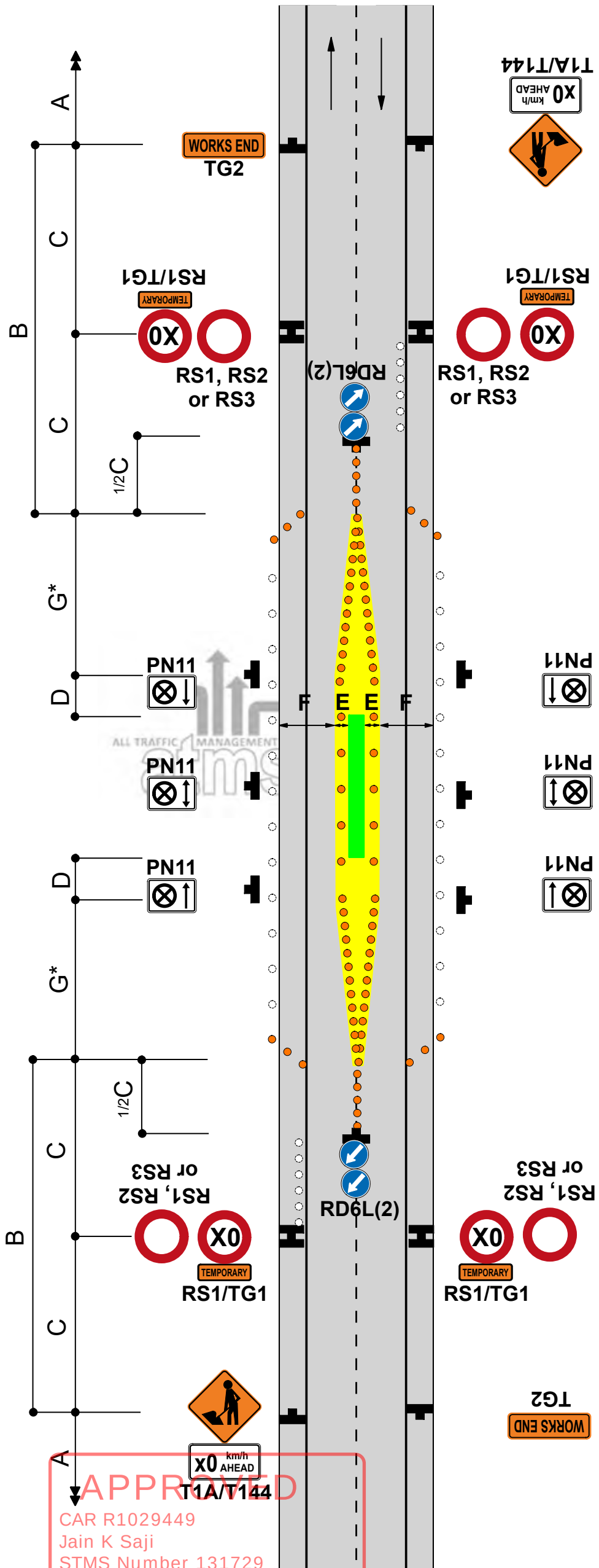
1. Cones are required on edge of the temporary lane opposite closure if road is not well defined

2. *Calculation of taper length for lateral shift of less than 3.5m is:
   W x 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

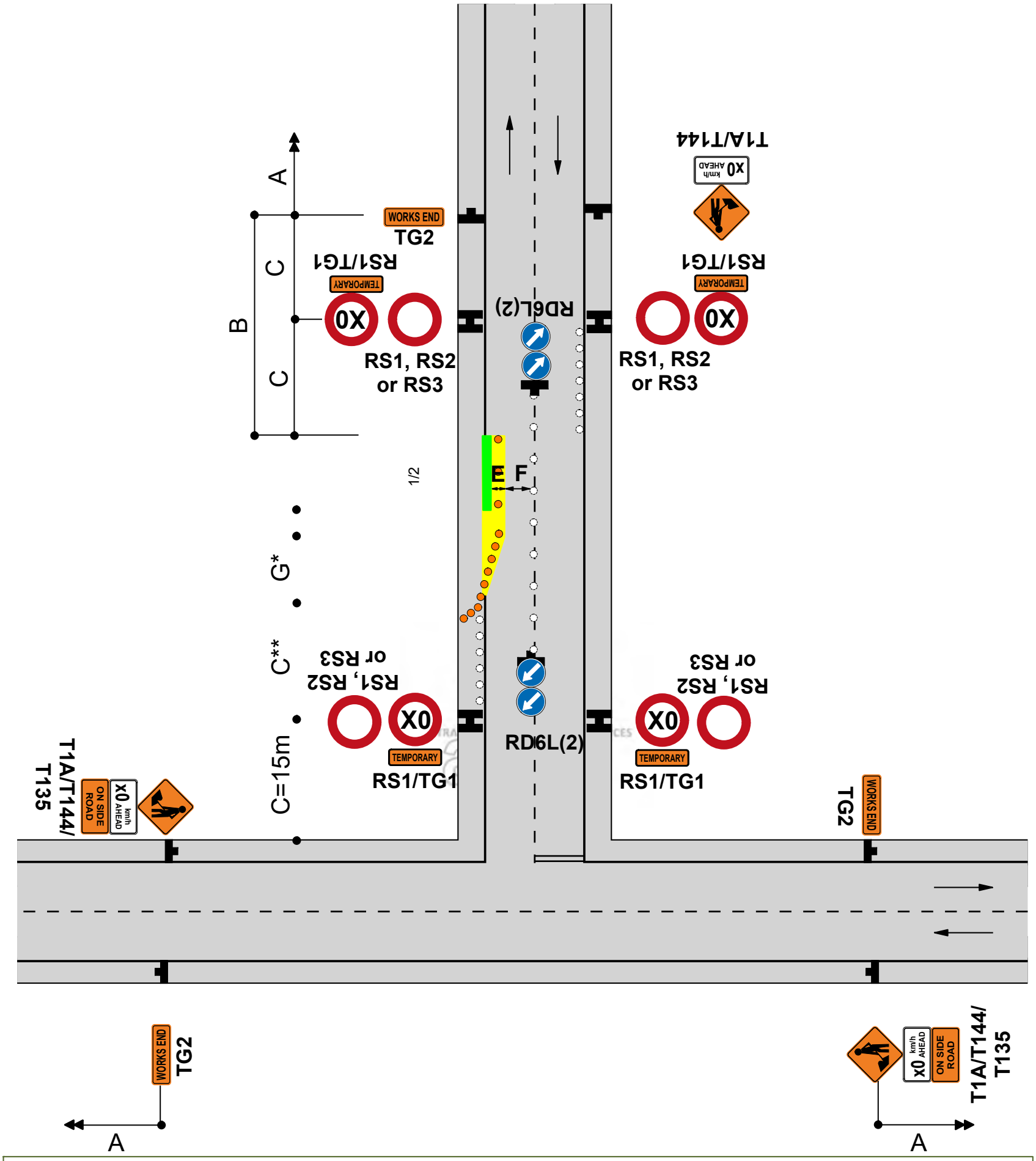
4. Use TSLs if required by TSL decision matrix

5. The T144 X0km/h AHEAD sign is optional



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



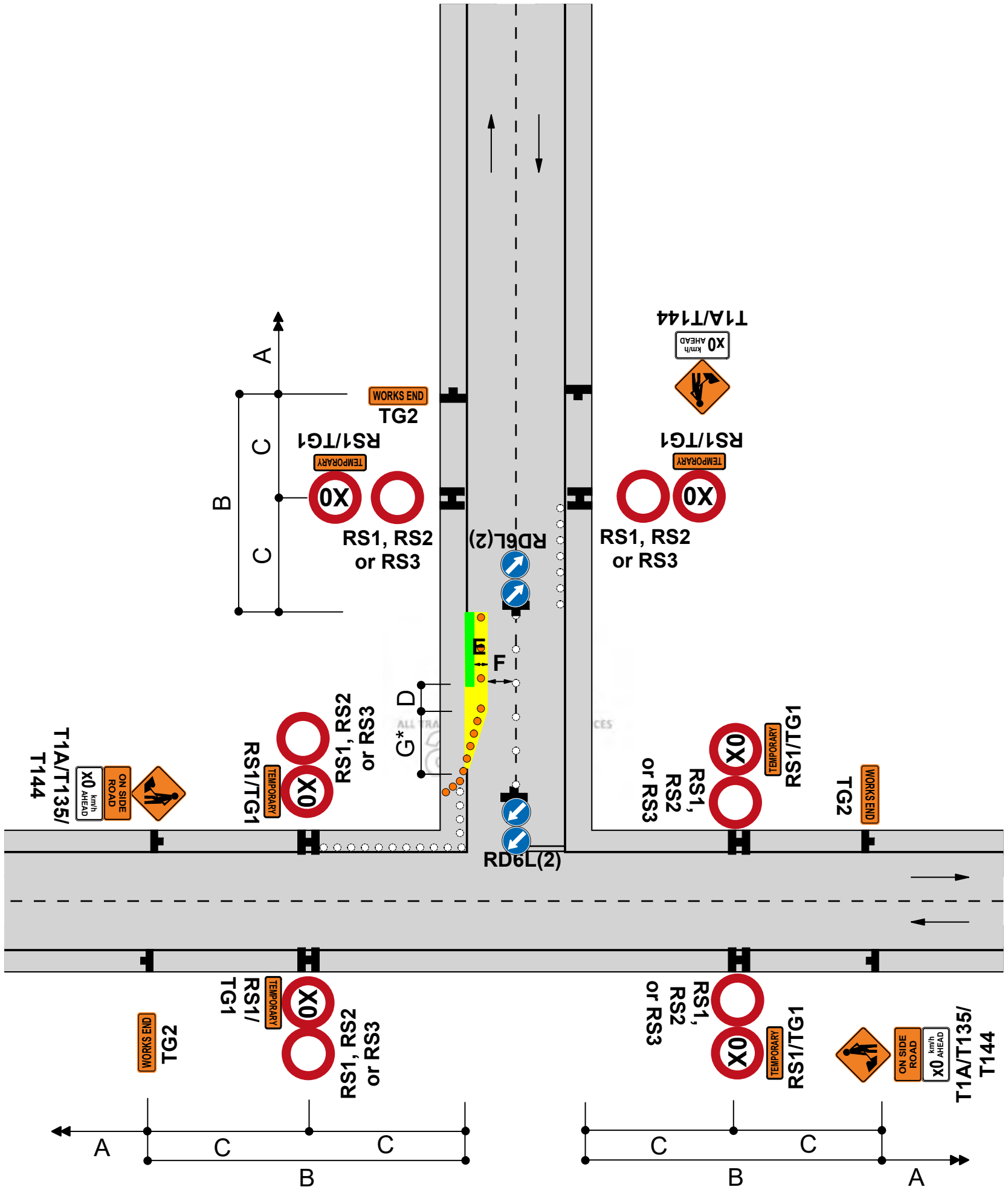
Notes

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 x 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 optiona

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

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



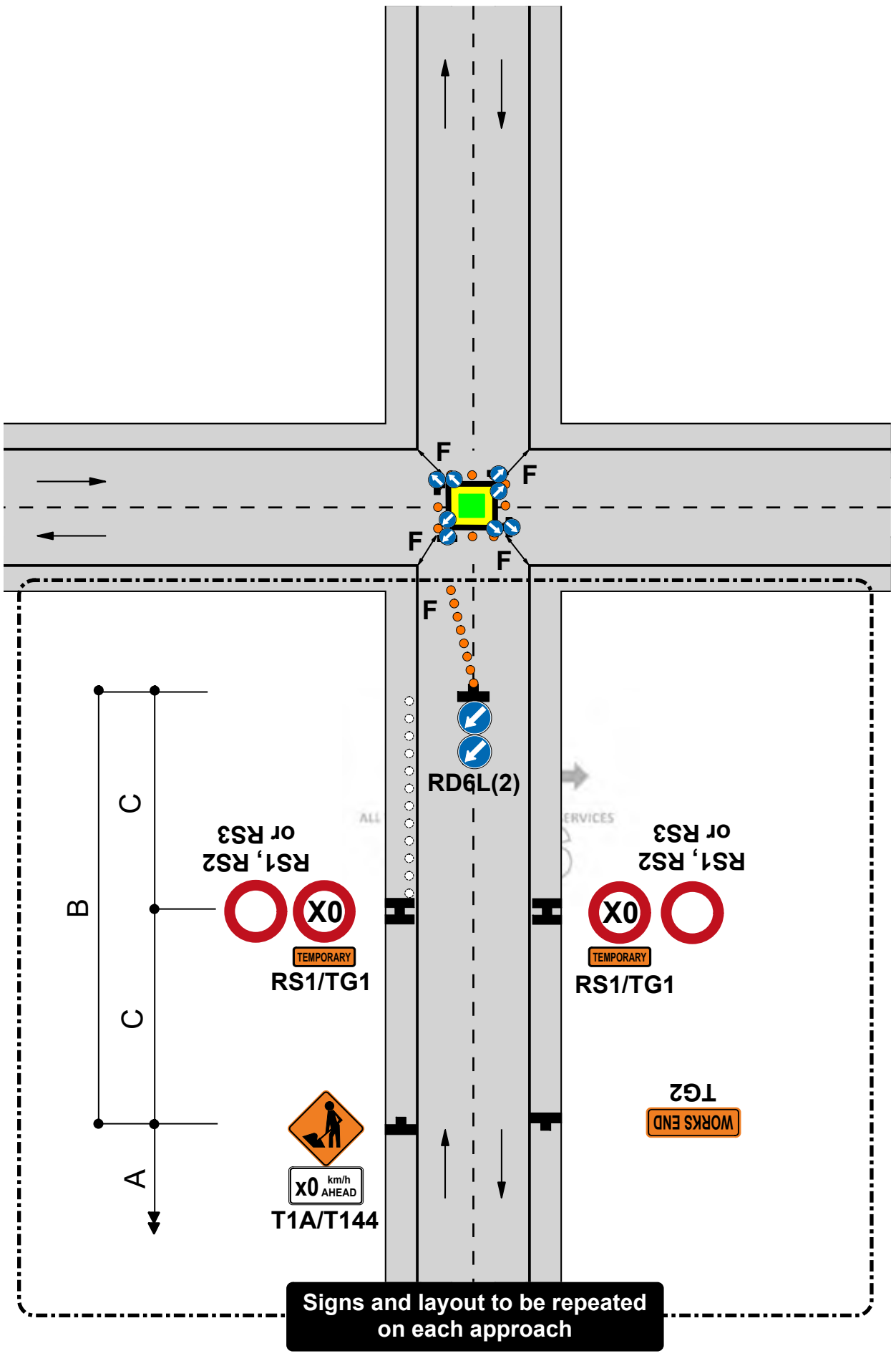
Notes

1.*Calculation of taper length for lateral shift of less than 3.5m is:
W x G W = Width of lateral shift
3.5 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 as required by TSL decision matrix
4.The T144 X0km/h AHEAD sign is optional

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

TWO-WAY TWO-LANE ROAD - Road closures and detours

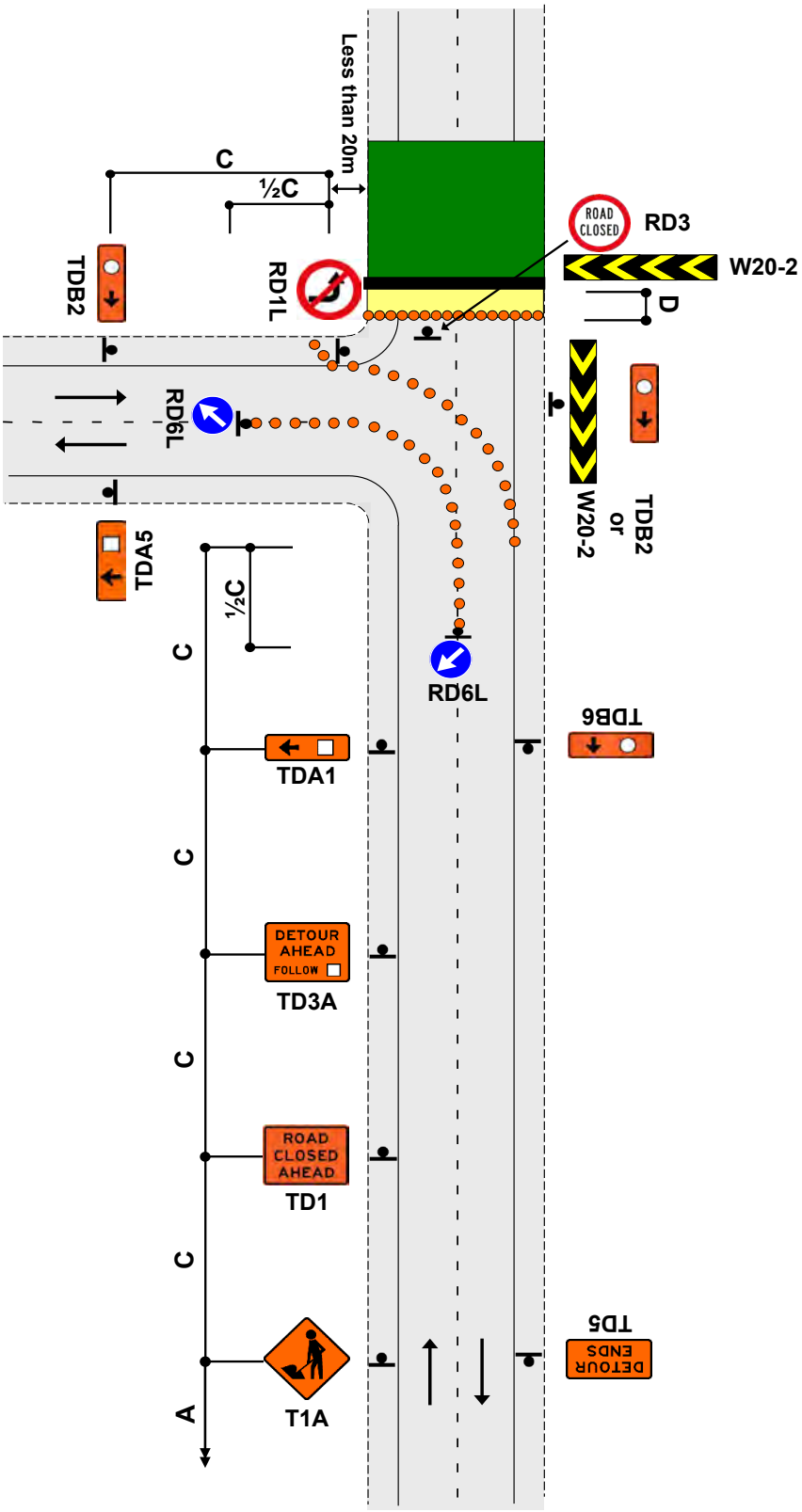
F2.24
Level 1

Road closure - detour route

Example

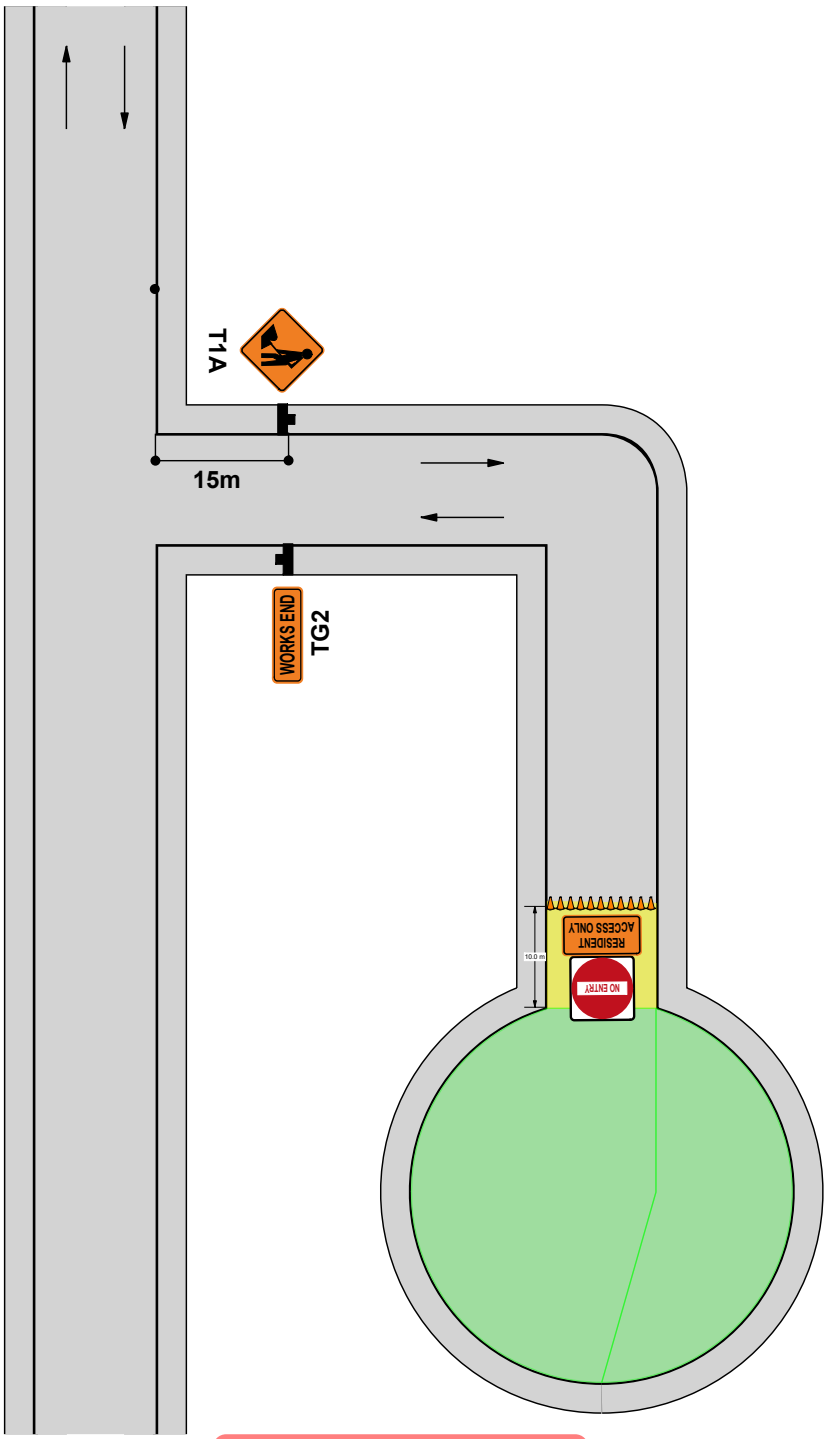
Notes

1. Block access to road with barricade
2. If a longer term site, use chevron sight board to direct traffic



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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Jain K Saji
STMS Number 131729
South Wairarapa District Council
10 July 2024

TWO-WAY TWO-LANE ROAD
Other hazard
Flooding, washout, slip, slippery surface

CAR R1029449; GTMP-096-24 SWDC

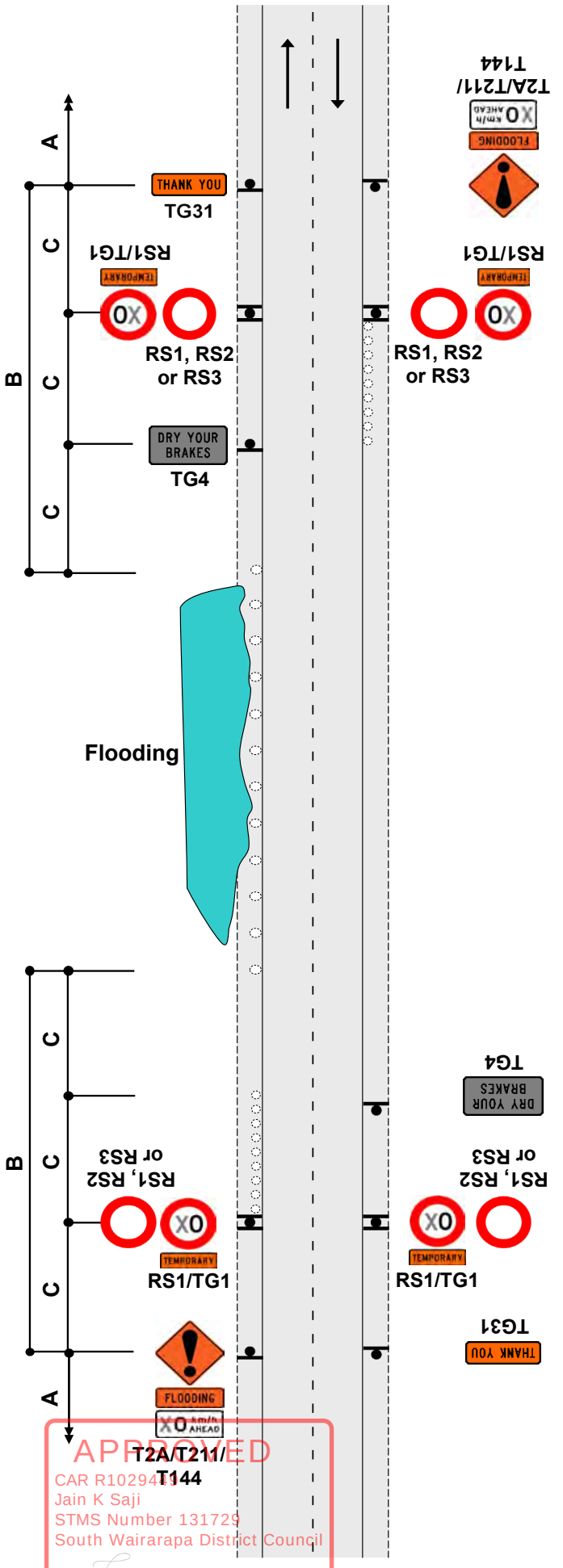
F2.26
Level 1

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	Flooding
T212	WASHOUT	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

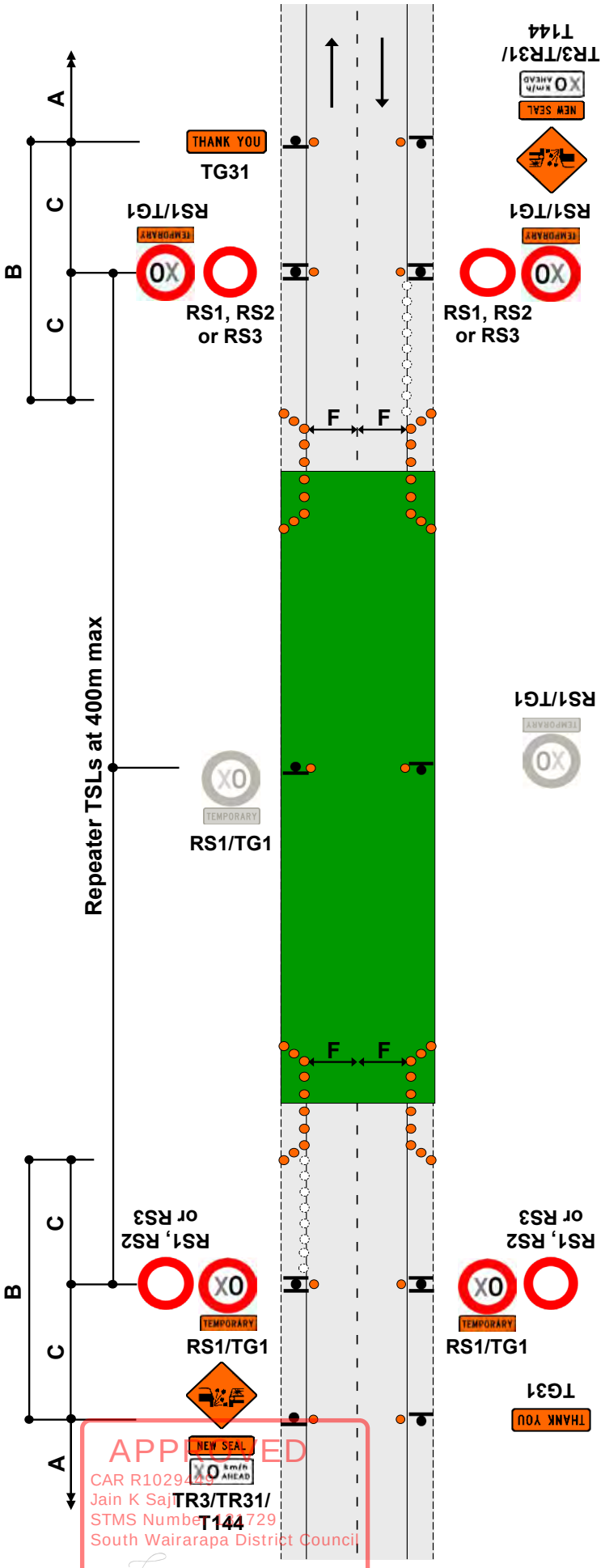


TWO-WAY TWO-LANE ROAD
Unattended worksites
New seal - unattended and/or unswept worksite

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



TWO-WAY TWO-LANE ROAD
Unattended worksites
Surface hazard

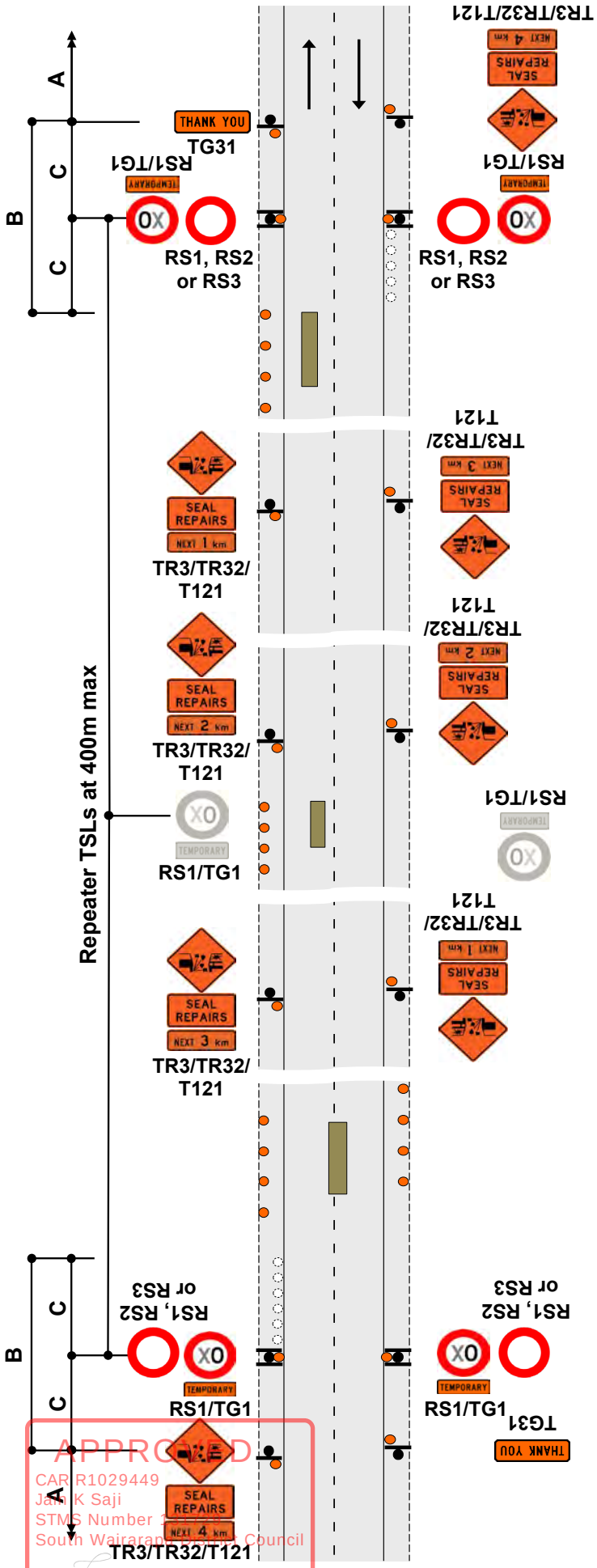
F2.28
Level 1

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

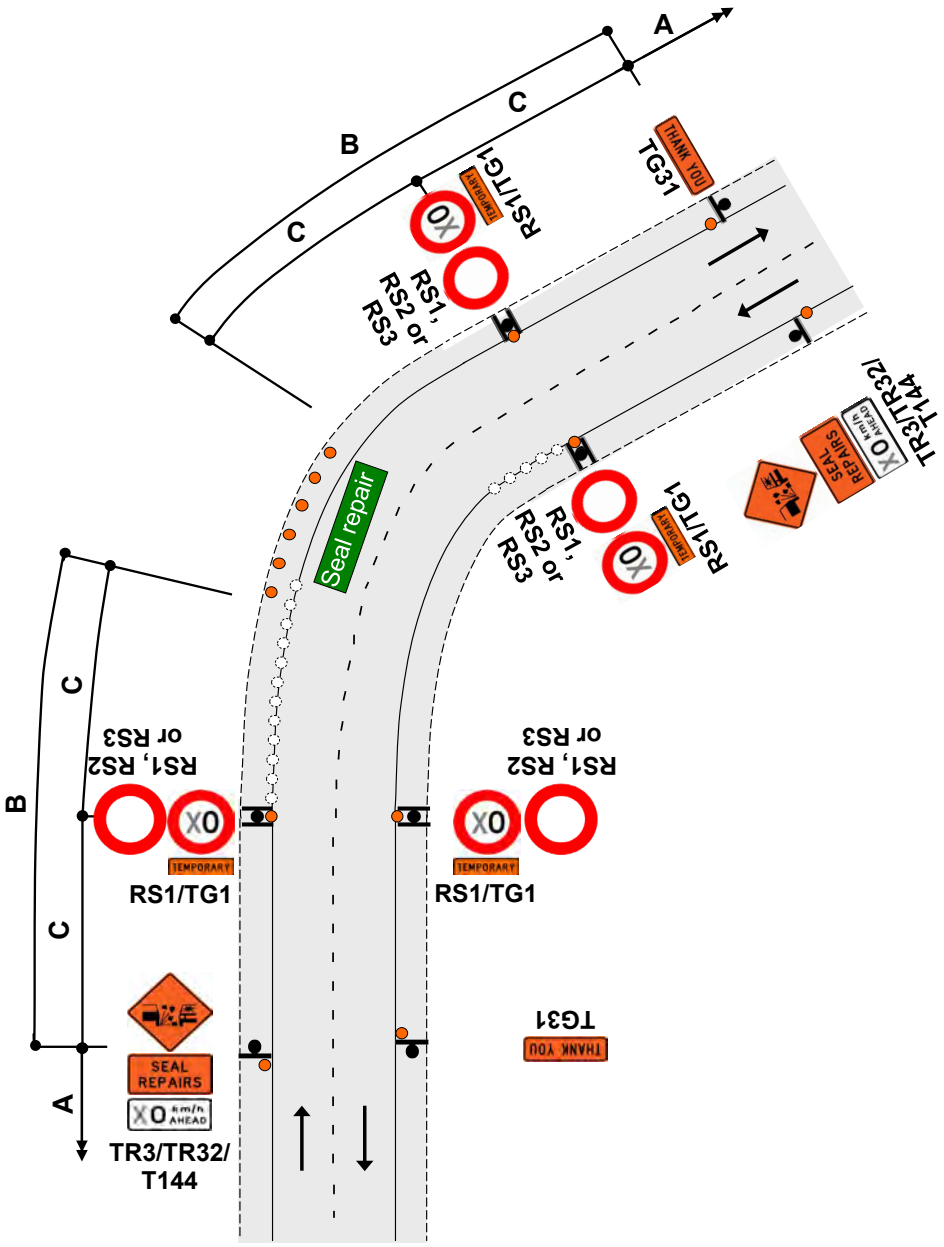


TWO-WAY TWO-LANE ROAD
Unattended worksites
Seal repairs on a curve

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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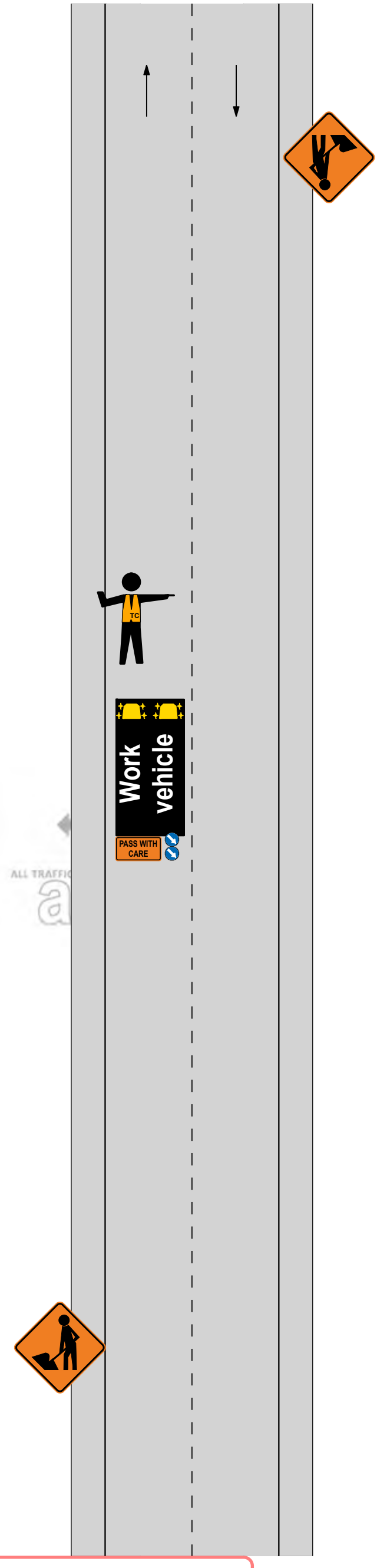
Jain K Saji
STMS Number 131729
South Wairarapa District Council
10 July 2024



Closure: Level 1 Mobile Closure

Level: 1

TMP Ref: Mobile L1 - TTM Install/Removal

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ALL TRAFFIC MANAGEMENT SERVICES atms

CYCLE LANE
Traffic not crossing road centre
Diverted cycle lane

F2.8
Level 1

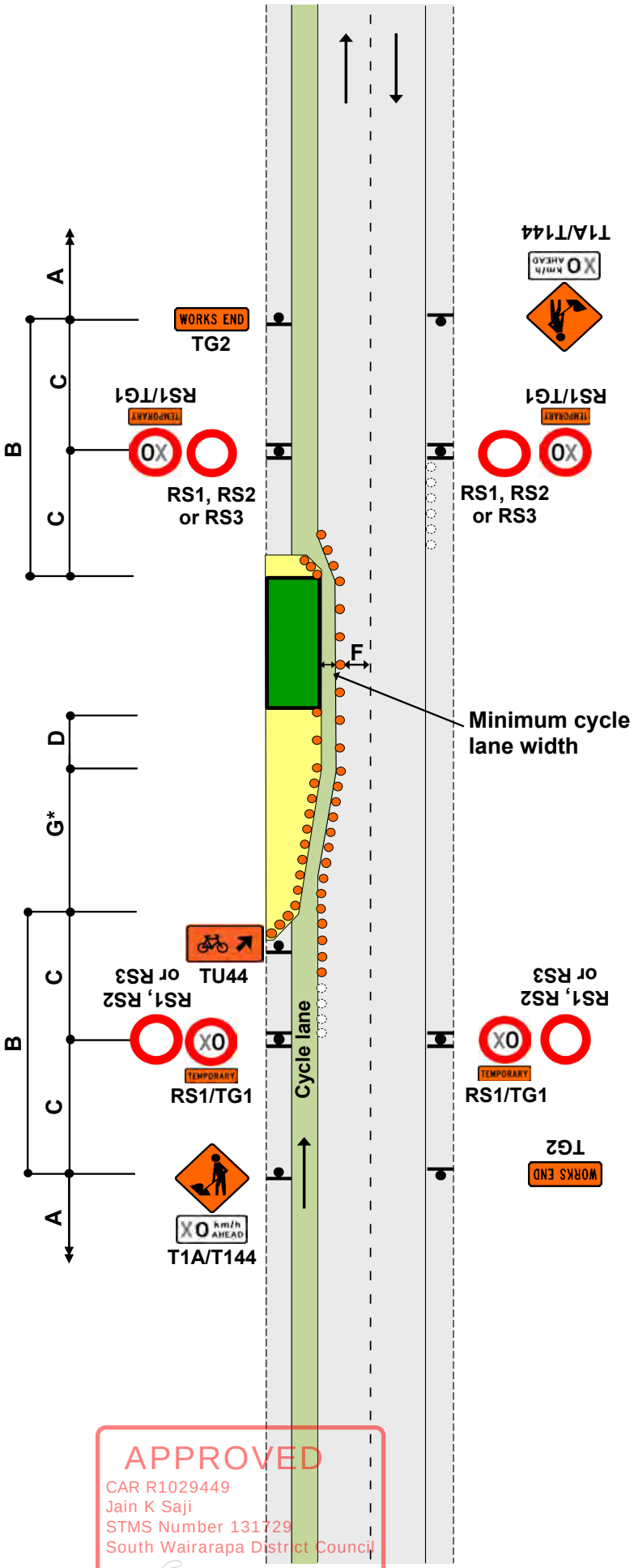
Notes

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



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

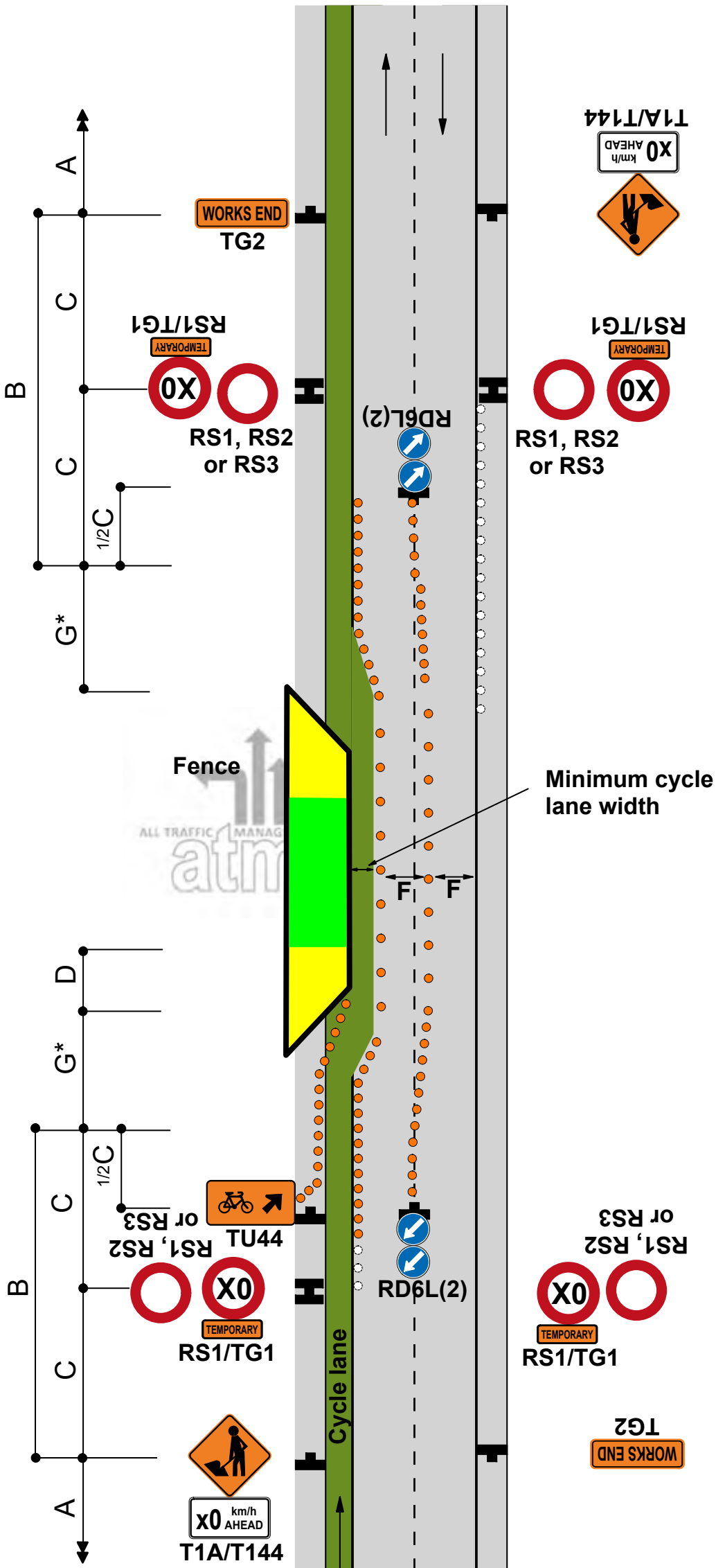
2. A minimum cycle lane width of 1.5m is required if the temporary cycle lane is uphill

3. *Calculation of taper length for lateral shift of less than 3.5m is:
   W x 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



CYCLE LANE
Traffic not crossing road centre
Cycle lane closed

F2.10
Level 1

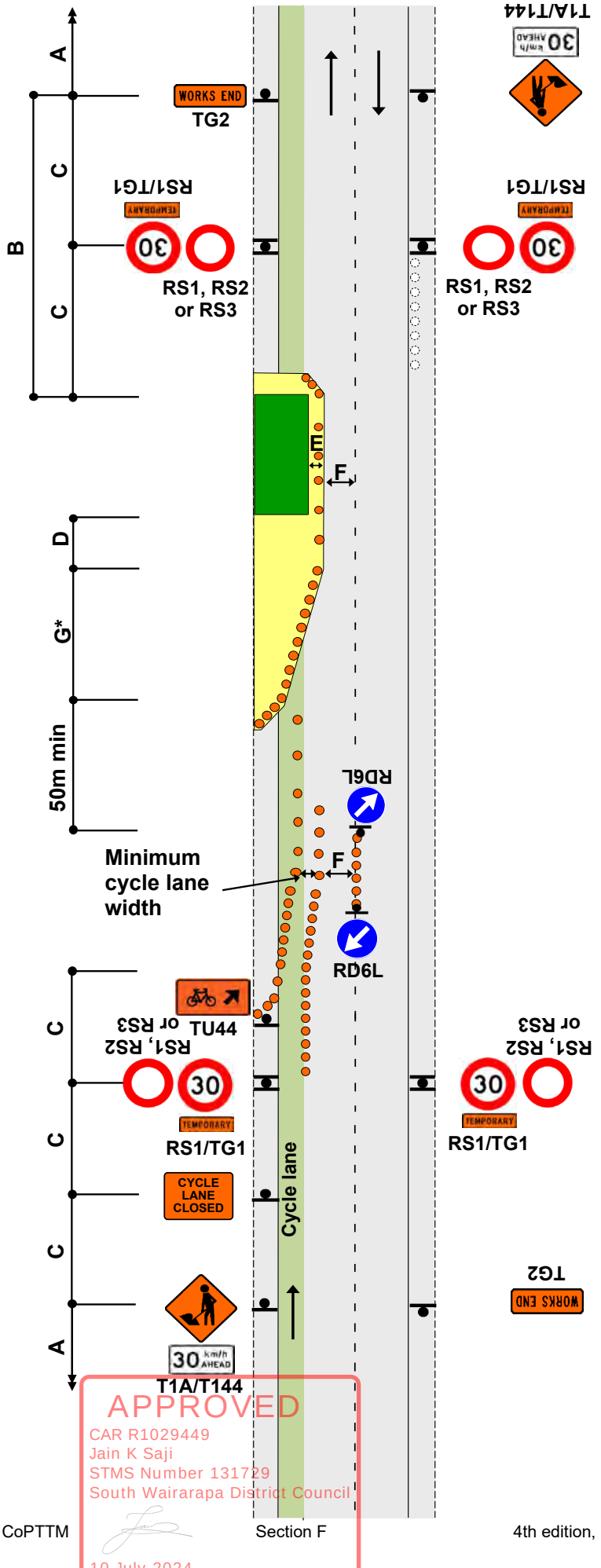
Notes

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



Static operations

CAR R1029449; GTMP 096-24 SWDC

CYCLE LANE
Cycle lane closed
Poratable e-STOP

ATMS03
Level 1

Notes

1. Merge of cycle lane with live lane must be delineated with cones at 1.0m centres for at least 10m

2. The T144 30km/h AHEAD sign is optional on roads under 65km/h

3. Signs and layout shown in the box at the bottom of the diagram is to be repeated on each approach that requires cycle lane signage. ATMS01 or ATMS02 to be used on all non cycle lane approaches.

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

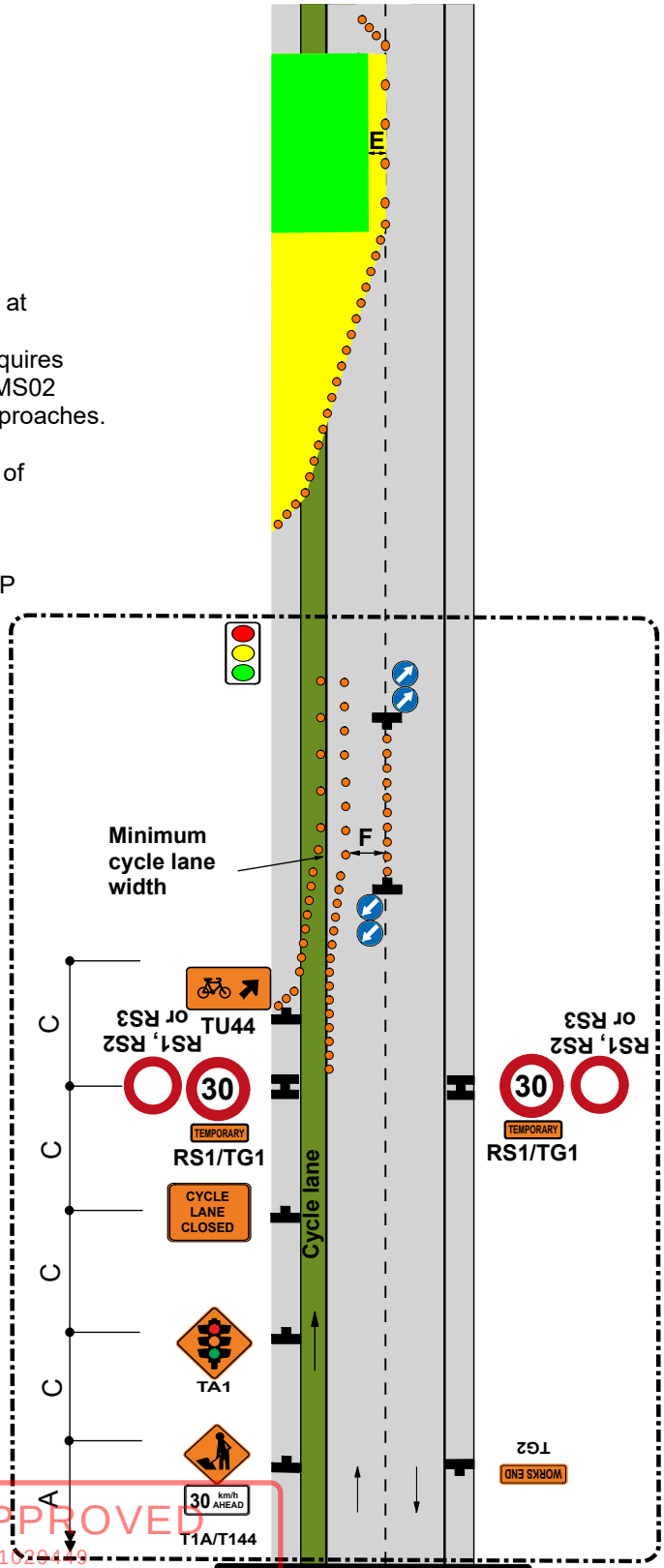
5. Install temporary RP61/RP62 signs.

7. Extend or place extra advance warning signs towards on-coming traffic beyond any expected traffic queues.

8. CONTINGENCY PLAN:
F2.14 or 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. e-STOP can only be used on an attended site. e-STOPs must be manned at all times.



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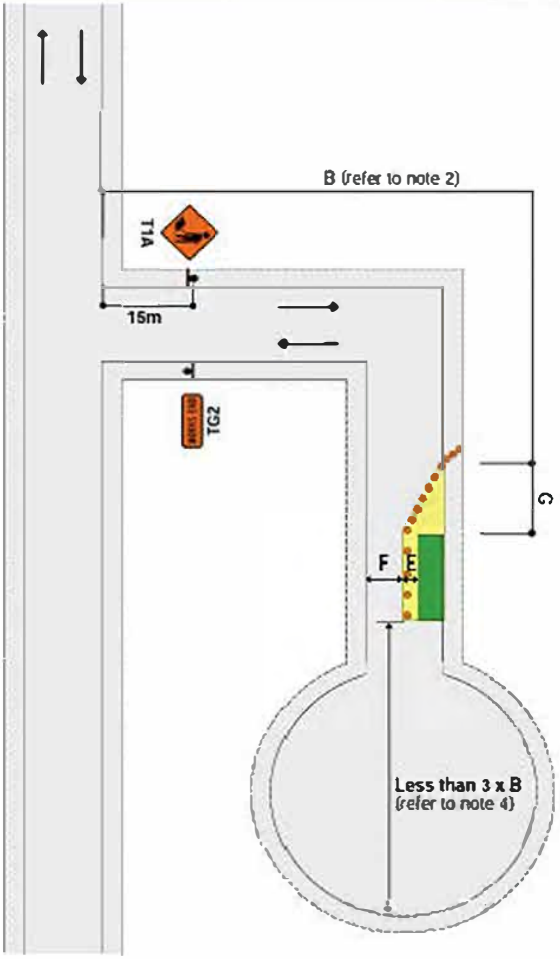
TWO-WAY TWO-LANE ROAD
Short no exit road

J2.16a
Layout



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 worksite where there is less than 3 x B from the end of the working space to the end of the road

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

J2.18a
Level 1

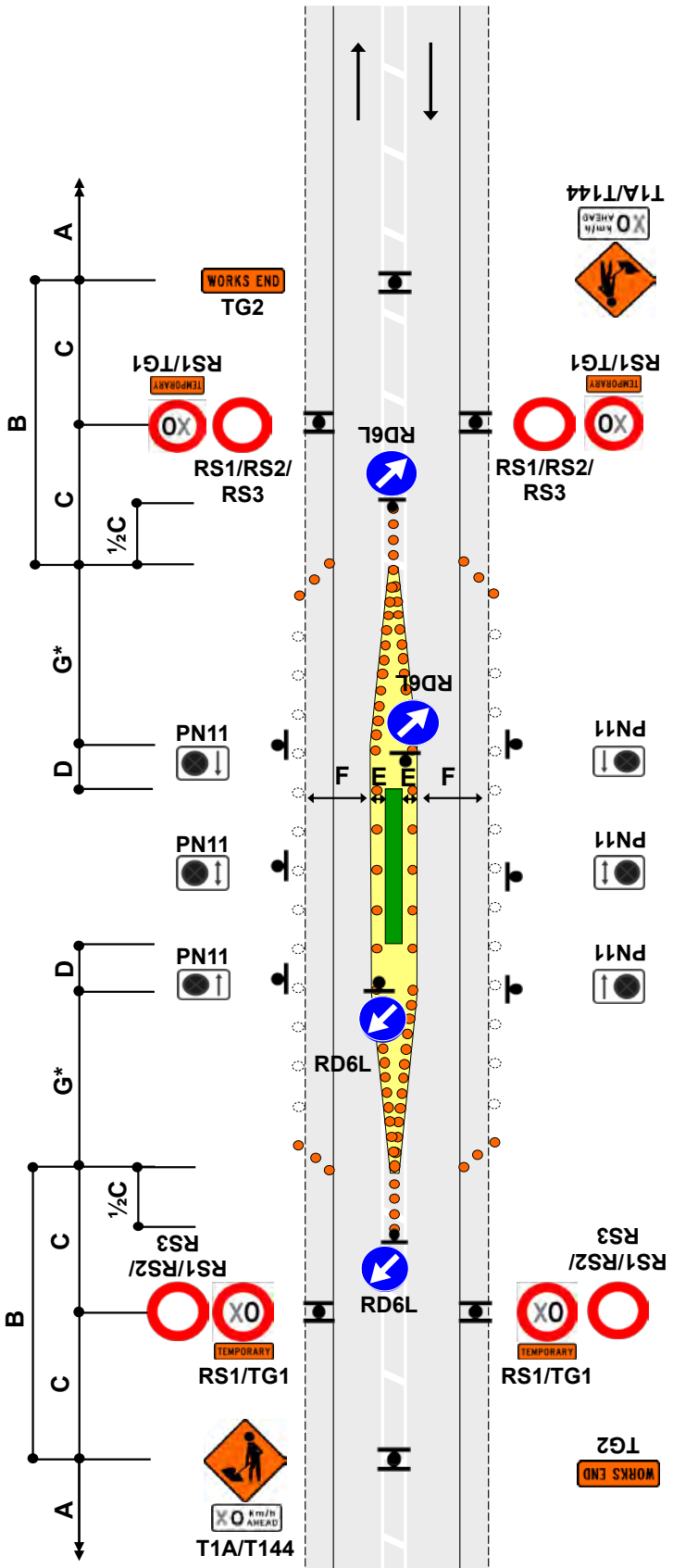
Notes

1. Use this diagram if signs will not be visible 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 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

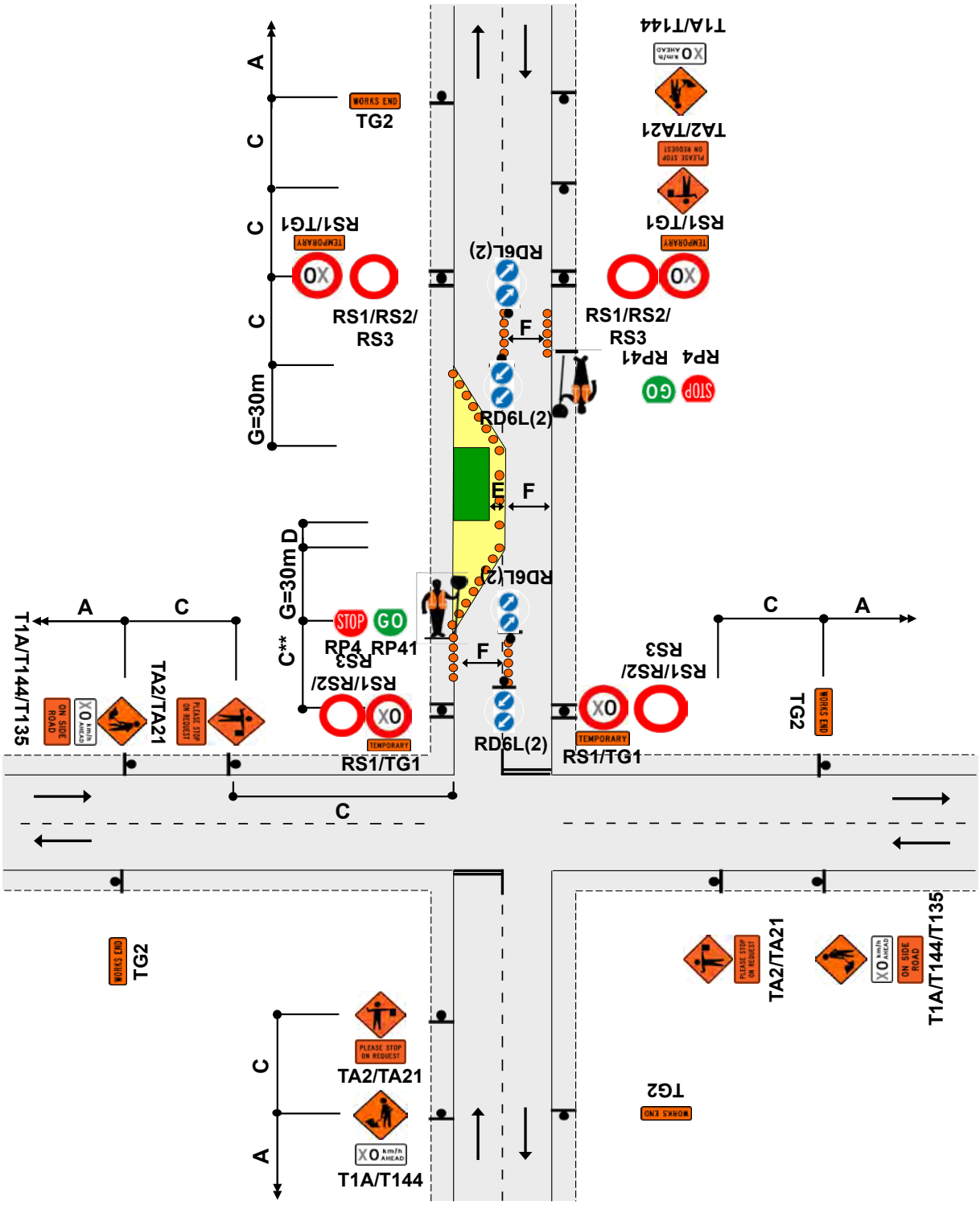
   G = Taper length in metres from the level 1 layout distance table
6. Use PN11 No Stopping signs, if necessary
7. Use TSLs if required by TSL decision matrix
8. The T144 X0km/h AHEAD sign is optional



STATIC OPERATIONS

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

J2.19a
Level 1



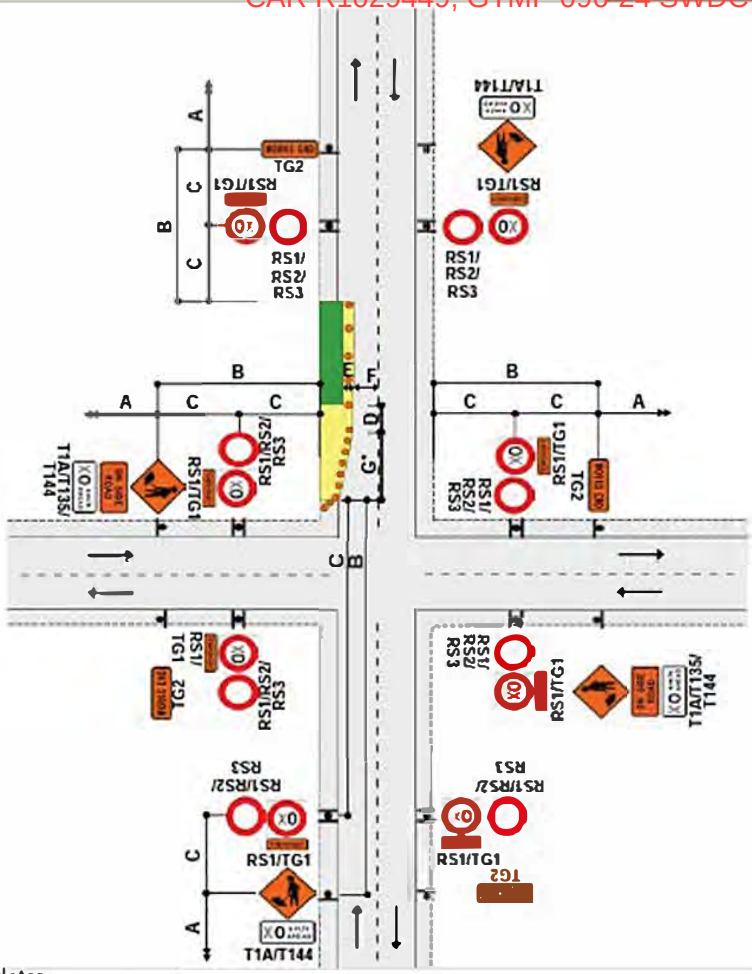
Notes

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	Total
<50km/h	15m	15m	30m
60km/h	15m	25m	40m
>70km/h	15m	40m	55m

TWO-WAY TWO-LANE ROAD - Intersection or roundabout
After intersection - Traffic not crossing road centre

J2.20a
Level 1



Notes

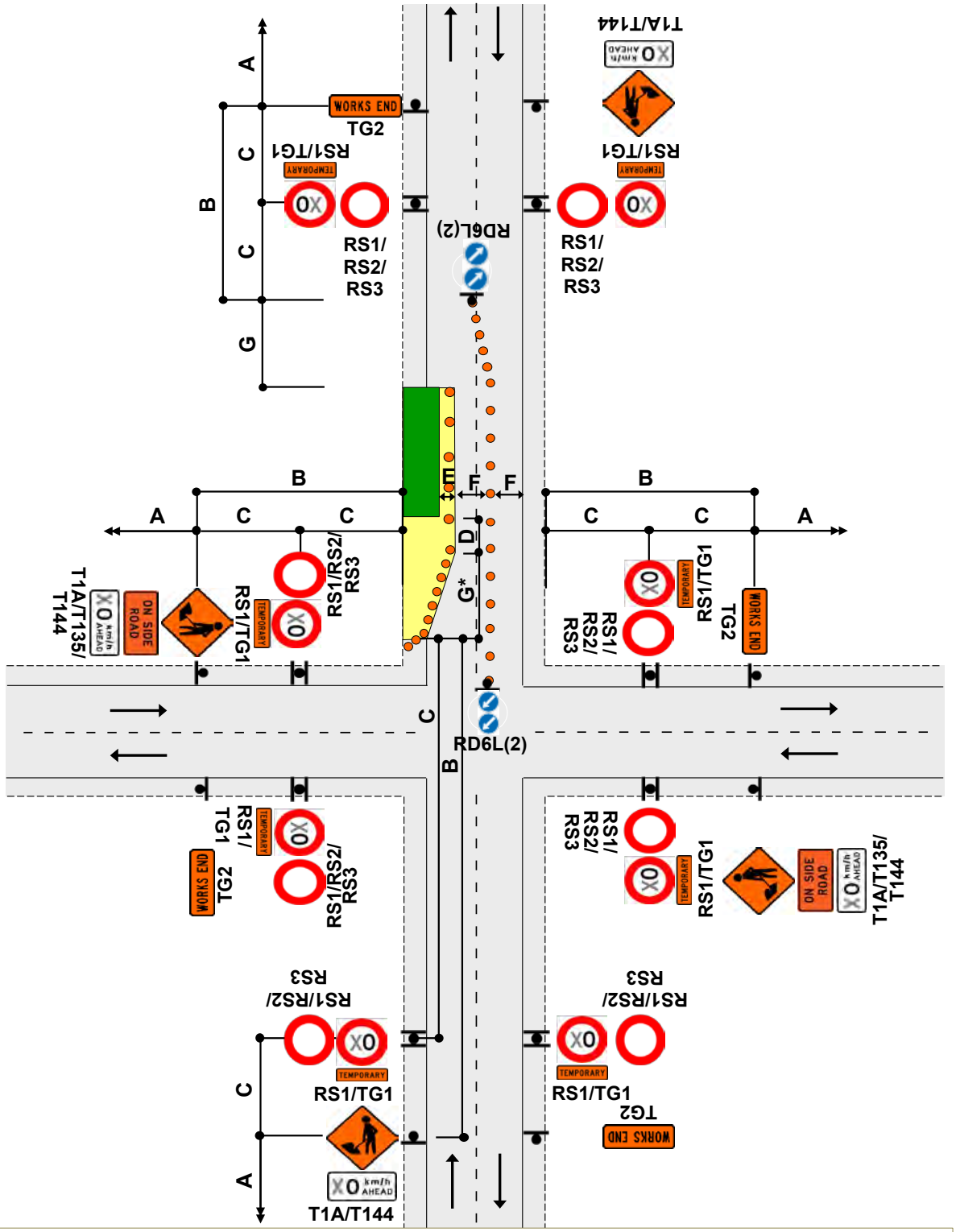
1. This diagram may be used at a T intersection by removing any one of the roads
2. Taper length may be reduced by adding a RD6R sign
3. *Calculation of taper length for lateral shift of less than 3.5m is:

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

   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

J2.20b
Level 1

TWO-WAY TWO-LANE ROAD - Intersection or roundabout
After intersection - Traffic crossing road centre

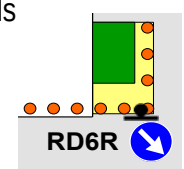


Notes

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:

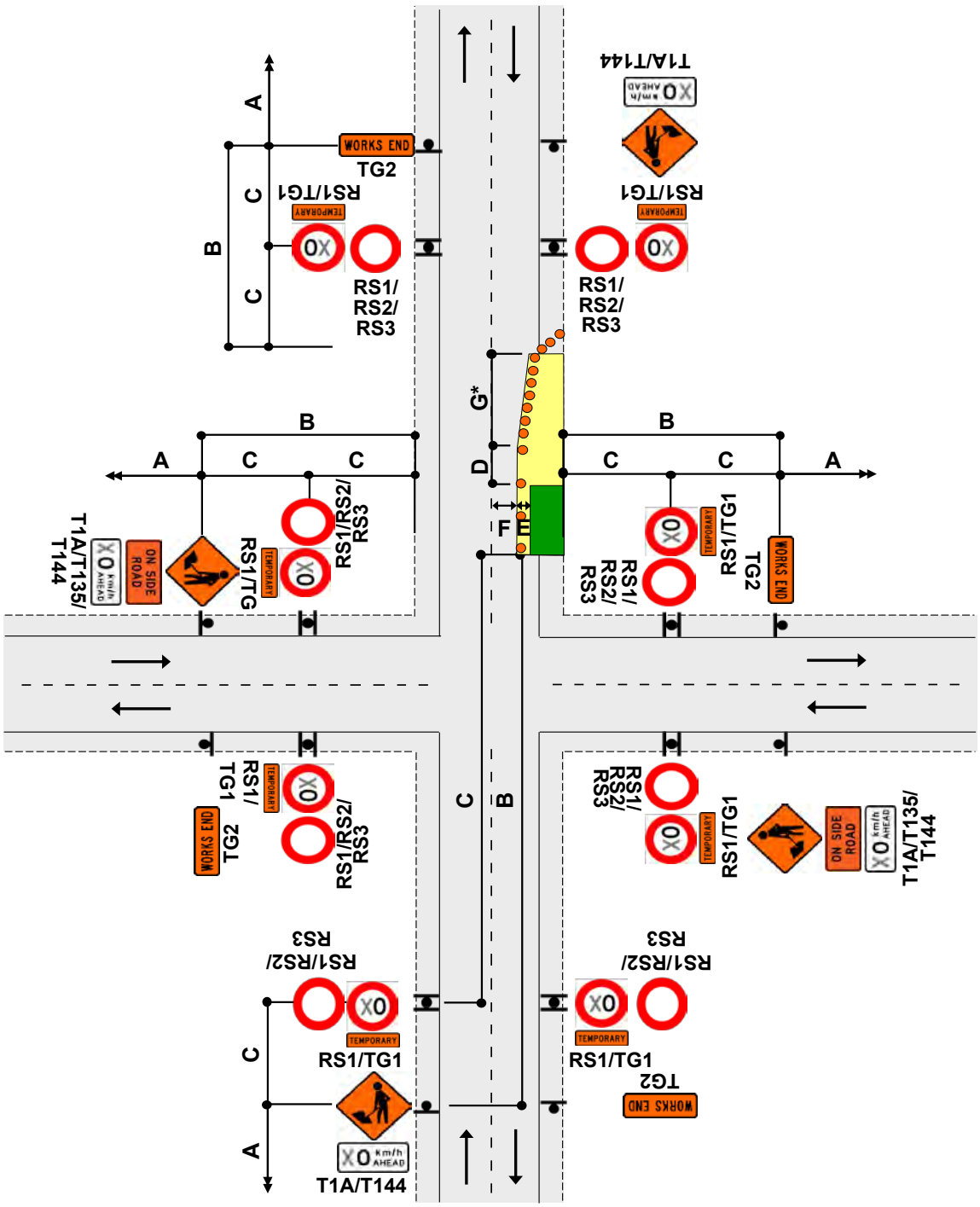
   $$\frac{W \times G}{3.5}$$

   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



TWO-WAY TWO-LANE ROAD - Intersection or roundabout
Before intersection - Traffic not crossing road centre

J2.20c
Level 1

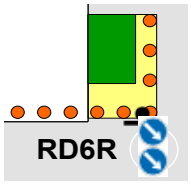


Notes

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:

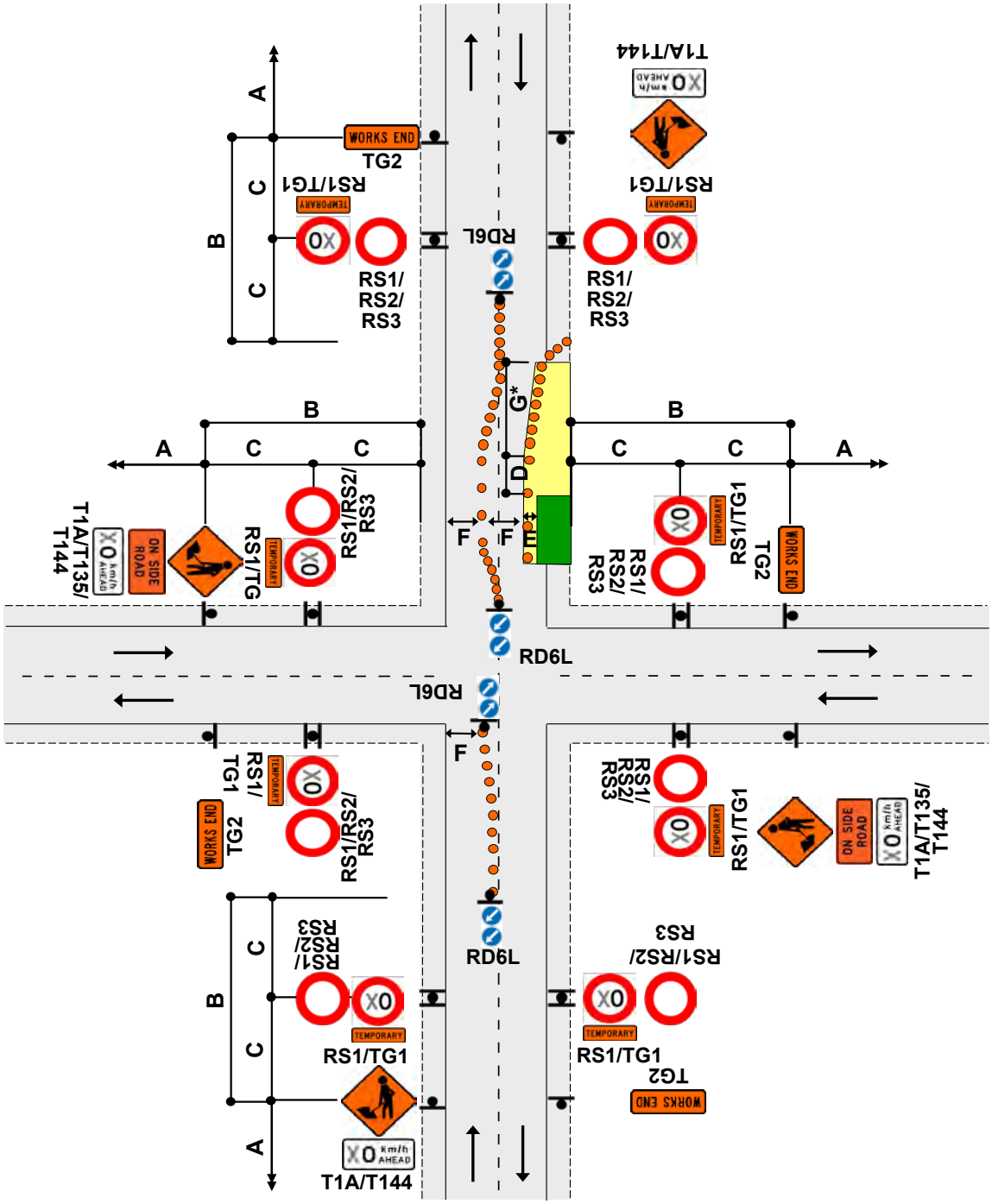
   $$\frac{W \times G}{3.5}$$

   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



TWO-WAY TWO-LANE ROAD - Intersection or roundabout
Before intersection - Traffic crossing road centre

J2.20d
Level 1



Notes

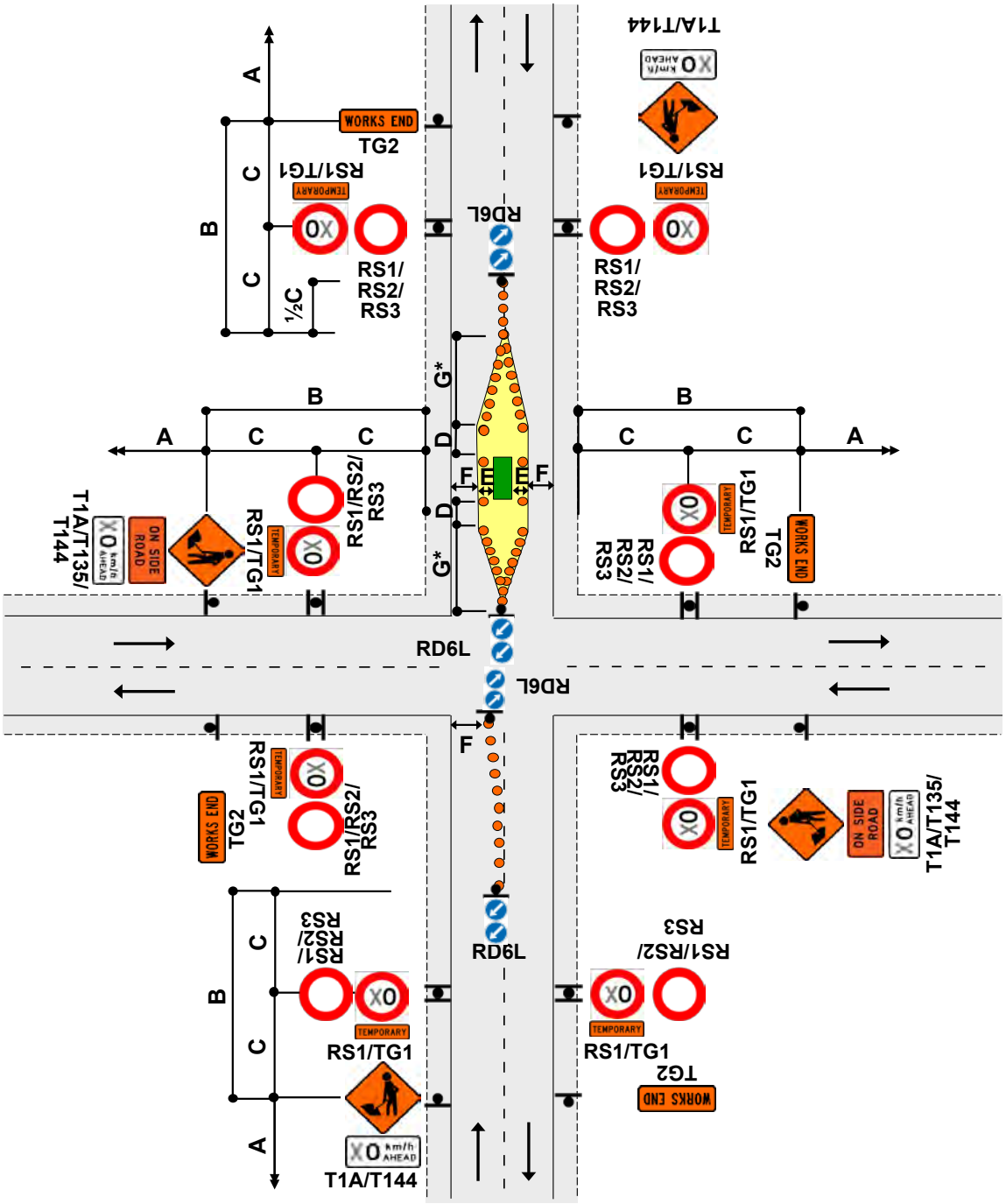
1. This diagram may be used at a T intersection by removing any one of the roads
2. *Calculation of taper length for lateral shift of less than 3.5m is:

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

   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

TWO-WAY TWO-LANE ROAD - Intersection or roundabout
On median near intersection

J2.20e
Level 1



Notes

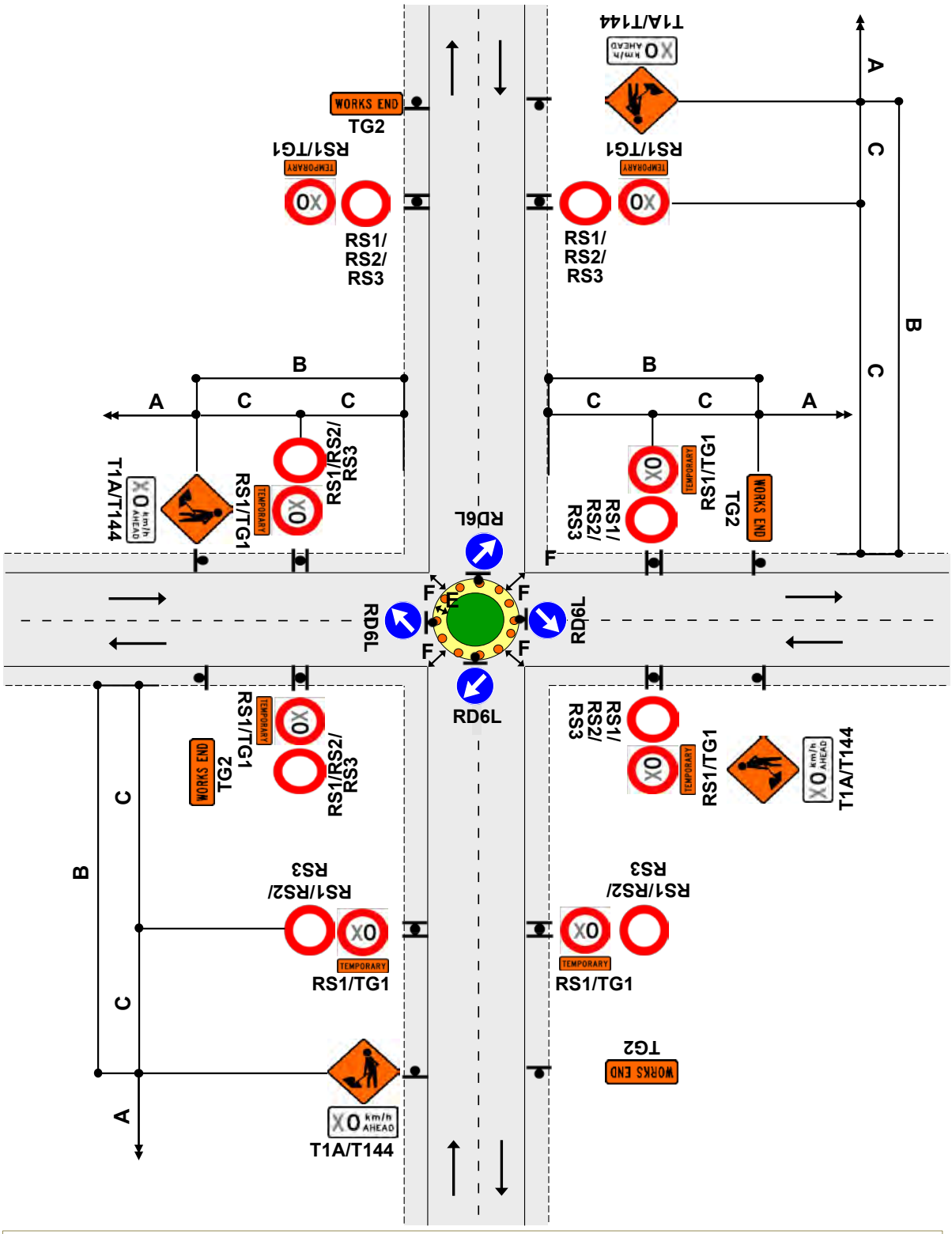
1. This diagram may be used at a T intersection by removing any one of the roads
2. *Calculation of taper length for lateral shift of less than 3.5m is:

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

   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

TWO-WAY TWO-LANE ROAD - Intersection or roundabout
Work on existing roundabout

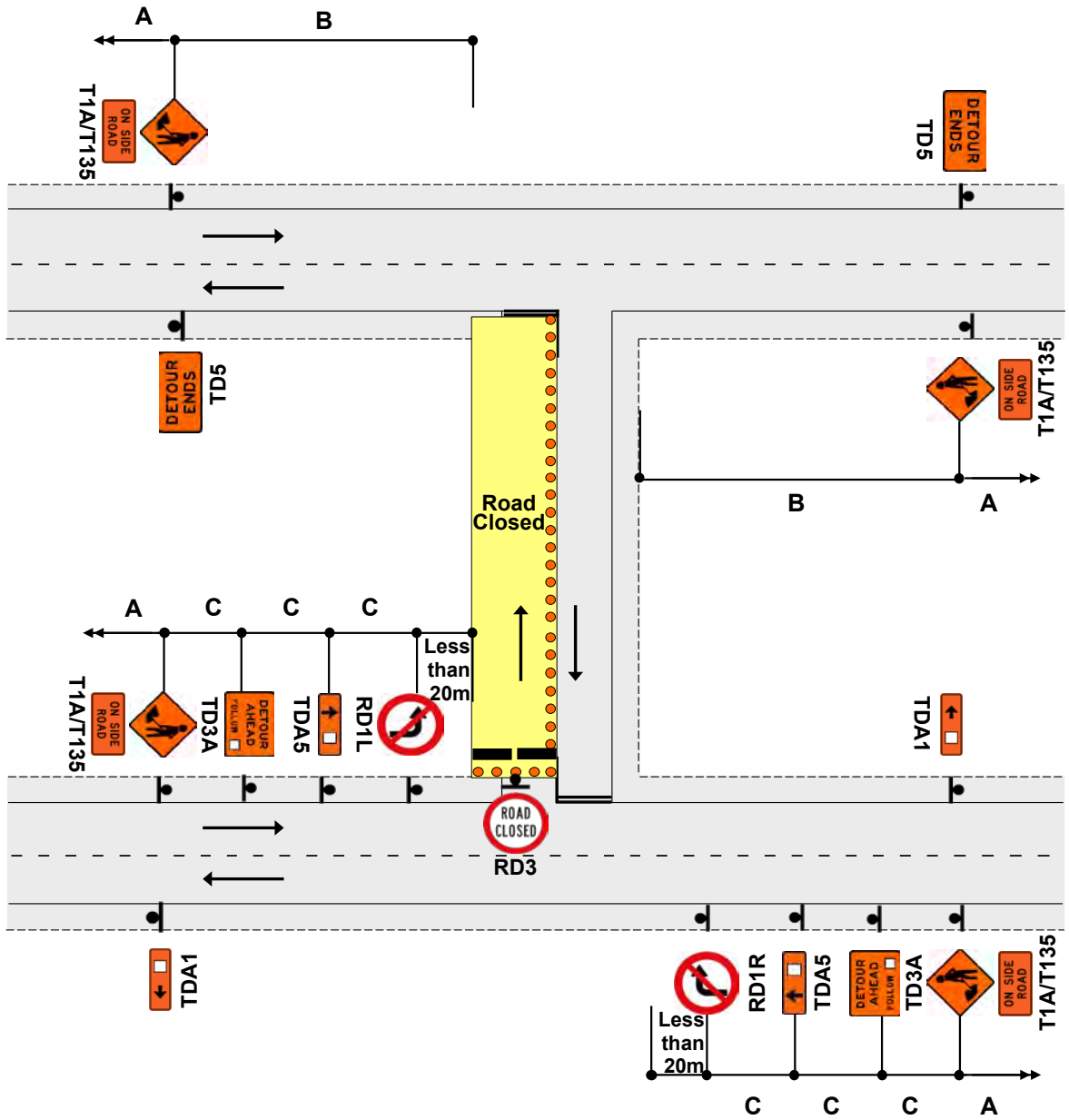
J2.21a
Level 1



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

TWO-WAY TWO-LANE ROAD - Road closures and detours
Partial carriageway closure and detours - One way
Example

J2.25a
Level 1



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