Works Access Permit

Registration Number: **R926006**

Utility Reference: **N/A**

1. Details of Proposed Work

Activity: Minor Earthworks/Filling
Address: NA State Highway 2, Greytown, SWDC, 5953
Location in road: Carriageway, Footpath, Berm, Nature Strip
WAP valid period: 25 March 2023 to 24 March 2024

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;

KIWI TRAFFIC SOLUTIONS LIMITED 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 plan TMP showing the agreed service location.

4. Background

(a) The Utility Operator wishes to carry out the works stated on CAR Number R926006 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** 24/03/2023

Jain Thomas 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 Sealed Roads, Footpaths, and Entranceways
In chip sealed roads the trench shall be surfaced with 40mm of Mix 10 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 with sufficient clay content to

prevent unravelling by traffic.

On completion of the paving, the joints with the existing surface shall be

waterproofed with an emulsion and sand seal.

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

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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 chip sealed or 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.

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. SPECIFICATION FOR TRENCH REINSTATEMENT
As Built Plans
Once the work has been completed to the satisfaction of the Engineer the Contractor shall supply a plan drawn accurately to a scale of 1 : 500 clearly showing the property boundaries.
The plan shall also note the depth of the service and give dimensions from boundaries and other prominent features.

18. 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.

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19. 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.

20. 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).

21. 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

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

23. 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

24. Thrusting under existing vehicle entrances shall be used whenever possible.

25. 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.

26. 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.

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

28. 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.

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29. 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.

30. 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.

31. 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

32. 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.

33. 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.

34. 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.

35. 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

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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 coated with a 100 mm wide emulsion and sand bandage. The emulsion must be applied by spray or be brushed to produce a uniform application of not less than 1.0 litres of residual bitumen per square meter. The bandage must extend for less than 50mm on either side of the joint.

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Health and Safety Policy

Our Purpose

Creating excellence in regional water services for healthy communities

Our Vision

Our people, suppliers and affected parties go home healthy and safe

Our Beliefs

- Health and safety is our top priority
- We look after ourselves; everyone takes personal responsibility for their own health and safety
- We look out for each other, suppliers and the public; we make sure everyone is safe
- Wellington Water takes a methodical approach to health and safety; we continuously review our systems to ensure they are up-to-date and ensure that health and safety is foremost in infrastructure planning and design
- We're committed to health and safety at all times; nobody walks past an unsafe activity or work site - we make it safe

Our Commitments

Leadership

- We make sure our people work in a safe environment
- We make sure our work sites are safe for suppliers, neighbours and the general public
- We empower our people to manage health and safety in all situations and to stop unsafe acts as they happen; we make sure there's a safe working environment before work continues
- We proactively identify and manage hazards and ensure safe behaviour
- We support the safe and early return to work of any of our people who are injured or sick, and support and follow up on anyone who is injured on a Wellington Water site
- We recognise staff and suppliers who practice excellence in health and safety

Systems

- We make sure our people have the training, skills and resources to work safely
- We ensure infrastructure managed by Wellington Water is designed, constructed, operated and maintained safely, and will remain safe for our people, suppliers and the community
- We accurately record, investigate and report incidents and learn from them
- We monitor our health and safety performance and that of our suppliers as a basis for continuous improvement and identifying new and safer ways of working

Working with others

- Our suppliers are required to commit to our vision of our people and suppliers going home healthy and safe
- We make sure all suppliers working on behalf of Wellington Water have high quality health and safety systems in place
- We comply with and exceed all relevant legislation, regulations, codes of practice and industry standards
- We interpret health and safety broadly and work with all stakeholders to achieve our health and safety vision

COLIN CRAMPTON
CHIEF EXECUTIVE

Living Safely Policy

People at the heart of everything we do

Living safely is how we go about every aspect of our lives; all day, every day. It is more than work, it is about integrating our work, home and interests, our desire to get the best out of life, and to be the best we can. It is recognising our strengths and weaknesses, and making positive choices that benefit our wellbeing and way of life, including those of others in the communities in which we live and work.

We will:

- Demonstrate our commitment through active and visible leadership
- Abide by a simple safety management system that encourages health and safety ownership by each and every individual
- Incorporate health and safety into the way we design, plan and do our work
- Work collaboratively with our subcontractors to meet the required health and safety standards
- Enhance our health and safety skills and behaviours through training and development
- Foster a culture of reporting, learning and sharing
- Be empowered to maintain a safe and healthy workplace
- Promote a positive health and wellbeing mindset
- Meet or exceed relevant standards and legal requirements
- Set measurable objectives and targets to ensure continual improvement

C W Bruyn
Managing Director

ROAD SPACE BOOKING

Address:				
Contractor:				
Dates & Times (attended):	**From:**		**To:**	
Dates & Times (unattended):	**From:**		**To:**	
Generic TMP used:				
Diagram (s) used:				
CAR #				

Work Activity and Reasons TTM to remain in place:

Contractor Name:	
Contractors Signature:	
TMC Approval:	

Please attach photos of site active site set up (these photos are to include both ends of the site (inclusive of any side roads), pedestrian/cycle management and the working area.

Wellington Water

WAKA KOTAHI NZ TRANSPORT AGENCY	RCA consent (eg CAR/WAP) and/or RCA contract reference	CAR: R926006	TMP 974-23 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:** FHP-137	**Contractor (Working space):** Wellington Water	**Principal** *(Client)*: Wellington Water
		Contractor (TTM): Wellington Water Fulton Hogan Subcontractors: ATMS Stapp Contracting ltd PTS TMNZ Men at Work Traffic Flow Traffic Safe Hanging Around Ltd Leading Taranaki Recruitment	**RCA:** WAKA KOTAHI NZ TRANSPORT AGENCY SOUTH WAIRARAPA DISTRICT COUNCIL *Kia Reretahi Tātau*

	Road names and suburb	House no./RPs (from and to)	Road level	Permanent speed
Location details and road characteristics	**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 **Site Specific TMP required depending on the work activities and impact. i.e. sewer blocks that involve works from a manhole at an intersection and/or in the live lane, burst water main/water leaks on the network in the carriageway/intersections that will impact traffic, hydrant/valve replacements in the carriageway that will impact traffic, water lateral replacements that involve trenching across the carriageway.**	All roads within: Urban & Rural South Wairarapa Greytown Featherston Martinborough	1	50/70/100km/h

Traffic details (main route)	**AADT** Various AADTs STMS to perform Manual Traffic Counts prior to TTM setup	**Peak flows** Times Vary Main arterial routes will be avoided where possible During peak times

Description of work activity

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WAKA KOTAHI NZ TRANSPORT AGENCY	**RCA consent (eg CAR/WAP) and/or RCA contract reference**	

General Mobile Water Maintenance & renewal works as defined in 3 Waters Contract for SWDC.- only for one day works

This TMP is added to a New CAR which covers the works of the OLD CAR (R840118).

Activities covered are detailed as per contract Preliminary and General specifications.

Corridor Access Requested WAP & Conditions to be on site with contractors AT ALL TIMES sites are active.

ANY STATE HIGHWAY WORKS WILL BE AT THE DISCRETION OF WTA TMC

All WORKS APPROVED BY WTA TMC MUST THEN BE NOTIFIED TO THE TRAFFIC OPERATIONS CENTRE (TOC) PRIOR TO COMMENCEMENT AND POST WORK

WORKS ARE TO BE PLACED ON THE WEEKLY ROAD WORKS REPORT AND COMPLETED WORK REPORT NEED ON EACH MONTH.

ALL COMPLETED WORKS MUST COMPLY TO WAP CONDITIONS AND ARE TO BE REINSTATED ACCORDING TO NZTA STANDARDS

Works include sewer blocks/maintenance repairs on the wastewater network that require entry from a manhole at an intersection and/or in the live lane or excavations in the carriageway/live lane, burst water main/water leaks on the network in the carriageway/intersections that will impact traffic, hydrant/valve replacements in the carriageway that will impact traffic, water lateral replacements that involve trenching across the carriageway.- Site specific TMP need for the high risk area.

This also includes works on the Stormwater network that may have an impact on traffic & any renewal works.

Planned work programme							
Start date	*20/03/2023*	***Time***	*24hrs*	***End date***	*20/03/2024*	***Time***	*24hrs*
Consider significant stages, *for example:* • *road closures* • *detours* • *no activity periods.*	***Site Stages (not limited to):*** 1. *TMP Review* 2. *TMD Selection* 3. *TTM Installation* 4. *TTM Site Drive Through* 5. *Works On Site* 6. *TTM Disestablishment / Unattended TM Install* 7. *TTM Site Final Drive Through* ***Approved Work Times are within WAP & Conditions***						
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 Potentially	**Property access affected?**	yes Potentially	**Traffic lanes affected?**	yes Potentially
Cyclists affected?	yes Potentially	**Restricted parking affected?**	~~Potentially~~ Potentially	**Delays or queuing likely?**	~~Potentially~~ Potentially
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. • **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.
Attended (day)	• TTM: TMD to be selected and fit for purpose prior to installing closure ○ Closure that gets installed is to be note on the onsite record. ○ TMDs that have the TMC logo are to be used on a cases by case basis and approval from TMC is REQUIRED. • STMS/TC to monitor and assist pedestrians where required • STMS/TC to monitor and assist affected driveways as required • STMS to check the site prior to the start of work and document times that the site layout was started and completed. • STMS is to continuously monitor the site during work. • STMS on site at all times and will be in contact with all personnel on site.
Attended (night)	• TTM: TMD to be selected and fit for purpose prior to installing closure ○ Closure that gets installed is to be note on the onsite record. ○ TMDs that have the TMC logo are to be used on a cases by case basis and approval from TMC is REQUIRED. • STMS/TC to monitor and assist pedestrians where required • STMS/TC to monitor and assist affected driveways as required • STMS to check the site prior to the start of work and document times that the site layout was started and completed. • STMS is to continuously monitor the site during work. • STMS on site at all times and will be in contact with all personnel on site.
Unattended (day)	Unattended worksites in the form of but not limited to the following layouts: TSL deployed; Loose chip; Slippery surface; Uneven surface; Portable Traffic Signals; Detours. **Site Checks:** **Weekdays – 1 Site Check every 24hours Weekends – 1 Site Check every 24hours**

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Unattended (night)	Unattended worksites in the form of but not limited to the following layouts: TSL deployed; Loose chip; Slippery surface; Uneven surface; Portable Traffic Signals; Detours. **Site Checks:** **Weekdays – 1 Site Check every 24hours Weekends – 1 Site Check every 24hours**
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? Yes No (delete either Yes or No)~~ ~~If Yes, has confirmation of acceptance been requested from that RCA? Yes No (delete either Yes or No)~~ ~~**Note:** Confirmation of acceptance from affected RCA must be submitted prior to occupying the site~~.
Removal	• The removal of TTM measures must be in the order as mentioned below ○ Tapers and delineation devices must only be placed once all signs have been installed., ○ Remaining signs are placed in order from the advance warning sign until the works end sign is reached. The vehicle then makes a loop on a single direction carriageway or simply turns around on a bidirectional carriageway to make the next run. This process is continued until the sign network is complete. ○ The first sign erected must be the advance warning sign. • For level 2 roads where an AWVMS is used to replace the advance warning sign, all signs on one side of the road may be removed in a single pass.

Proposed TSLs (see TSL decision matrix for guidance)

	TSL details as required Approval of Temporary Speed Limits (TSL) are in terms of Section 6 of Land Transport Rule: Setting of Speed Limits 2017, Rule 54001/2017 (List speed, length and location)	**Times** (From and to)	**Dates** (Start and finish)	**Diagram ref. no.s** *(Layout drawings or traffic management* diagrams)
Attended day/night	A temporary maximum speed limit of **30**km/h is hereby fixed for motor vehicles travelling over the length of **300**m – Location to be identified and recorded as required in Onsite Records daily. **Speed restrictions (TSL's) to be appropriate to the type of worksite activity and the condition of the road surface.** **TSL LOCATION TO BE RECORDED WITHIN CoPTTM ON SITE RECORD** **TSL matrix to be used prior to TTM installation.**	24hrs	20/03/23 to 20/03/24	Refer to TMD layouts
Unattended day/night	A temporary maximum speed limit of **30**km/h is hereby fixed for motor vehicles travelling over the length of **300**m – Location to be identified and recorded as required in Onsite Records daily. **Speed restrictions (TSL's) to be appropriate to the type of worksite activity and the condition of the road surface.** **TSL LOCATION TO BE RECORDED WITHIN CoPTTM ON SITE RECORD** **TSL matrix to be used prior to TTM installation.**	24hrs	20/03/23 to 20/03/24	Refer to TMD layouts
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

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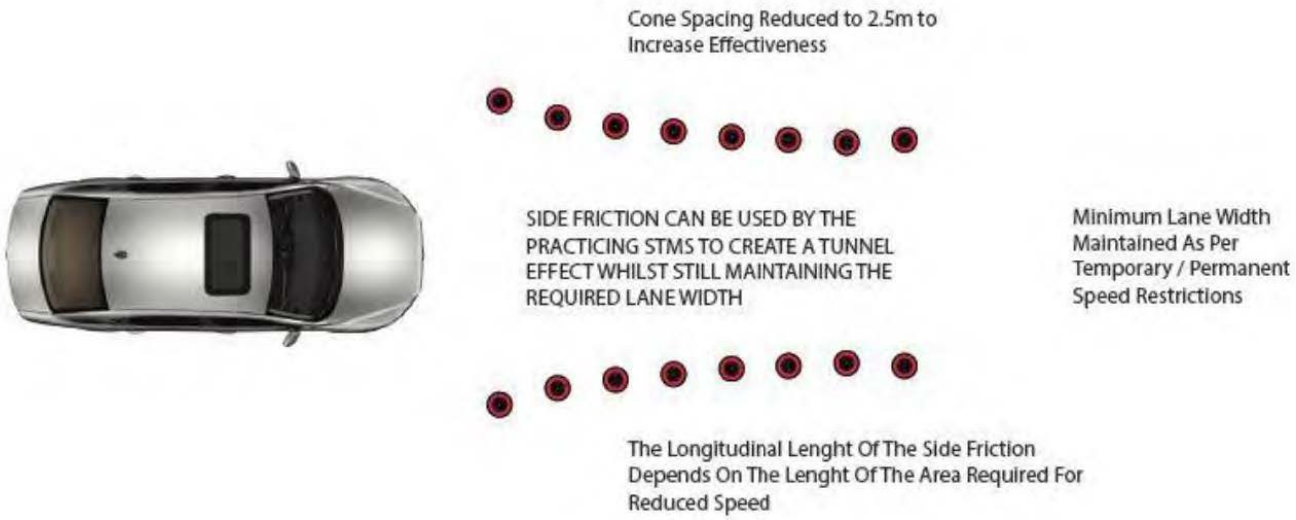
Positive traffic management measures

- Side friction utilized
- TSLs in stalled
- Lane widths reduced
- Egress to and from site to be controlled by STMS/Traffic Controllers. Delineation to be placed to suit egress locations
- Advanced warning Utes to be utilized in high risk areas.
- Advanced warning Utes to be utilized for closures of bridges and as advance warning for sites when required.
- **No manual Stop/Go operations are to be carried out, eStops MUST be used instead.**



Contingency plans

Generic contingencies for:	Major Incident	Actions
• major incidents • incidents • pre planed detours. *Remove any options which do not apply to your job*	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.	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.	

RCA consent (eg CAR/WAP) and/or RCA contract reference	

Other contingencies to be identified by the applicant *(i.e. steel plates to quickly cover excavations)*	**Weather** Depending on the activity, works may be cancelled if raining. **Excess traffic delays (more than 5 minutes)** In the event of congestion positive measures will be implemented, ie opening lane widths, removing visual distractions from site, stopping works until congestion has eased or removal of the closure. Utilising network VMS boards to advise motorists of delays ahead. **Work running late** Hold points, milestones and 'last safe moments' will be utilised throughout the operation to ensure closure removal times are not breached. In the event of breakdown or unforeseen circumstance, the contingency of 'excess traffic delays' above will apply along with informing the RCA immediately. **Emergency Vehicle Access / Movements or On Site Emergency** Emergency vehicles given the right of way at all times and will be assisted through closure or the use of the TM vehicle if appropriate and required. Emergencies onsite or nearby will first be made safe, then if appropriate moved from any live lanes, then attended to in detail with an emergency modified TTM setup by the STMS if required. • All patches to be temp sealed if a permanent reinstatement is not possible on the day and site to be made safe before leaving the site. • Steel plates are to be used to cover all excavations if not possible to backfill on the day.

Authorisations				
Parking restriction(s) alteration authority	**Will controlled street parking be affected?**	Yes	**Has approval been granted?**	Yes
	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	**Has approval been granted?**	Yes
	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?**	Yes
	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	**Has approval been granted?**	Yes
	RCA approval will be obtained as required for each Council			

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RCA consent (eg CAR/WAP) and/or RCA contract reference	

Authorisation to use portable traffic signals	***Make, model and description/number***	*NZ eStop – CoPPTM Certified –* *https://www.nzta.govt.nz/assets/resources/code-temp-traffic-management/docs/NZ-eSTOP-Service-and-Operations-Manual-2019-v7.40-with-warranty.pdf* *Or;* *Model#* *627 - 1, 627 - 2* *628 - 1, 628 - 2* *629 - 1, 629 - 2* *630 - 1, 630 - 2* *631 - 1, 631 - 2* *632 - 1, 632 - 2*
	NZTA compliant?	*Yes* *The eSTOP™ has been tested and certified compliant in accordance with the New Zealand Transport* *Agency (NZTA) Technical Note – Portable Traffic Signal Systems, Version 3 : November 2015.*

EED			
Is an EED applicable?	*No*	***EED attached?***	*N/A*

Delay calculations/trial plan to determine potential extent of delays

At the request of TMC.

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)*	*Level 1 STMS on site with the relevant number of TC's to ensure correct site establishment* • *The Level 1 STMS may leave the site area in order to gain access to his site to conduct a full check.* *This time absent must not exceed 30 minutes.* *The assigned Level 1 STMS will not be in charge of any other closures (including active or inactive shoulder closures) as they will not be able to maintain the required supervision of those sites given the requirement to maintain 100% presence (apart from loops to do site checks) on this site.*
Unattended *(day and/or night)*	***Site checks:*** *Weekdays – 1 every 24 hours* *Weekends – 1 every 24 hours* ***Adverse weather may require an increase in checks.***

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

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- Hazard ID sheet
- QA sheet
- Tailgate
- Pre-Start
- An onsite daily record of hourly site checks

Site safety measures

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

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	

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

Generic layout diagrams

Number	Title

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F2.1	Footpath diverted onto berm behind working space (first preference)
F2.2	Footpath diverted onto berm between working space and carriageway (second preference)
F2.3	Footpath diverted onto carriageway (third preference)
F2.4	Footpath closed – permanent speed less than 65km/h (fourth preference)
F2.5	Shoulder and roadside activities – work on berm and/or footpath permanent speed less than 65km/h
F2.6	Shoulder and roadside activities – Work in parking lane permanent speed less than 65km/h
F2.7	Shoulder and roadside activities – shoulder closure
F2.8	Cycle lane – Traffic not crossing road centre diverted cycle lane
F2.9	Cycle lane – Traffic crossing road centre diverted cycle lane – coned lane control
F2.10	Cycle lane – Traffic not crossing road centre cycle lane closed
F2.11	Two-way two-lane traffic not crossing road centre
F2.12	Two-way two-lane Traffic not crossing road centre signs on median
F2.13	TWO-WAY TWO-LANE ROAD Traffic crossing road centre Two lane diversion
F2.14	TWO-WAY TWO-LANE ROAD Single-lane alternating flow Manual traffic control (STOP/GO or STOP/SLOW)
F2.15	TWO-WAY TWO-LANE ROAD All traffic stopped temporarily Manual traffic control (STOP/GO or STOP/SLOW)
F2.16	TWO-WAY TWO-LANE ROAD Single-lane (traffic volume less than 1000vpd - 80vph) Give way control
J2.16a	TWO-WAY TWO-LANE ROAD Short no exit road
F2.17	TWO-WAY TWO-LANE ROAD Single-lane alternating flow Portable traffic signals
F2.18	TWO-WAY TWO-LANE ROAD Work in centre of road
J2.18a	TWO-WAY TWO-LANE ROAD In centre of road with median, signs on median
F2.19	TWO-WAY TWO-LANE ROAD - Intersection or roundabout Road works on side road after intersection - TSL on side road Traffic not crossing road centre
J2.19a	TWO-WAY TWO-LANE ROAD - Intersection or roundabout Major obstruction close to intersection Allows shorter sign spacings and MTC operation
F2.20	TWO-WAY TWO-LANE ROAD - Intersection or roundabout Road works on side road after intersection - TSL on main road Traffic not crossing road centre
J2.20a	TWO-WAY TWO-LANE ROAD - Intersection or roundabout After intersection - Traffic not crossing road centre
J2.20b	TWO-WAY TWO-LANE ROAD - Intersection or roundabout After intersection - Traffic crossing road centre
J2.20c	TWO-WAY TWO-LANE ROAD - Intersection or roundabout Before intersection - Traffic not crossing road centre
J2.20d	TWO-WAY TWO-LANE ROAD - Intersection or roundabout Before intersection - Traffic crossing road centre
J2.20e	TWO-WAY TWO-LANE ROAD - Intersection or roundabout On median near intersection
F2.21	TWO-WAY TWO-LANE ROAD - Intersection or roundabout Work in middle of intersection
J2.21a	TWO-WAY TWO-LANE ROAD - Intersection or roundabout Work on existing roundabout
F2.22	TWO-WAY TWO-LANE ROAD - Intersection or roundabout Closure at corner of an intersection Manual traffic control (Stop/Go or Stop/Slow)
F2.23	TWO-WAY TWO-LANE ROAD - Road closures and detours Road closure Temporary route around a hazard or workspace
F2.24	TWO-WAY TWO-LANE ROAD - Road closures and detours Road closure - detour route Example
J2.25a	TWO-WAY TWO-LANE ROAD - Road closures and detours Partial carriageway closure and detours - One way Example

F2.25	TWO-WAY TWO-LANE ROAD - Road closures and detours
F2.26	Other hazard: Flooding, washout, slip, slippery surface
F2.27	Unattended worksites: New seal - unattended and/or unswept worksite
F2.28	Unattended worksites: Surface hazard
F2.29	Unattended worksites: Seal repairs on a curve
ATMS02	Single lane alternating flow - Estops
ATMS03	Cycle lane closed - Estop
ATMS04	Single lane alternating flow – Estops at intersection
ATMS05	Footpath Management
ATMS07	Inspection activity
ATMS08	Cul de sac closure

Contact details

	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date

RCA consent (eg CAR/WAP) and/or RCA contract reference	

Principal	Daniel Paulo Wellington Water	021 949 871	N/A	N/A	N/A
TMC	WTA - Darren Varcoe	027 839 5693	25161	L2/3 NP	14/06/25
TMC	Jain Thomas SOUTH WAIRARAPA DISTRICT COUNCIL *Kia Reretahi Tātau*	027 444 2936	131730	STMS L1	17/04/25
Engineers' representative	Adam Mattsen Wellington Water	021 572 916	N/A	N/A	N/A
Contractor	Daniel Paulo Wellington Water	021 949 871	N/A	N/A	N/A
STMS	**TBC – prior to work start or on the day** Daniel Paulo (Wellington Water Alliance) Tane Te Moana-Evans (FH) as interim contact. Richard Te Aonui (FH 2nd) as interim contact. See attached other TTM contractor list & their details	021 949 871 027 203 2054 027 403 9100	- 53875 38138	- 2/3 NP 2/3 P	- 13/04/25 13/04/25
TC	**Same as above STMS details**	-	-	-	-
Others as required	Emergency Services WTOC – Signals & Cameras Metlink/GWRC Bus –Services Disruptions Team	*555 or 111 0800 869 286 0800 801 700	N/A	N/A	N/A

TMP preparation						
Preparation	Satvir Singh	14/03/2023	S.S.	74011	L2/3 NP	30/09/24
	Name (STMS qualified)	*Date*	*Signature*	*ID no.*	*Qualification*	*Expiry date*
This TMP meets CoPTTM requirements				**Number of diagrams**		45
TMP returned for correction (if required)						
	Name		*Signature*	*ID no.*	*Qualification*	*Expiry date*

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

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RCA consent (eg CAR/WAP) and/or RCA contract reference	

Temporary safety barrier system	**The attached temporary road safety barrier design has been independently reviewed as being fit for purpose**				Yes No Not required	
TMP Approved						
	Name	*Date*	*Signature*	*ID no.*	*Qualification*	*Expiry date*
Acceptance by TMC (only *required if TMP approved by*						
	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

Notification to TMC prior to occupying worksite/Notification completed

Type of notification to TMC required	• Notification to be by means of the weekly roadwork's report as advised to relevant RCA's	**Notification completed**	Date - Time -

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APPROVED TRAFFIC MANGEMENT COMPANIES					
ATMS:	**All Traffic Management Services**				
TTM PROVIDER	Jade Ng	021 767 541	53266	ABC-NP R	15/05/2024
TTM CONTACT	Vena Lamsam	021 767 165	39930	ABC-NP R	22/09/2024
TTM CONTACT	Martyn Sauaiga	027 348 9478	72781	L 2/3 NP	30/07/2023
PTS:	**Precise Traffic Solutions Ltd**				
TTM CONTACT	Jaymie Baker	027 639 7875			
	Bux Manuseuga	027 836 5243			
Men At Work:					
TTM CONTACT	Kurt Puryer-Smith	027 274 2369			
TTM CONTACT	Todd Lynch	027 282 0998			
TTM CONTACT	Ratu Kapaiwai	027 836 5243			
TMNZ:	**Traffic Management NZ**				
TTM CONTACT	Steven Loftus	027 491 9494			
Traffic Flow:					
TTM CONTACT	Steve Huriwaka	021 944 037			
	Jacob Quinn	022 044 1336			
Hanging Around Ltd:					
TTM CONTACT	Sam Redhill	021 505 900			
Stapp Contracting Ltd:					
TTM CONTACT	Shane Pihema	027 249 9882			
Leading Taranaki Recruitment / Traffic Management:					
TTM CONTACT	Chantelle Mereriana Ngaia	027 2555 002			
Traffic Safe New Zealand Limited:					
TTM CONTACT	Julie Hitchcock	027 450 6565			

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TMP or generic plan reference	

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:					

TMP or generic plan reference	

Worksite monitoring

TTM to be monitored and 2 hourly inspections documented below.

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

Comments:

Time	Adjustment made and reason for change

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Checking process for generic TMPs					
This form, or a similar company record, must be completed prior to set up of a worksite where a generic TMP is used.					
Location details					
Road name(s)		**House number/RP(s)**		**Suburb**	
Road name(s)		**House number/RP(s)**			
Generic TMP reference no.		**TMD no(s).**		***Note:*** *The checking process must include all the TMDs to be used*	

Category	Points to consider	Y	N	Comment/Mitigation
Road level	Is this at the correct road level?			
Shape	Are the following catered for in the generic TMP? • Intersections • Vertical Curves (hills) • Horizontal Curves (corners) • Sufficient advance warning			
Direction and protection	Check that there is: • sufficient length to place the planned direction and protection • sufficient road width to place the planned direction and protection ie minimum lane width is 2.75m • adequate sight distance on both sides • sufficient room to accommodate required positive traffic control			
Proposed speed restrictions	Is a TSL required? Refer to the TSL decision matrix in CoPTTM (section E Appendix B)			
Plant and equipment	Will your plant and equipment fit within the designated working space?			
Personal safety	Are all workers able to carry out their work within the designated working space? If not are they covered by the rules for inspections?			
Layout diagrams	Is diagram(s) detailed in the generic TMP? Does the diagram(s) match the written section of the TMP?			
RCA notification	Has the RCA been notified?			

Completed by:					
STMS/TC in charge of worksite (All names to be entered before site set-up)					
	Name	*Signature*	*Date*	*Qualification*	*ID number*
	Name	*Signature*	*Date*	*Qualification*	*ID number*

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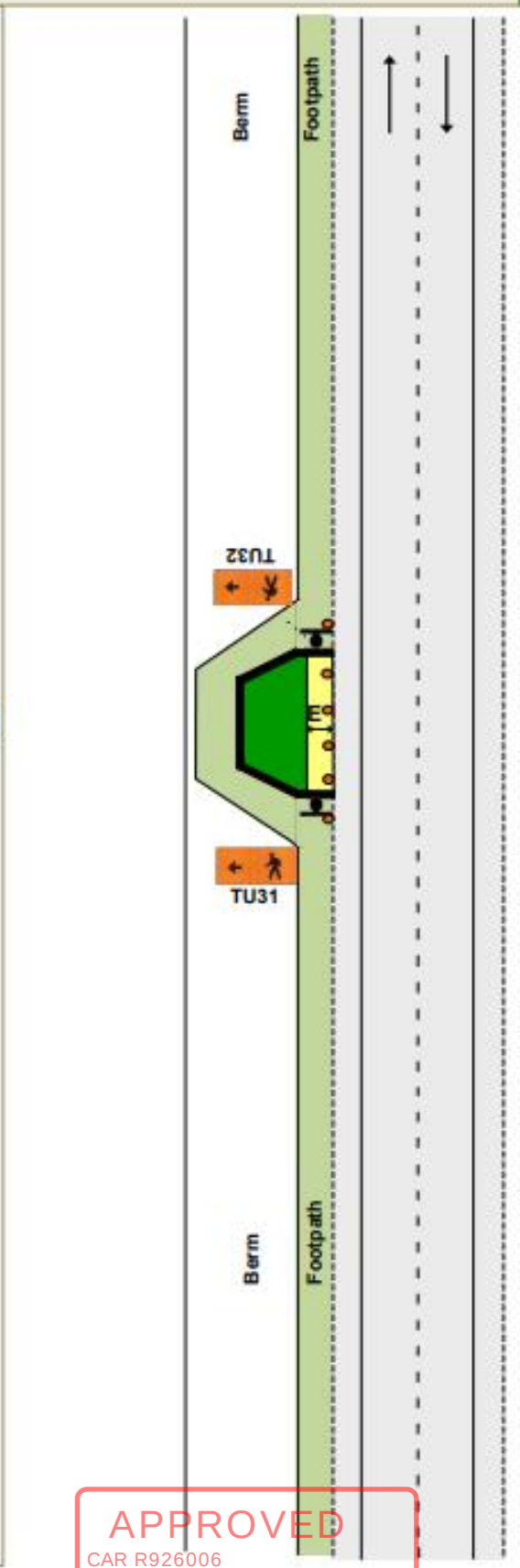
FOOTPATH
Footpath diverted onto berm behind working space
First preference

F2.1
Level 1

Notes

1. Minimum pedestrian footpath widths:
   - Residential/Rural - 0.9m
   - Suburban Centre - 1.2m
   - CBD - 2m
2. Where the length of the working space exceeds 20m, these widths may have to be increased so footpath users do not have to wait to pass
3. Temporary footpath surfaces must be suitable for footpath users
4. Use safety fence to enclose the working space, or at **attended** worksites, cones connected with cone bars can be used to enclose the working space but only for a short period of time

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



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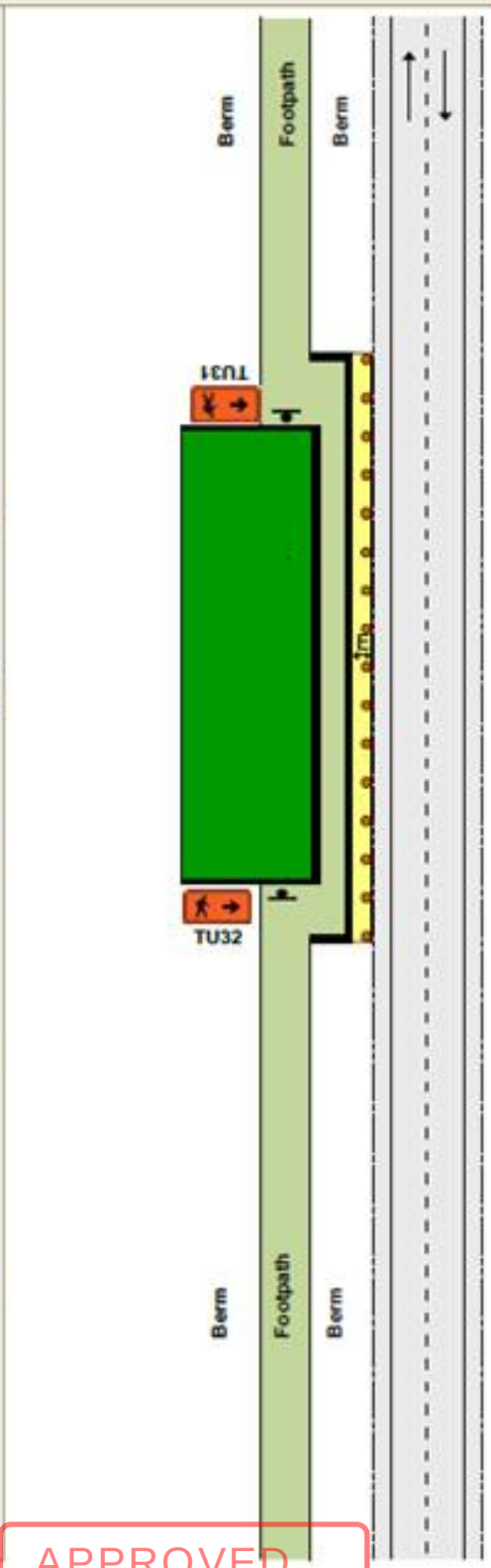
FOOTPATH
Footpath diverted onto berm between working space and carriageway
Second preference

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



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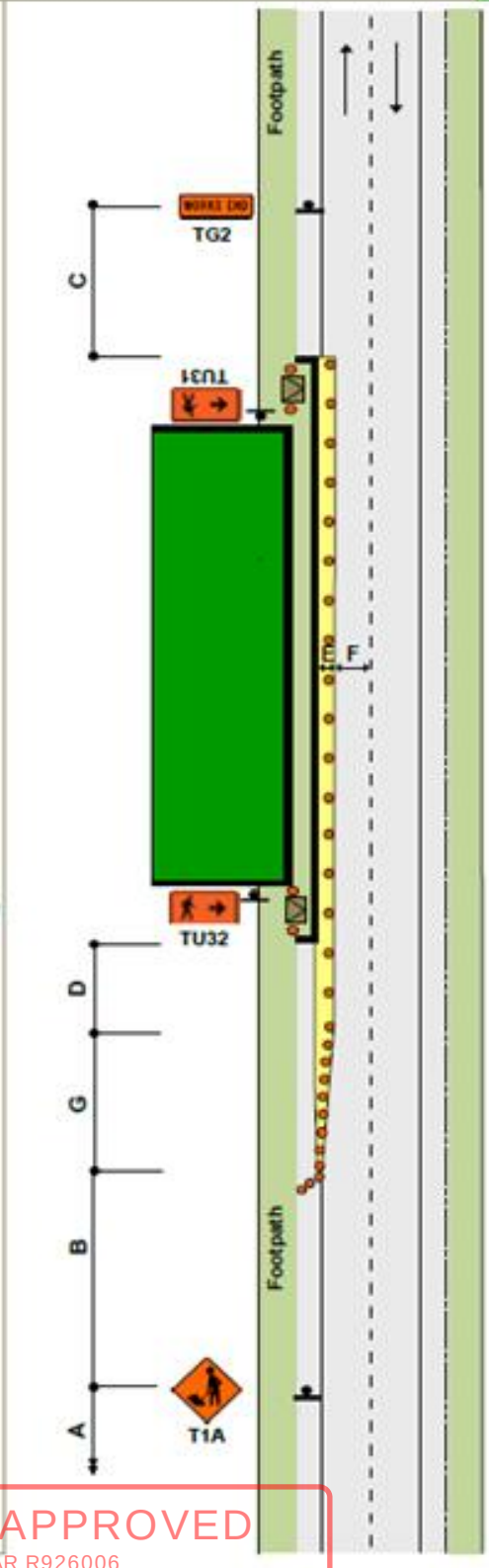
FOOTPATH
Footpath diverted onto carriageway
Third preference

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



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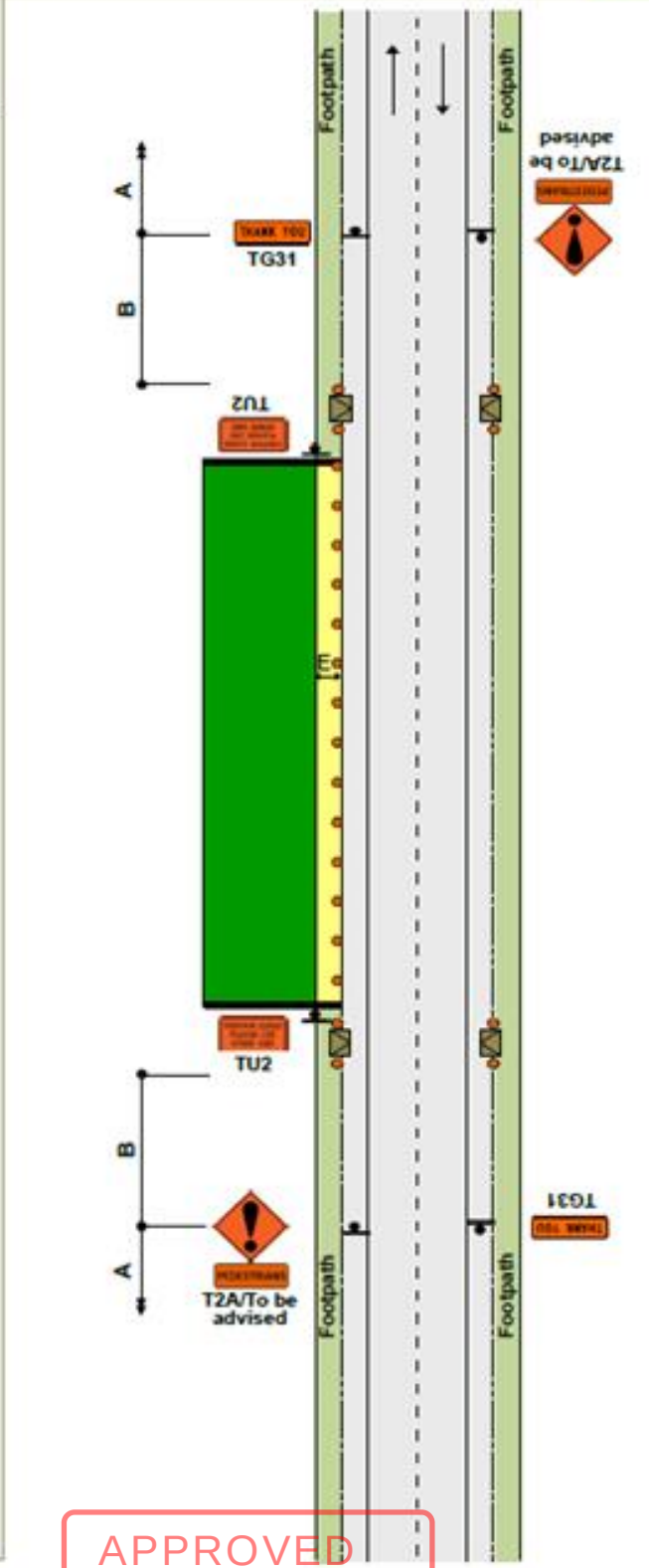
FOOTPATH
Footpath closed - permanent speed less than 65km/h
Fourth preference

F2.4
Level 1

Notes

1. Use T2A and PEDESTRIANS supplementary plate to alert road users to the potential of footpath users crossing the carriageway
2. Use safety fence at each end of working space
3. Use kerb ramps
4. Use another TMD as well, where working space/safety zone encroaches on live lane
5. This TMD must be used in conjunction with appropriate TTM for any work carried out on the shoulder or in the live lane



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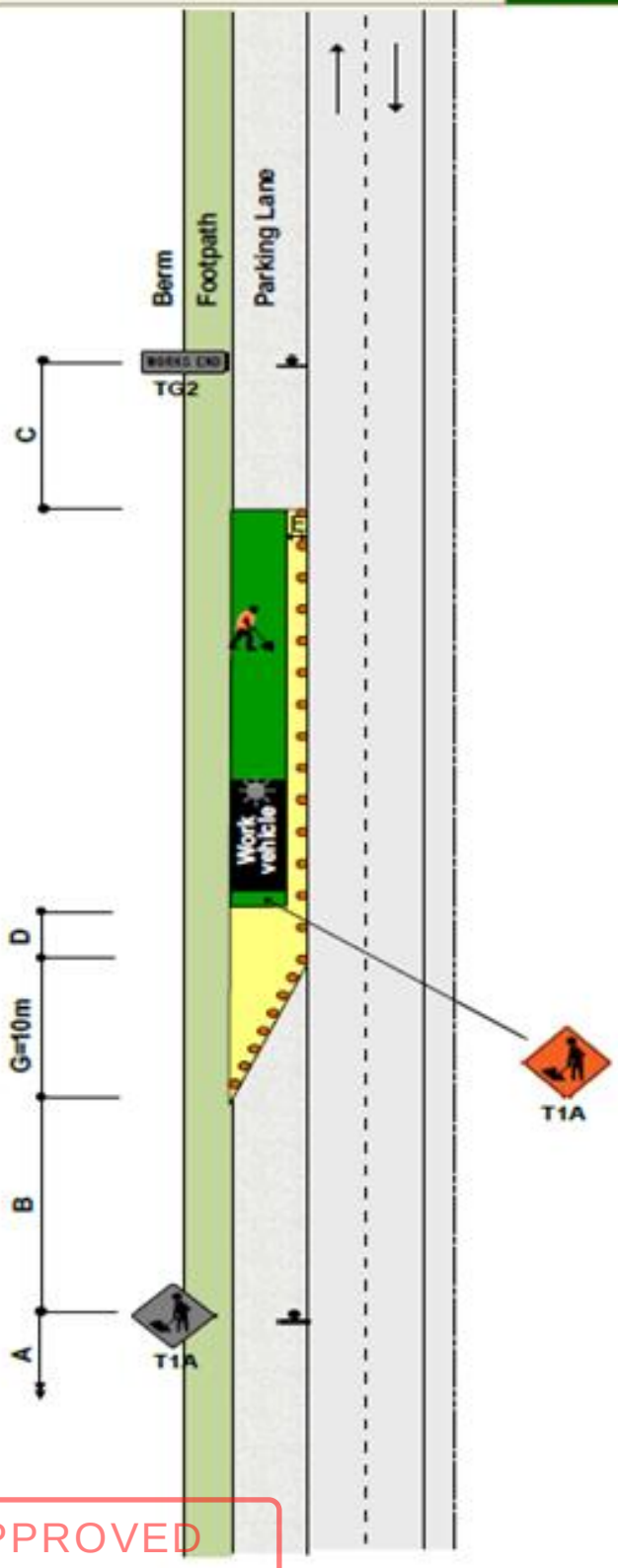
SHOULDER AND ROADSIDE ACTIVITIES
Work in parking lane
Permanent speed less than 65km/h

F2.6
Level 1

Notes

1. Where work is carried out in the legal parking lane (a place where a vehicle would normally park with a footpath and/or kerb and channel alongside), the following minimum standard of TTM must be provided:
   - a 10m taper in front of the work vehicle
   - cones alongside the work vehicle and the working space
   - a longitudinal safety zone
   - a 1m lateral safety zone along the working space
   - a T1A (or other appropriate advance warning sign) mounted on the back of the work vehicle
2. T1A road works and TG2 WORKS END signs are optional
3. The work vehicle must be no larger than a light truck and may have an amber flashing beacon
4. Traffic management must be provided where footpath users or cyclists are affected
5. This layout may only be used during daylight hours
6. Large plant and machinery must not be used in this situation, a more substantial closure is required



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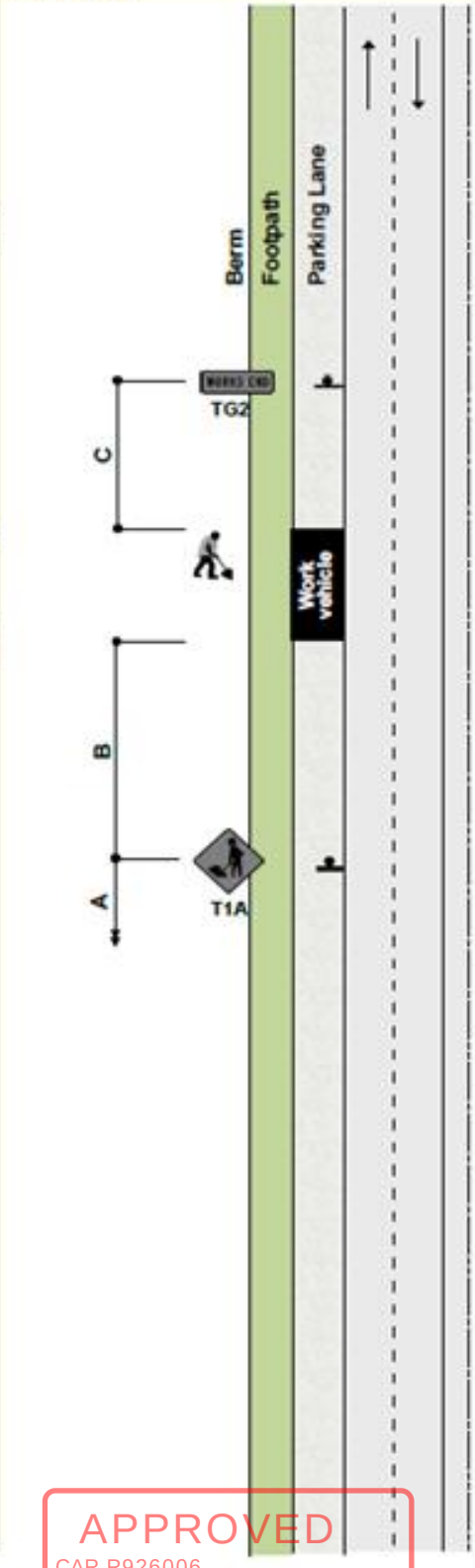
SHOULDER AND ROADSIDE ACTIVITIES
Work on berm and/or footpath
Permanent speed less than 65km/h

F2.5
Level 1

Notes

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



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SHOULDER AND ROADSIDE ACTIVITIES
Shoulder closure

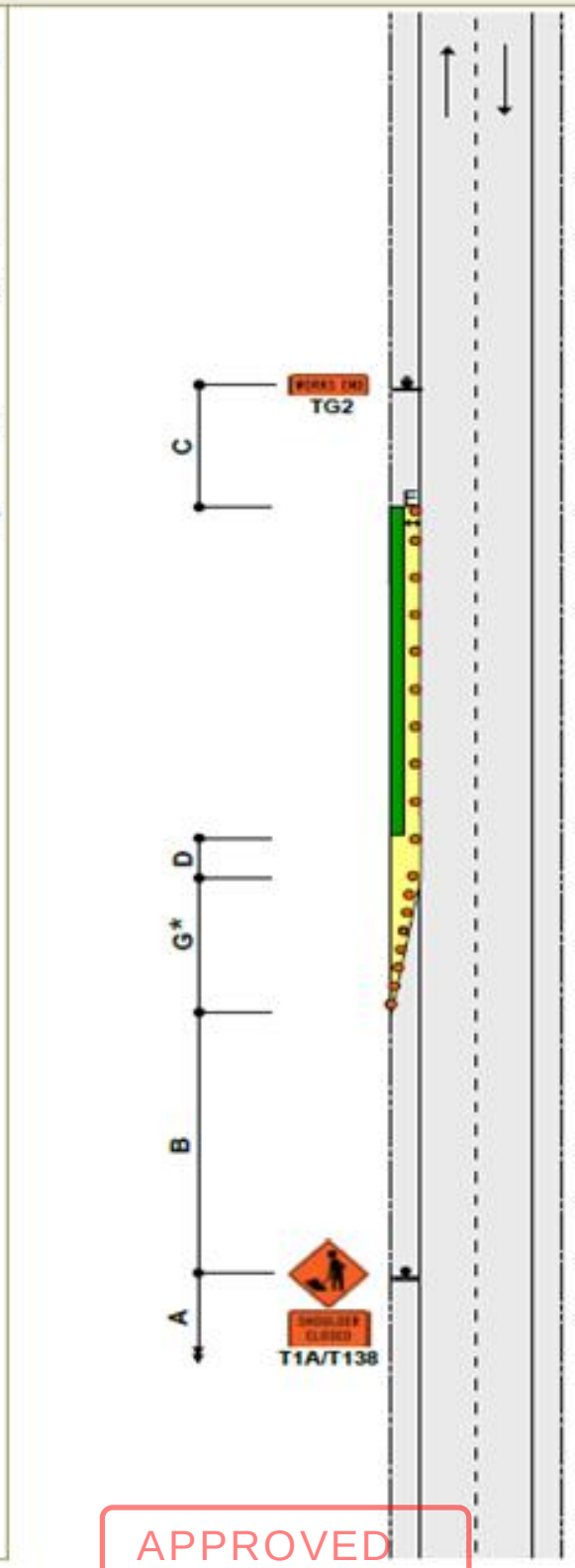
F2.7
Level 1

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



CYCLE LANE
Traffic not crossing road centre
Diverted cycle lane

F2.8
Level 1

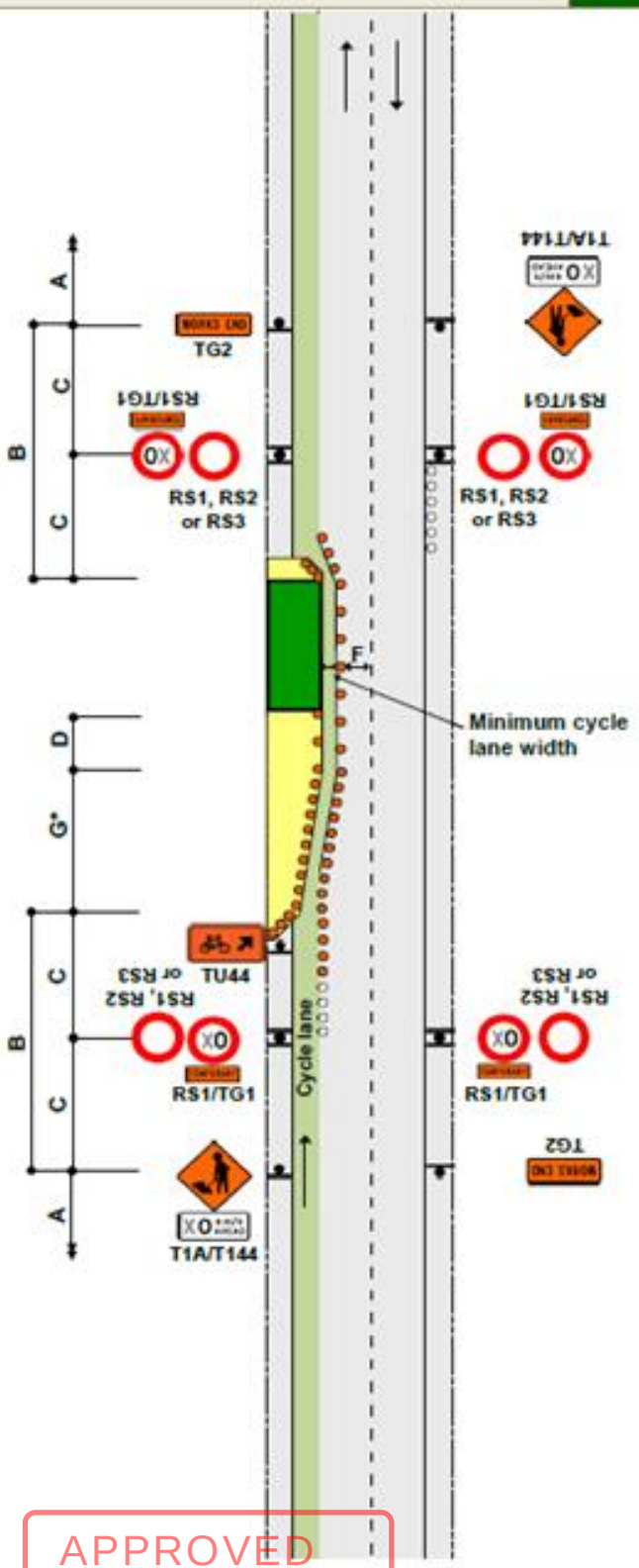
Notes

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

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

   W = Width of lateral shift

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



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

F2.9
Level 1

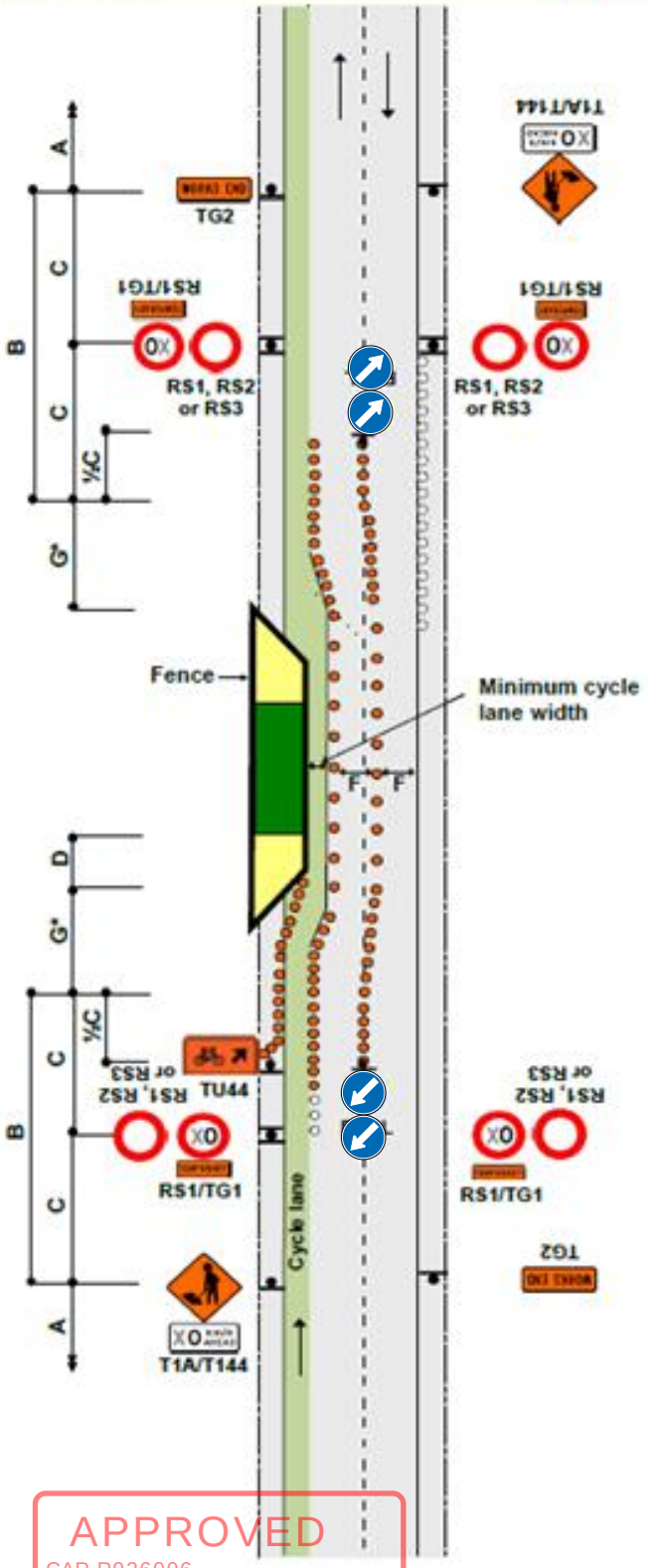
Notes

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:

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

   W = Width of lateral shift

   G = Taper length in metres from the level 1 layout distance table
4. To allow heavy vehicles to manoeuvre, cones in the channel must be offset by at least 10m where the direction changes. Refer C8.2.12
5. Use TSLs if required by TSL decision matrix
6. The T144 X0km/h AHEAD sign is optional



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CYCLE LANE
Traffic not crossing road centre
Cycle lane closed

F2.10
Level 1

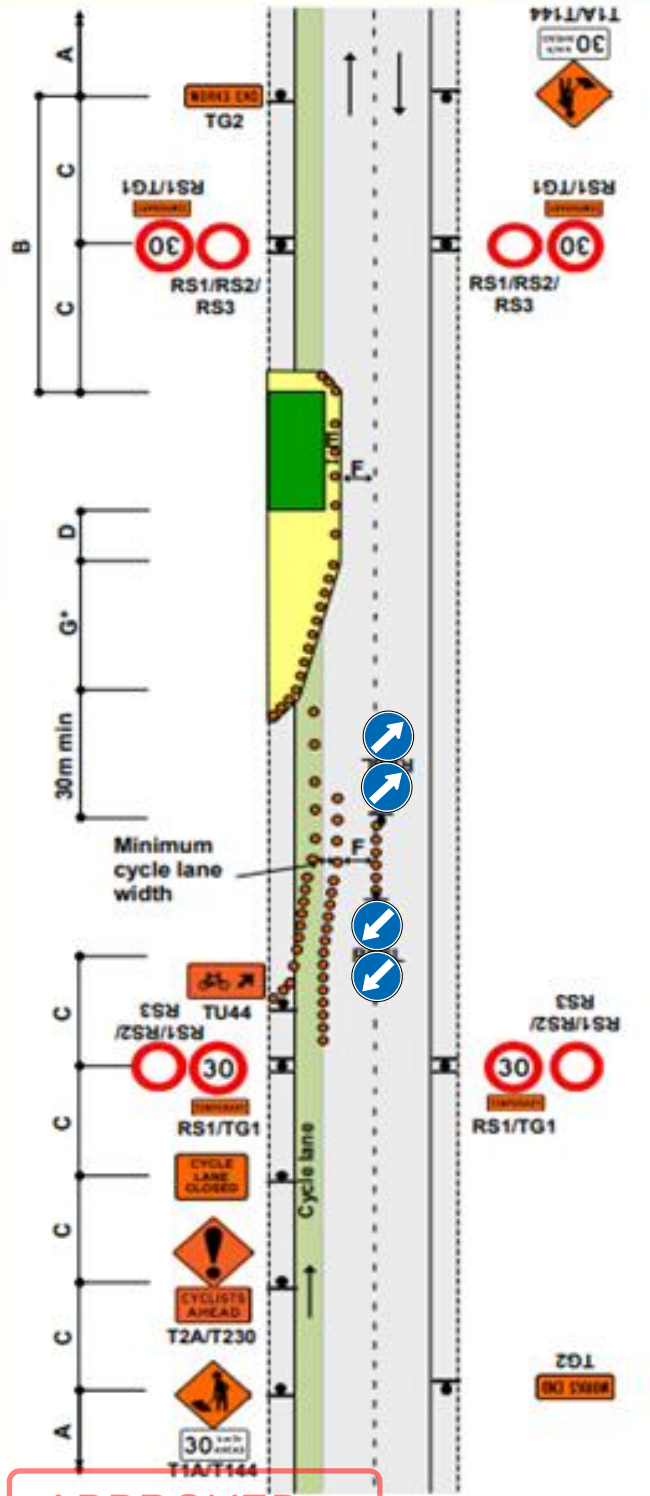
Notes

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

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

   W = Width of lateral shift

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



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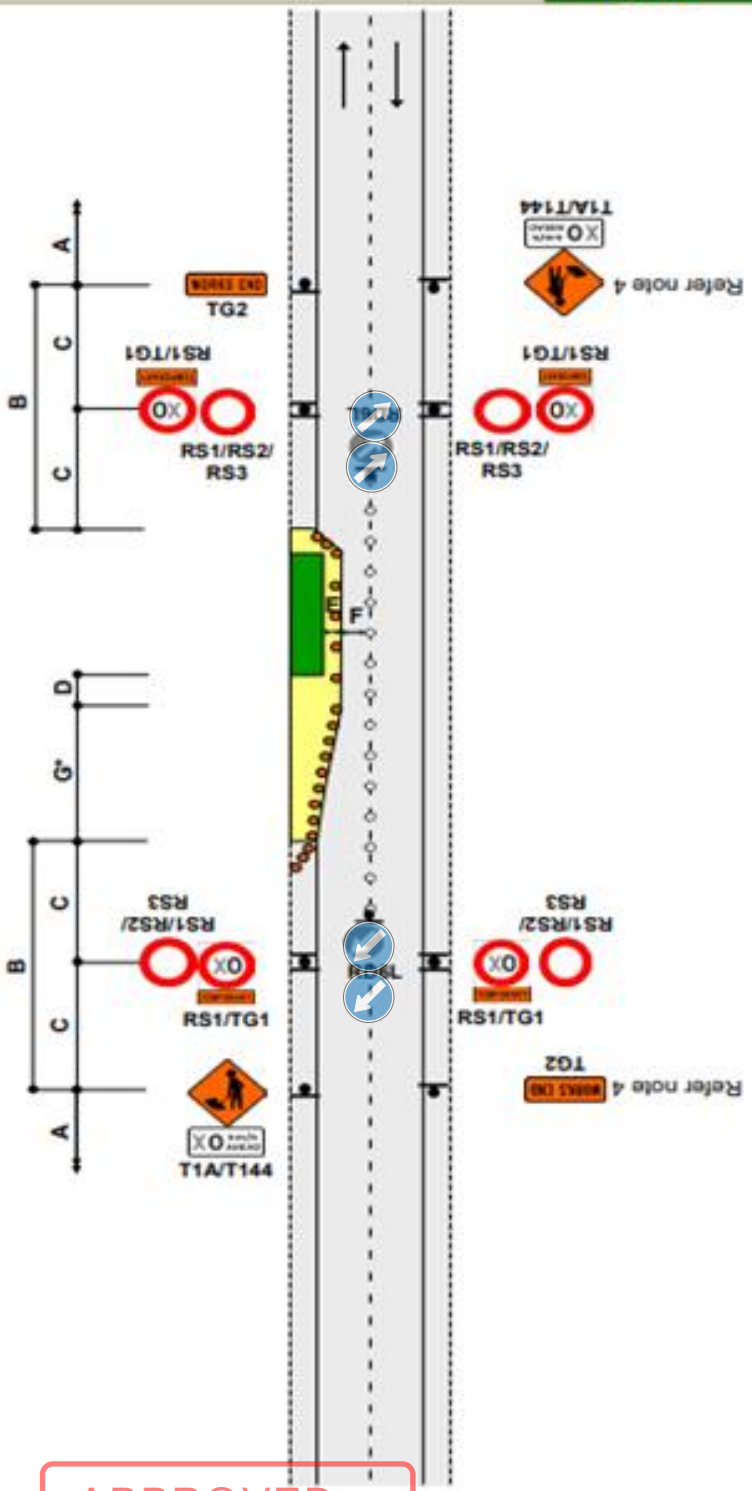
TWO-WAY TWO-LANE ROAD
Traffic not crossing road centre

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



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

F2.12
Level 1

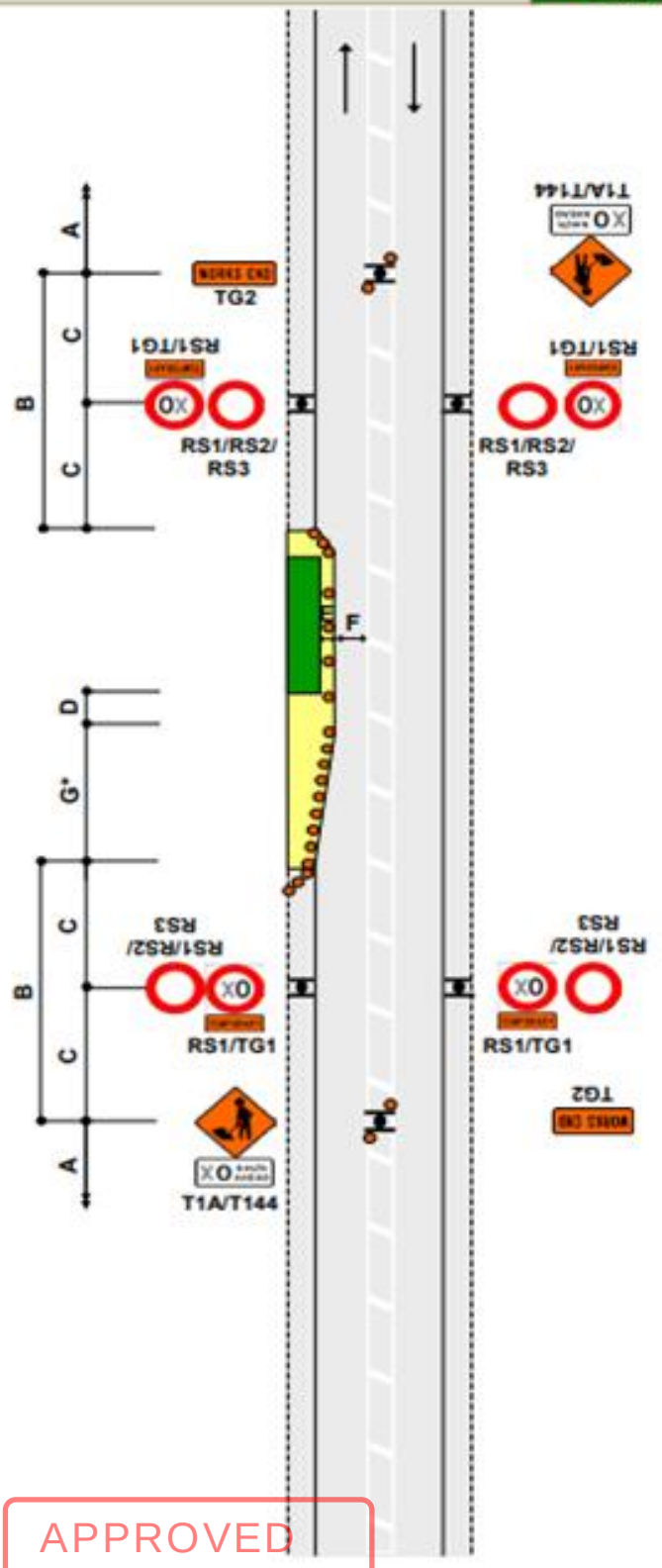
Notes

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

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

   W = Width of lateral shift

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



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24 March 2023

TWO-WAY TWO-LANE ROAD

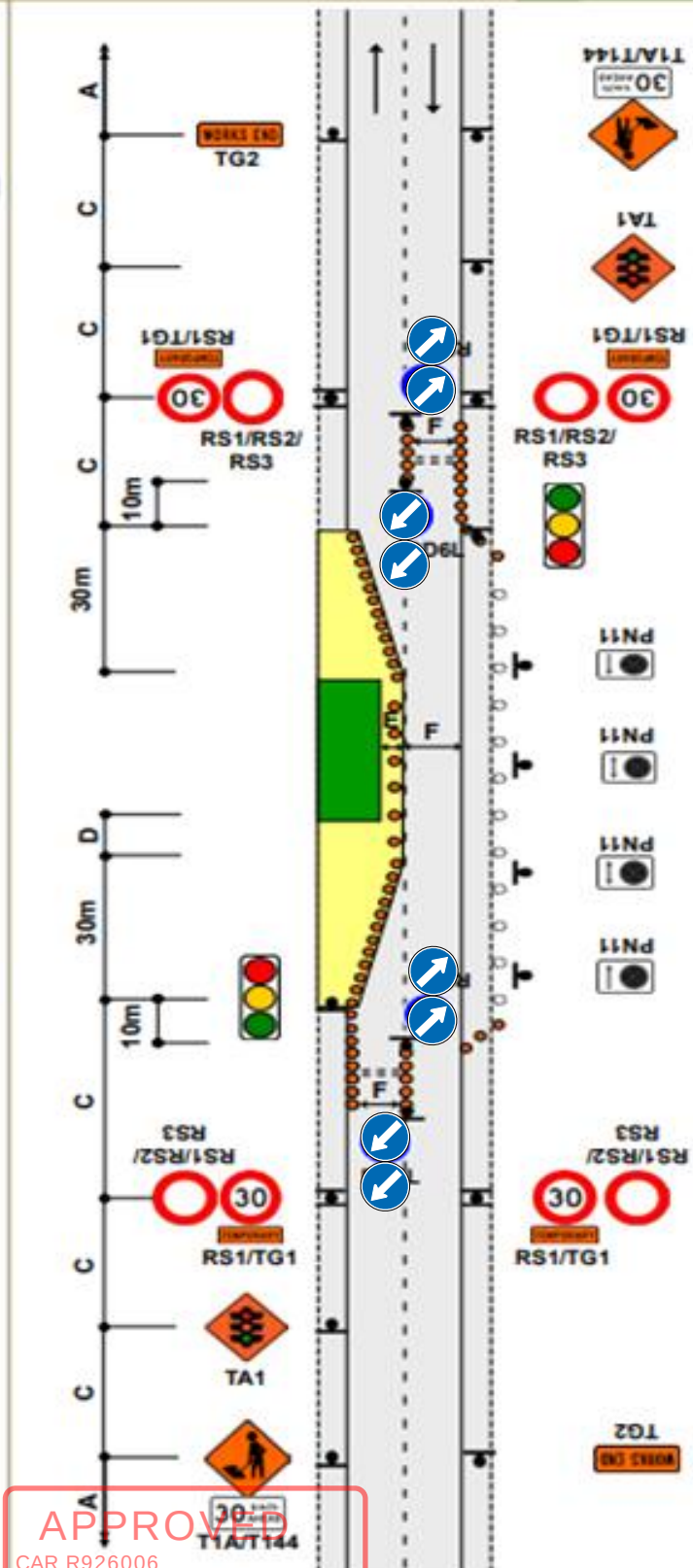
Single-lane alternating flow
Portable traffic signals

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



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

F2.13
Level 1

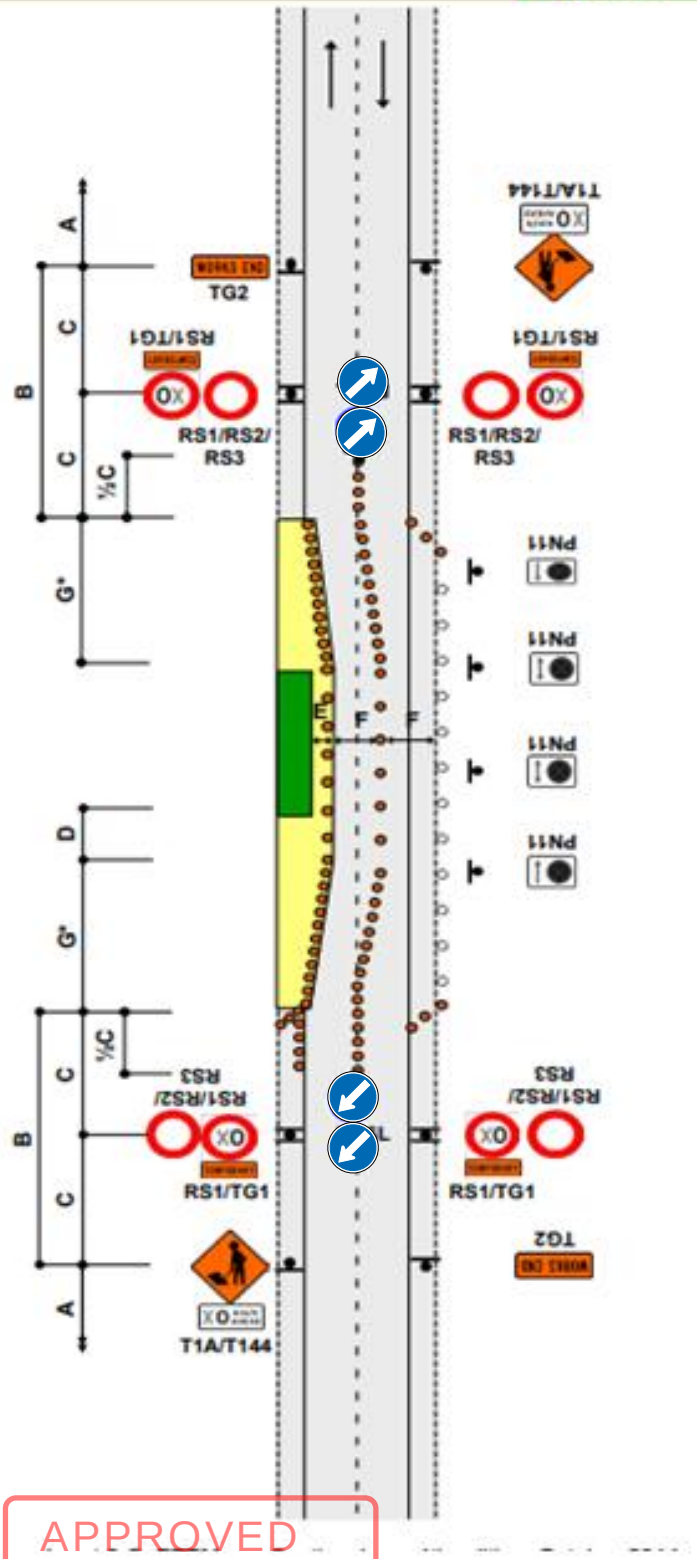
Notes

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:

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

   W = Width of lateral shift

   G = Taper length in metres from the level 1 layout distance table
4. To allow heavy vehicles to manoeuvre, cones in the channel must be offset by at least 10m where the direction changes. Refer C8.2.12
5. Use PN11 No Stopping signs, if necessary
6. Use TSLs if required by TSL decision matrix
7. The T144 X0km/h AHEAD sign is optional



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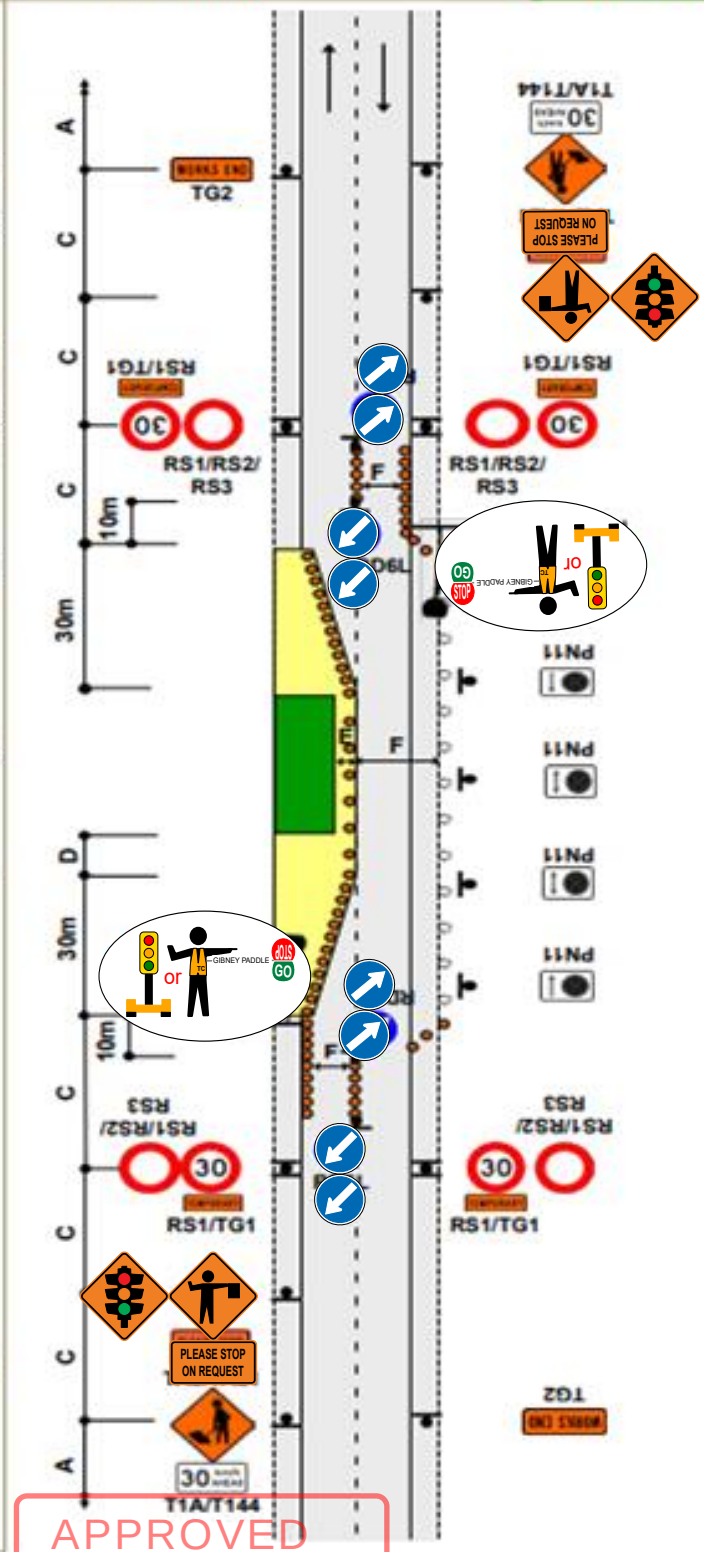
TWO-WAY TWO-LANE ROAD
Single-lane alternating flow
Manual traffic control (STOP/GO or STOP/SLOW)

F2.14
Level 1

Notes

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



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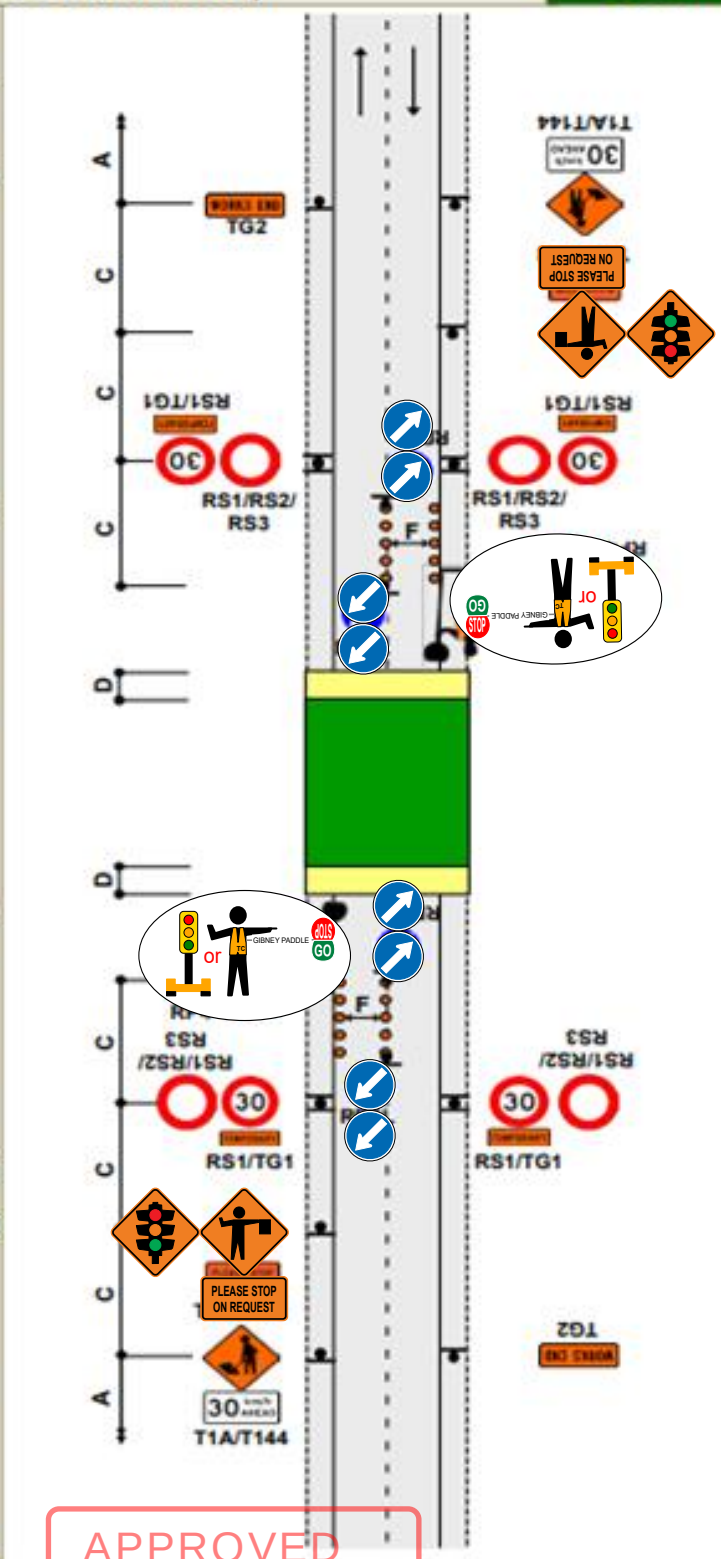
TWO-WAY TWO-LANE ROAD
All traffic stopped temporarily
Manual traffic control (STOP/GO or STOP/SLOW)

F2.15
Level 1

Notes

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



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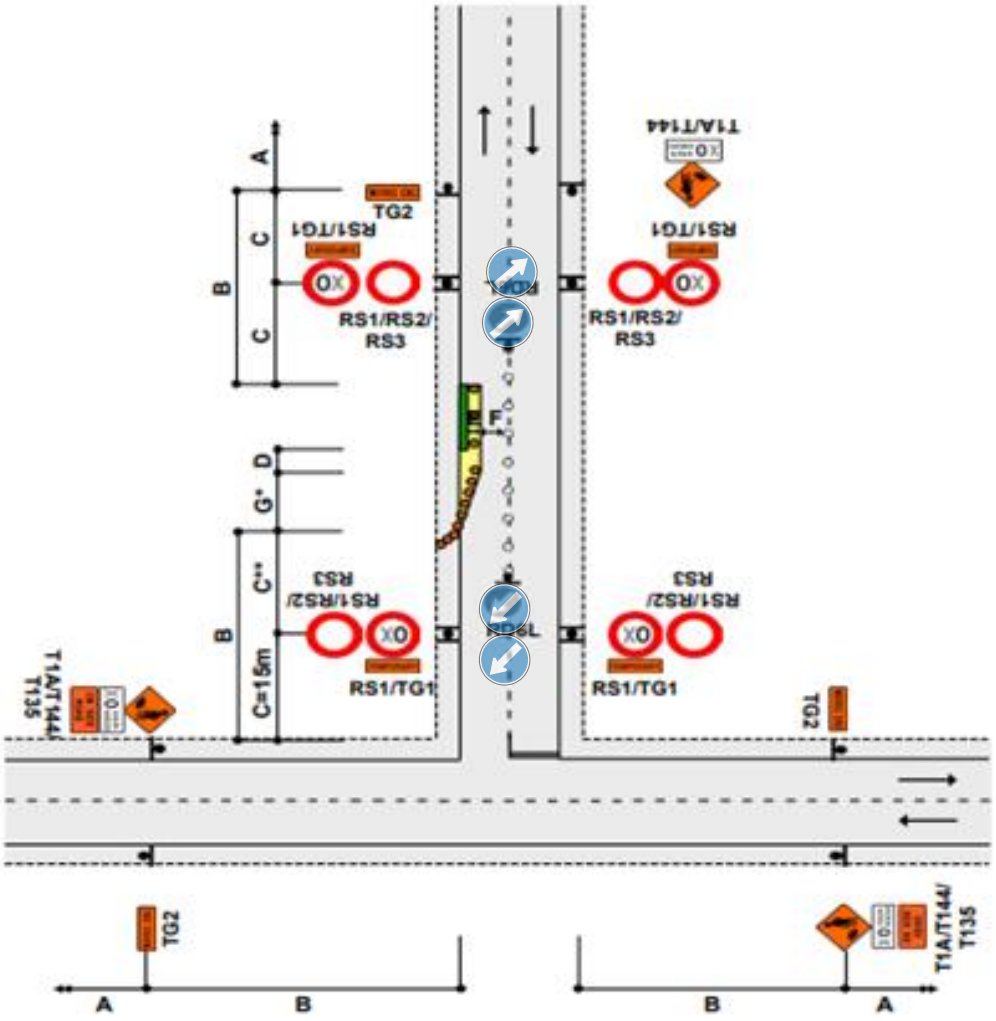
TWO-WAY TWO-LANE ROAD - Intersection or roundabout
Road works on side road after intersection - TSL on side road
Traffic not crossing road centre

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. *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. If traffic likely to cross the centreline, place cones on the centreline with RD6L signs at each end
5. Use TSLs as required by TSL decision matrix
6. The T144 30km/h AHEAD sign is optional

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

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

J2.18a
Level 1

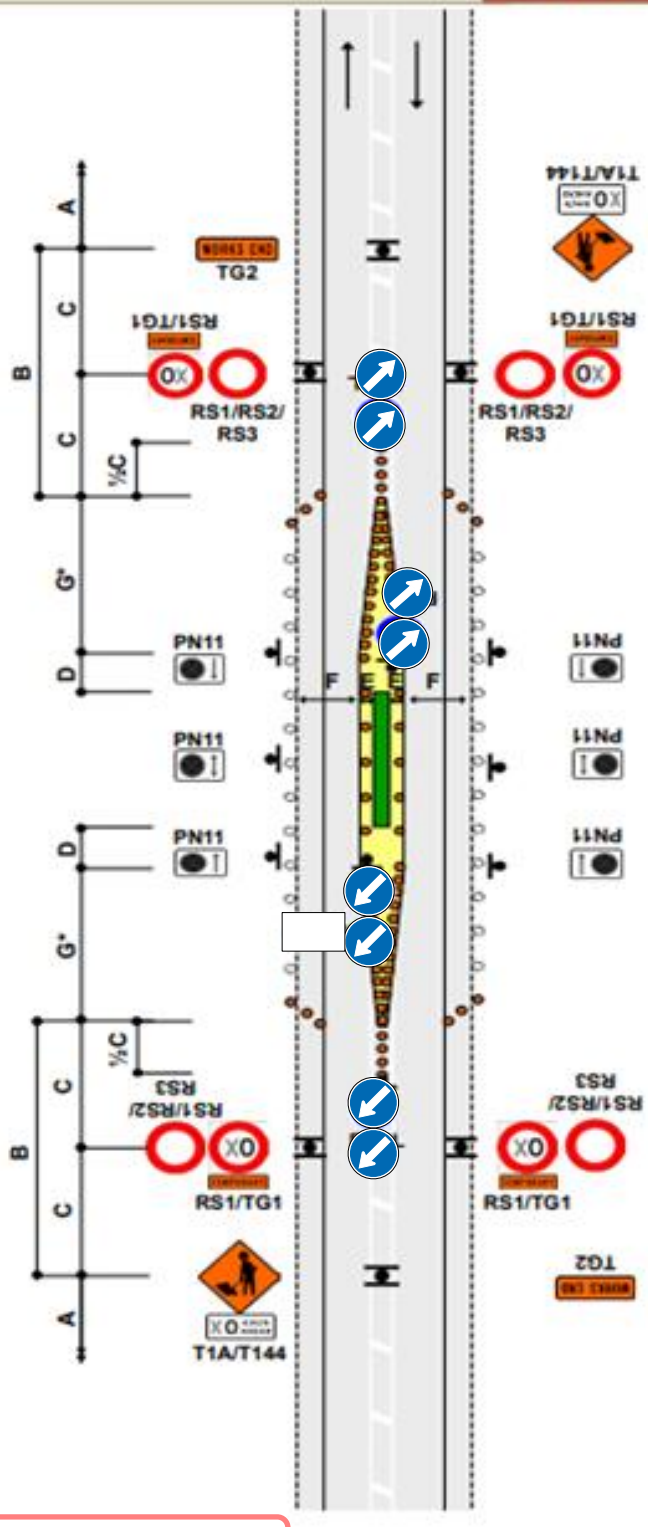
Notes

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



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

F2.18
Level 1

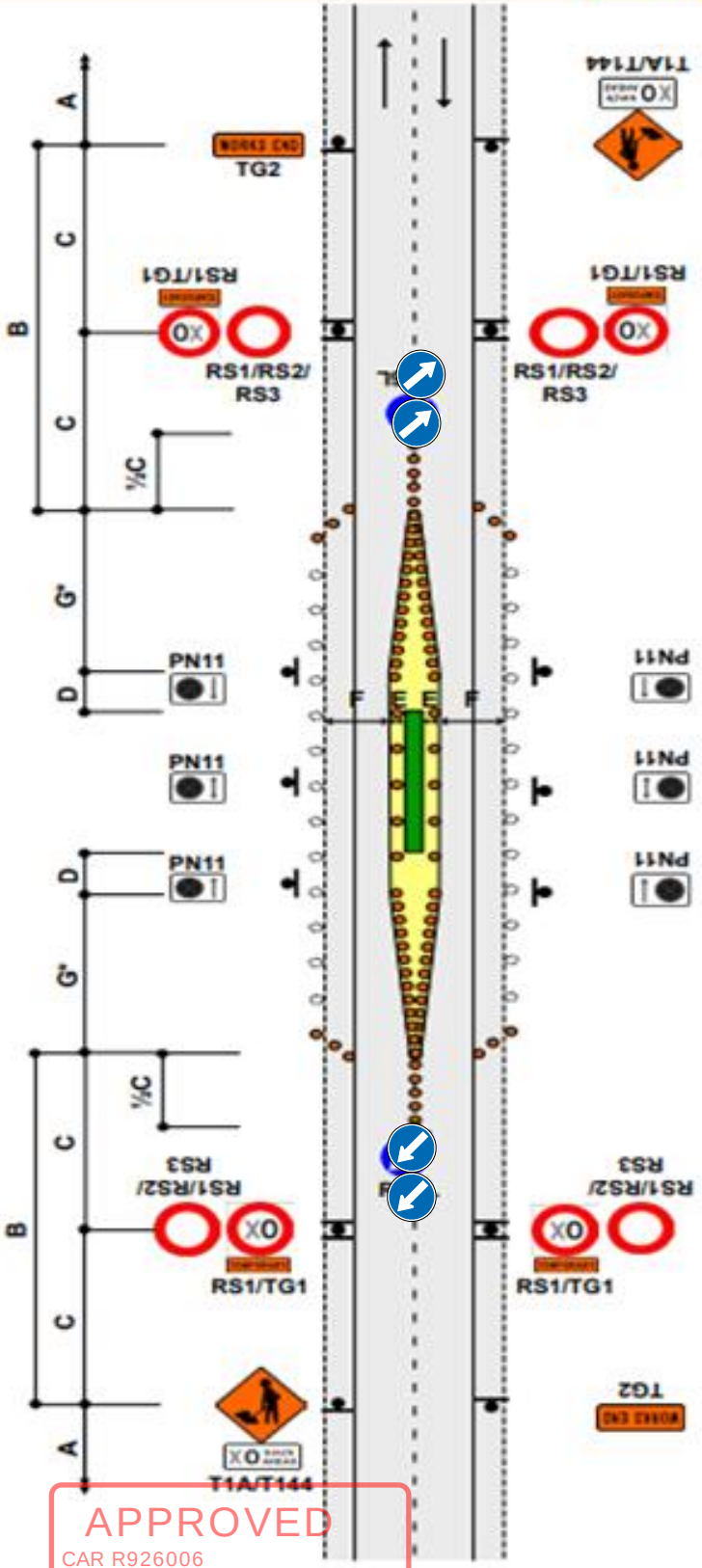
Notes

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:

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

   W = Width of lateral shift

   G = Taper length in metres from the level 1 layout distance table
3. Use PN11 no stopping signs, if necessary
4. Use TSLs if required by TSL decision matrix
5. The T144 X0km/h AHEAD sign is optional



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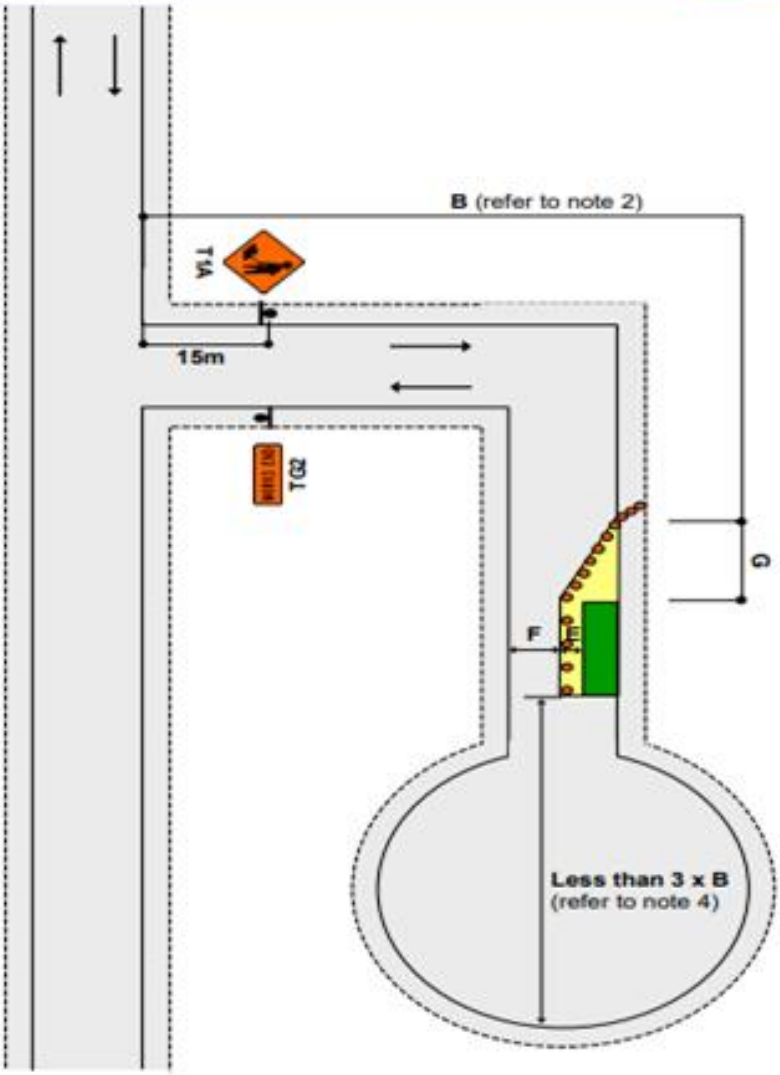
TWO-WAY TWO-LANE ROAD
Short no exit road

J2.16a
Level 1



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

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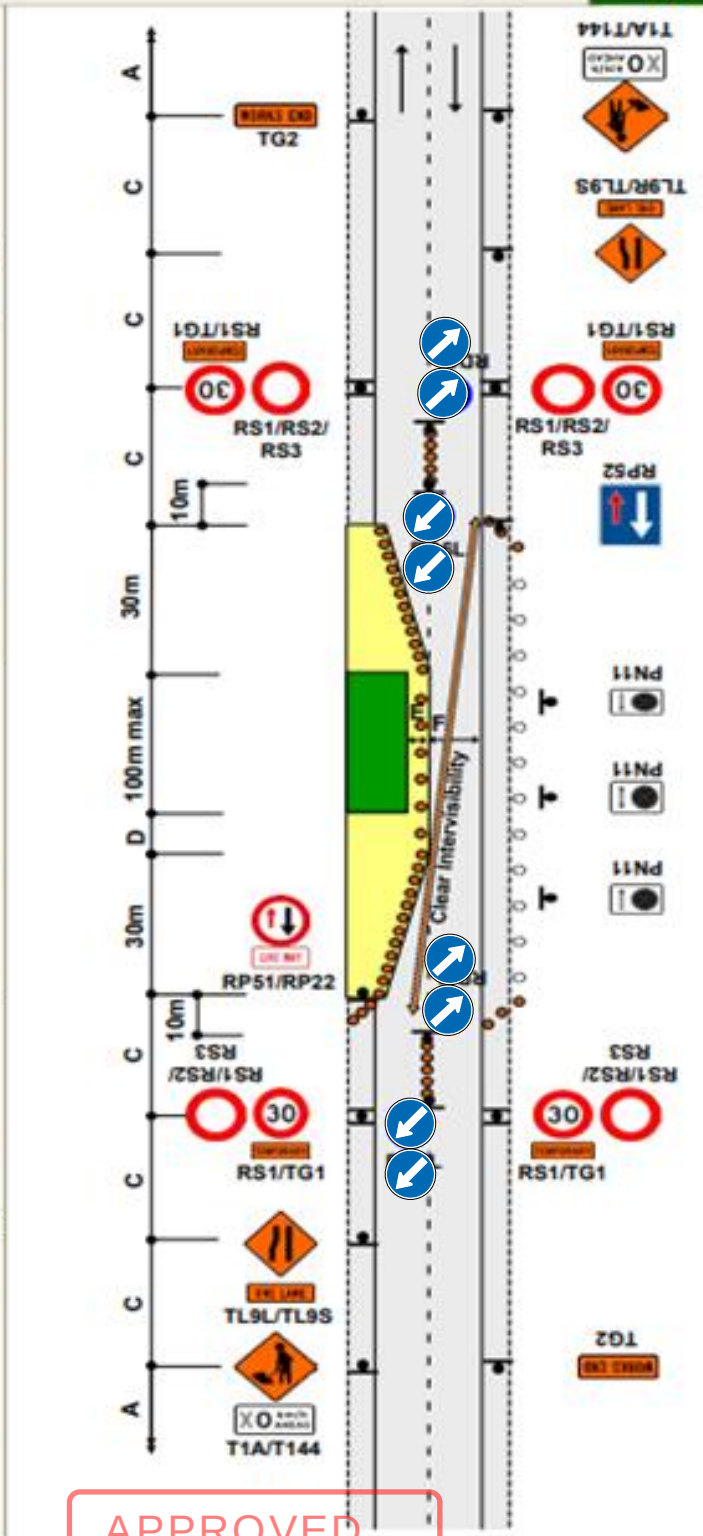
TWO-WAY TWO-LANE ROAD
Single-lane (traffic volume less than 1000vpd - 80vph)
Give way control

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



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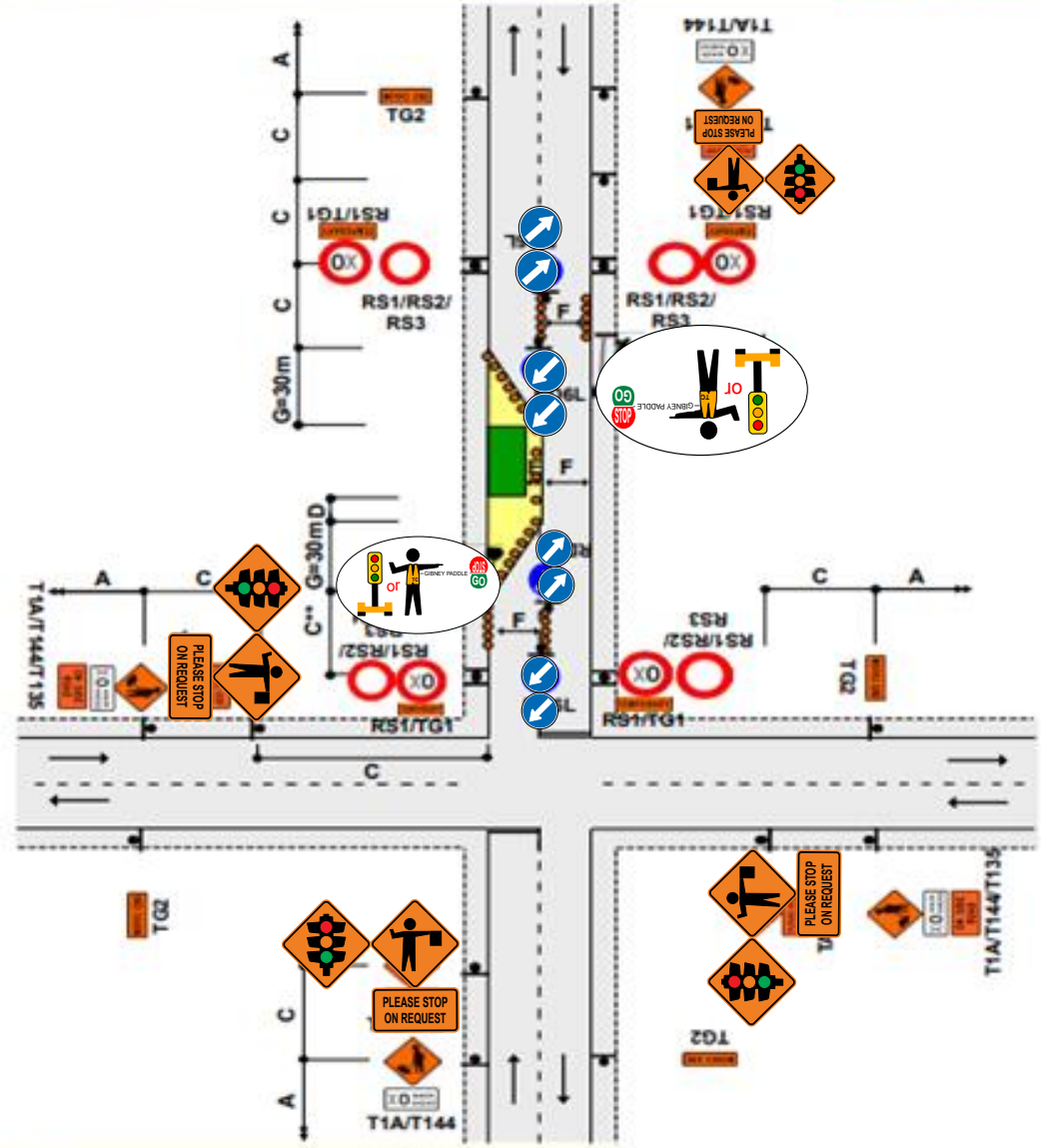
TWO-WAY TWO-LANE ROAD - Intersection or roundabout
Major obstruction close to intersection
Allows shorter sign spacings and MTC operation

J2.19a
Level 1



Notes

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

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

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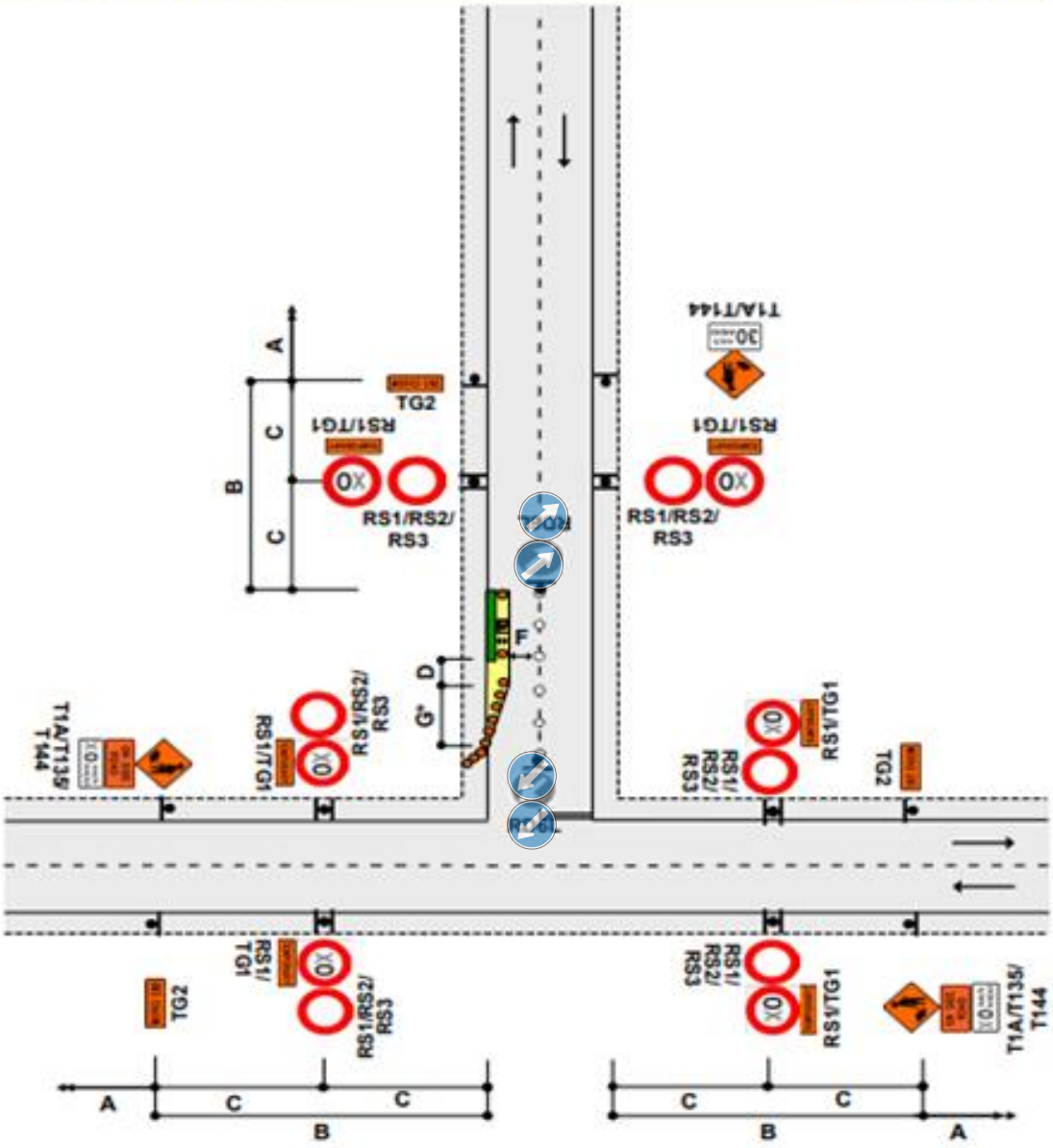
South Wairarapa District Council

24 March 2023

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:
   $\frac{W \times G}{3.5}$ W = Width of lateral shift
   G = Taper length in metres from the level 1 layout distance table
2. If traffic likely to cross the centreline, place cones on the centreline with RD6L signs at each end
3. Use TSLs as required by TSL decision matrix
4. The T144 X0km/h AHEAD sign is optional

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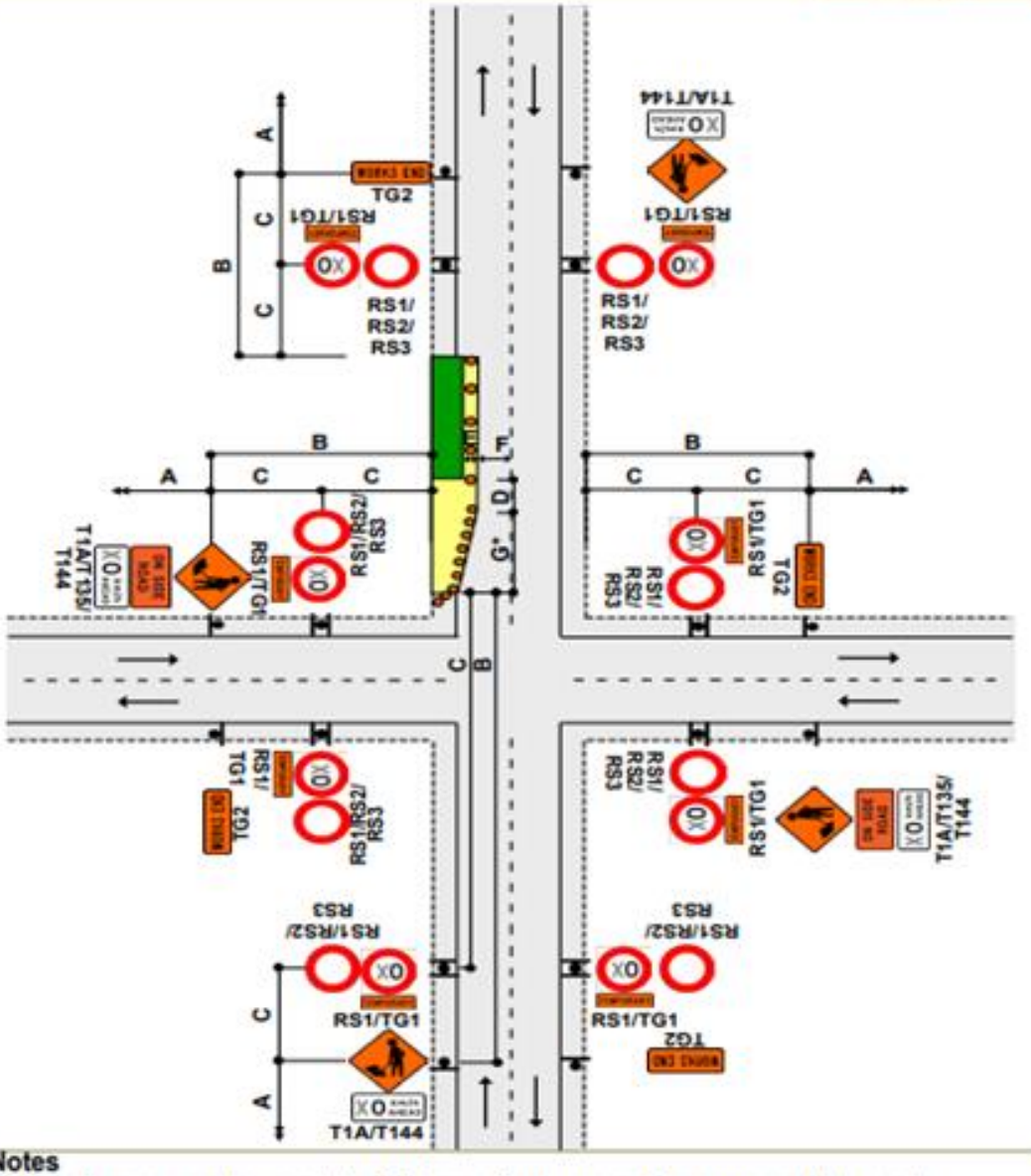
TWO-WAY TWO-LANE ROAD - Intersection or roundabout
After intersection - Traffic not crossing road centre

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

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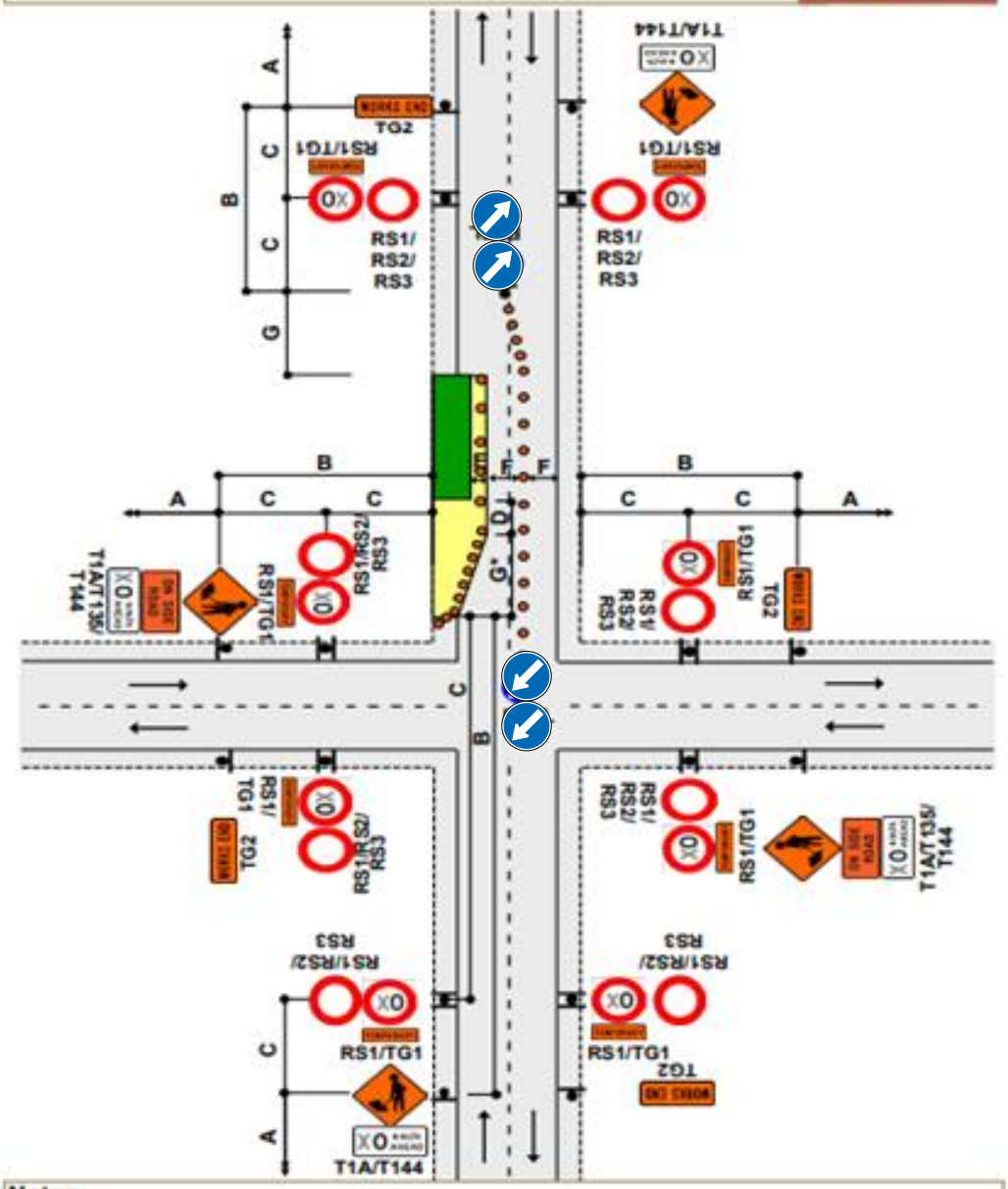
TWO-WAY TWO-LANE ROAD - Intersection or roundabout
After intersection - Traffic crossing road centre

J2.20b
Level 1

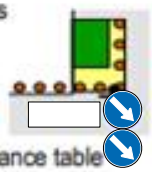


Notes

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



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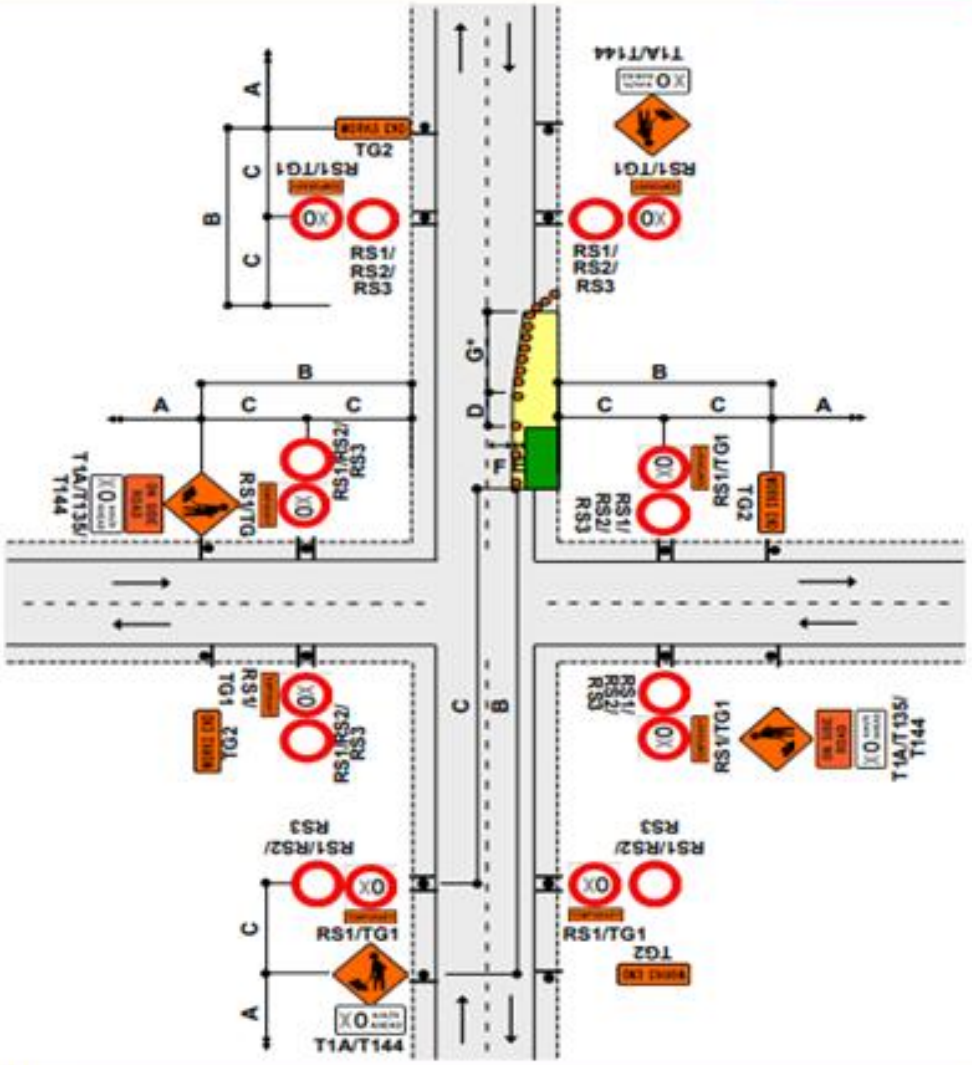
STATIC OPERATIONS

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

J2.20c
Level 1

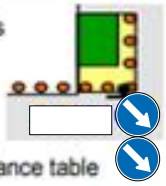


Notes

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



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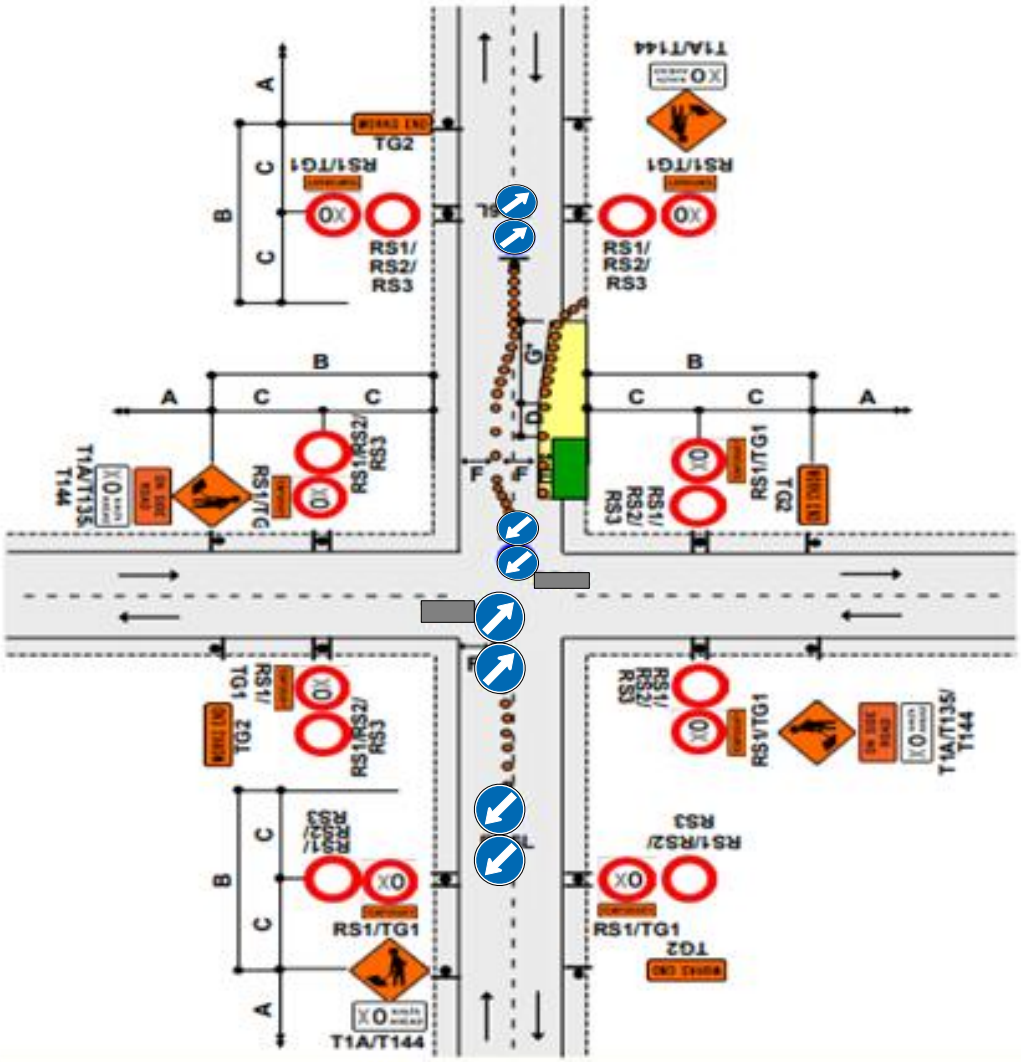
TWO-WAY TWO-LANE ROAD - Intersection or roundabout
Before intersection - Traffic crossing road centre

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

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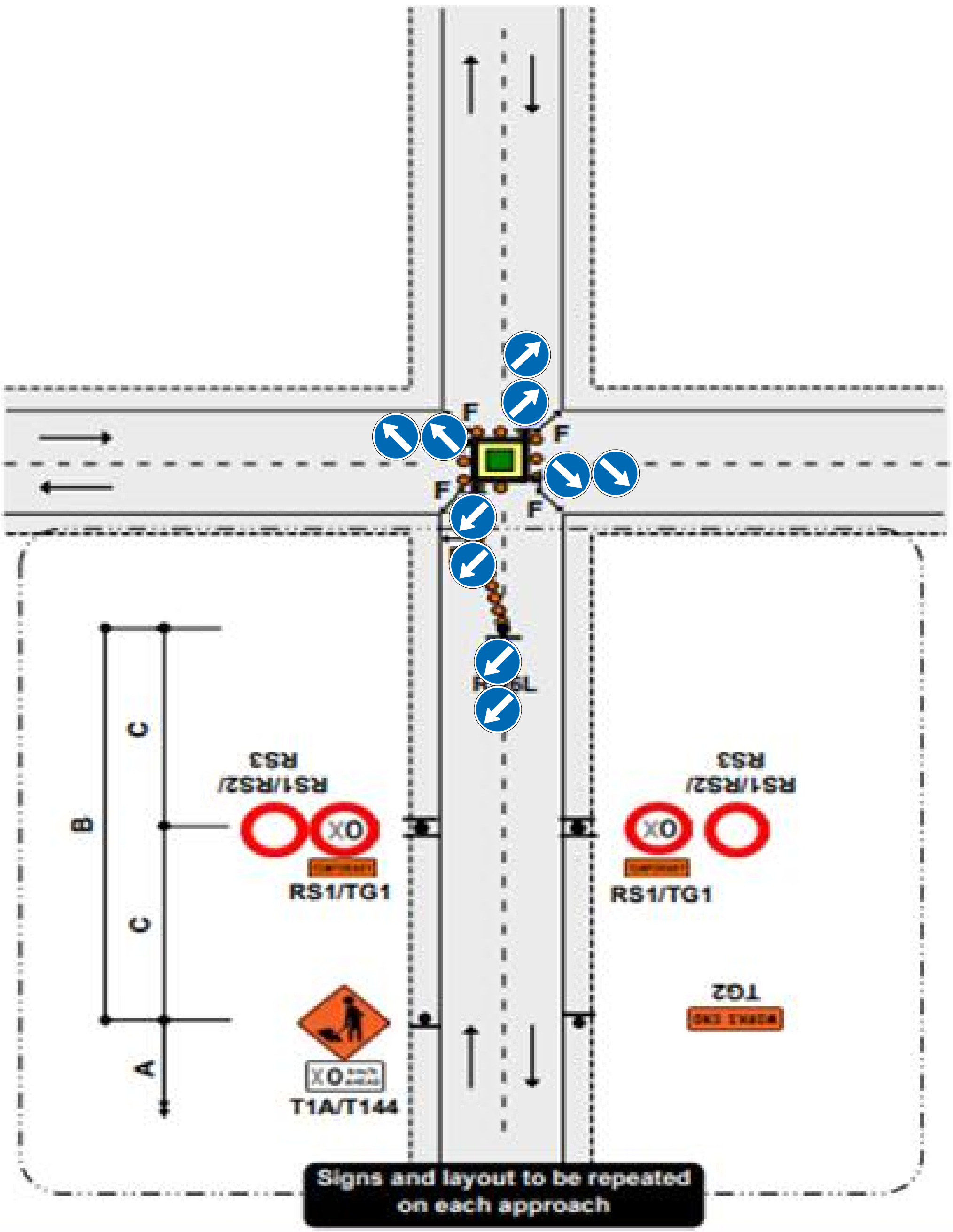
TWO-WAY TWO-LANE ROAD - Intersection or roundabout
Work in middle of intersection

F2.21
Level 1



Notes

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

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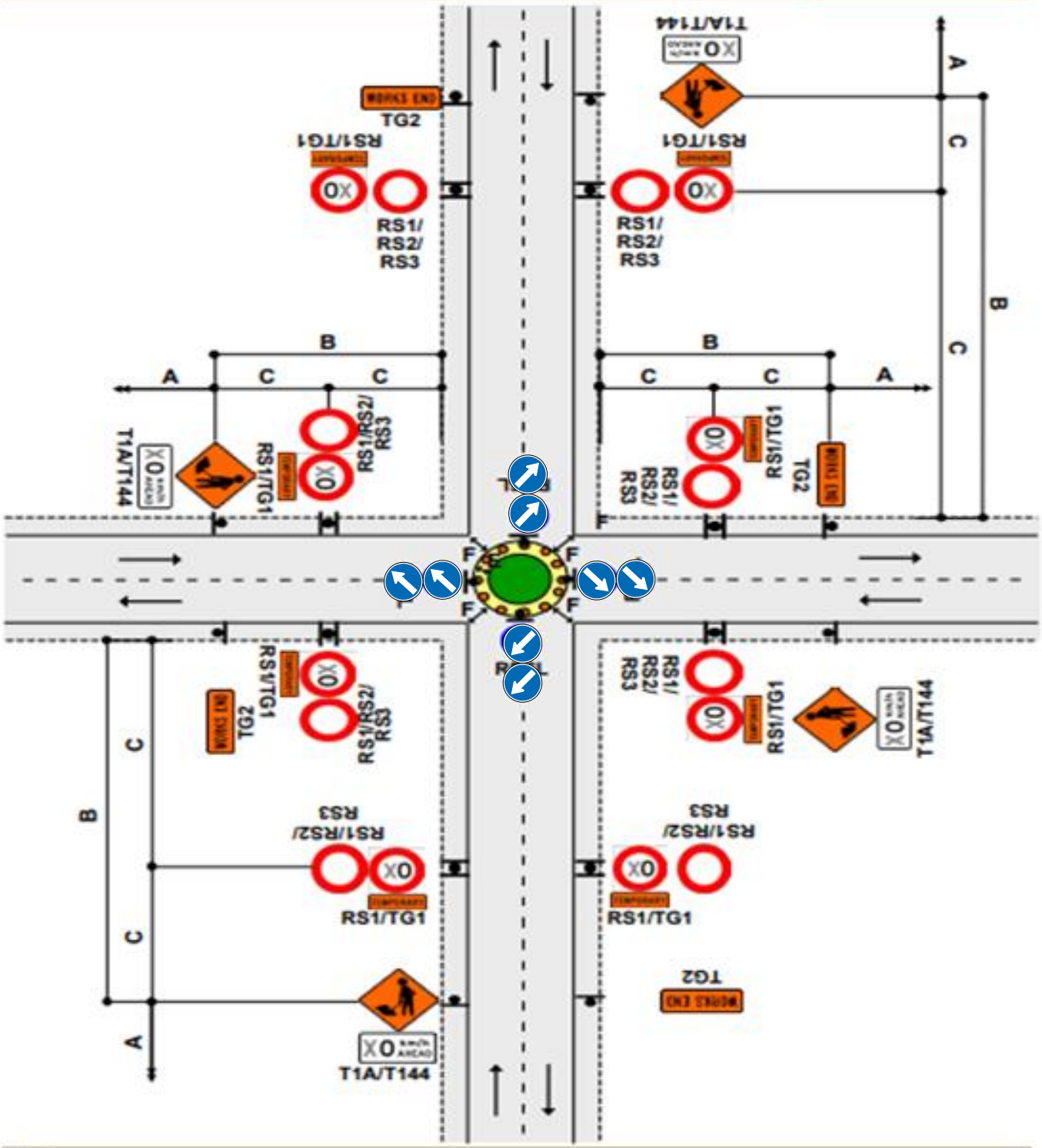
TWO-WAY TWO-LANE ROAD - Intersection or roundabout
Work on existing roundabout

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

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24 March 2023

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

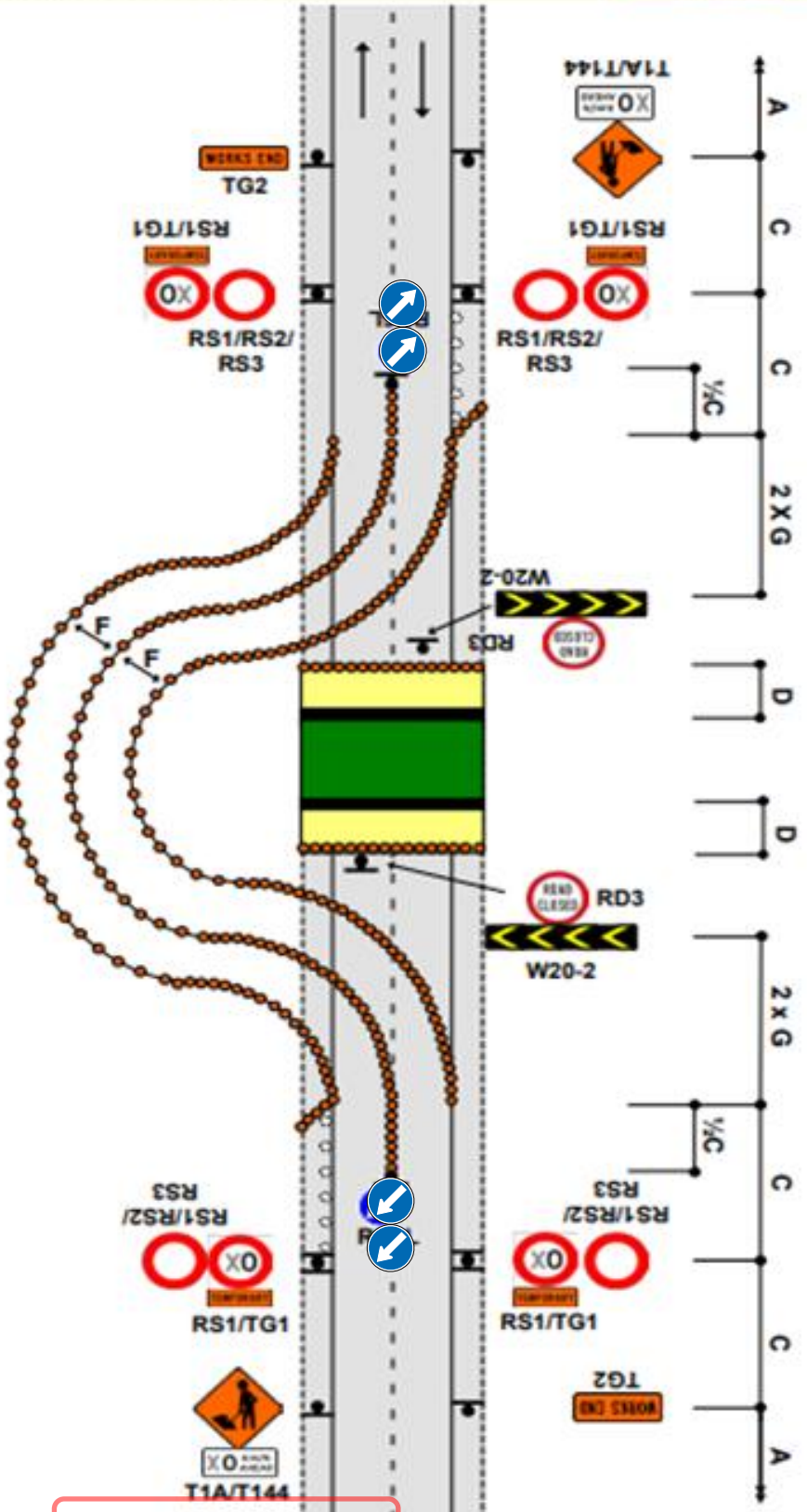
Road closure

Temporary route around a hazard or workspace

F2.23
Level 1

Notes

1. Use TSLs if required by TSL decision matrix
2. 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
3. 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
4. The T144 X0km/h AHEAD sign is optional



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24 March 2023

Call SWDC to approve before use

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

Road closure - detour route

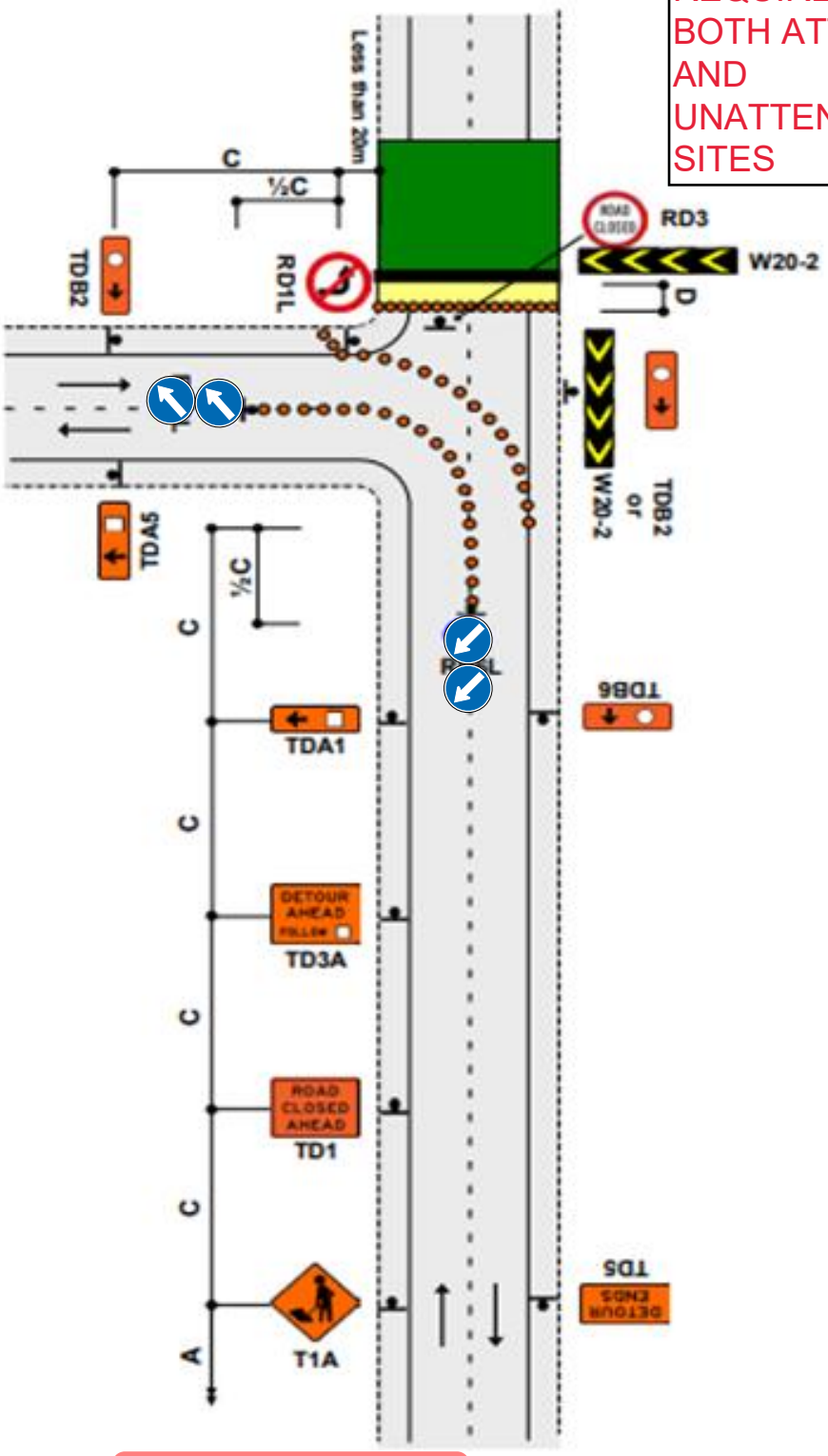
Example

F2.24
Level 1

Notes

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

TMC APPROVAL REQUIRED FOR BOTH ATTENED AND UNATTENDED SITES



TMC

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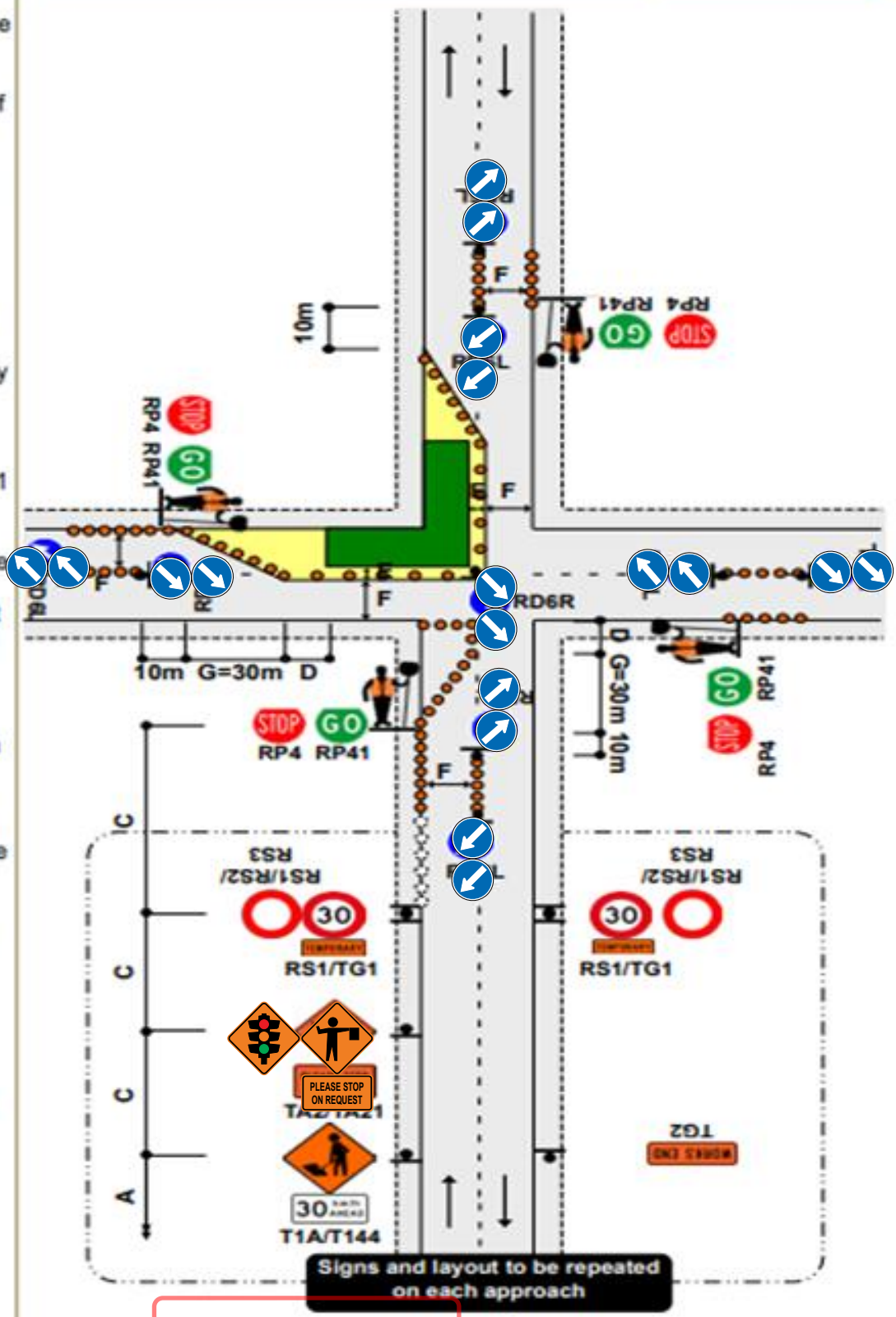
Call SWDC to approve before use

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

F2.22
Level 1

Notes

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



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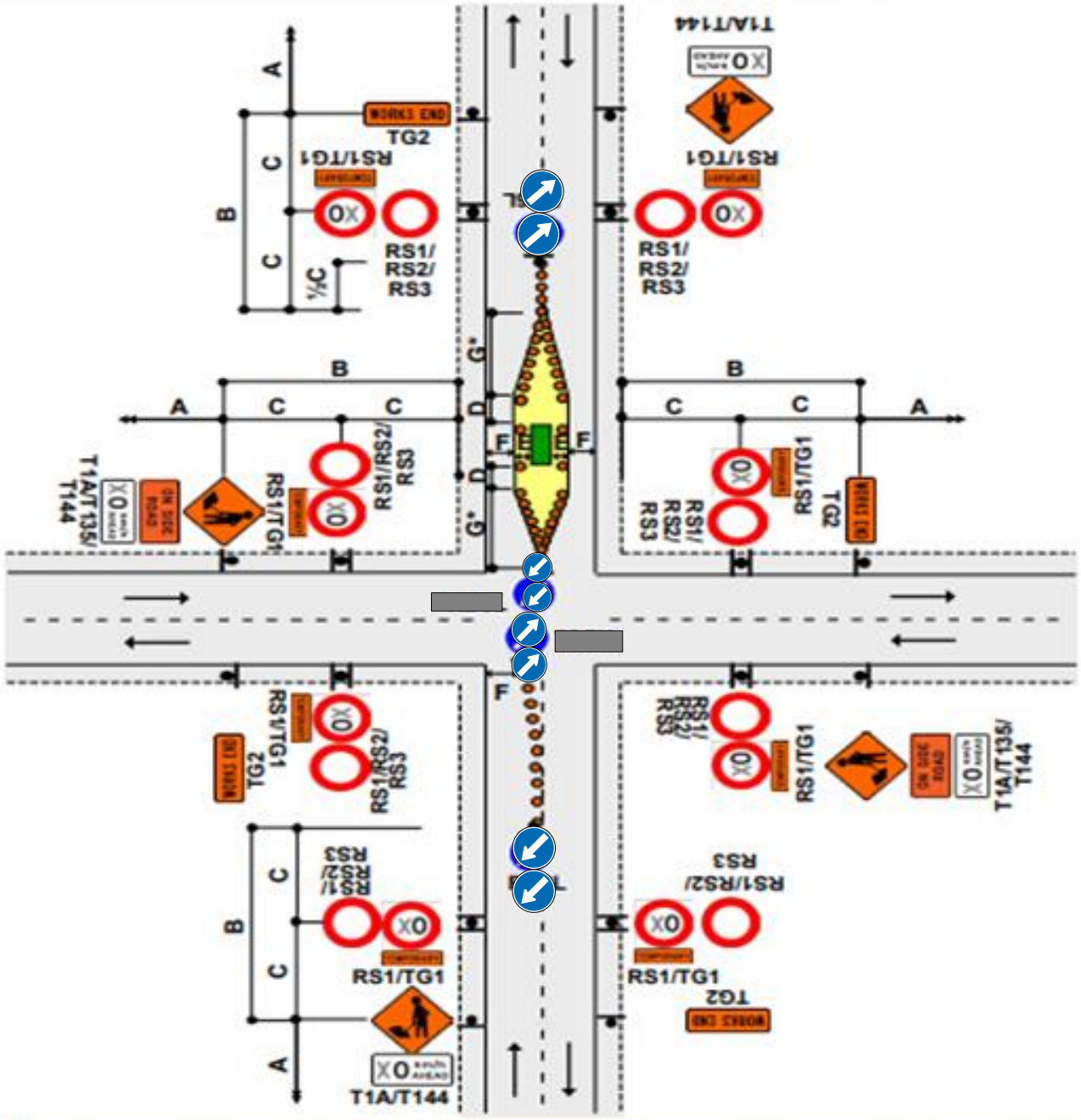
24 March 2023

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

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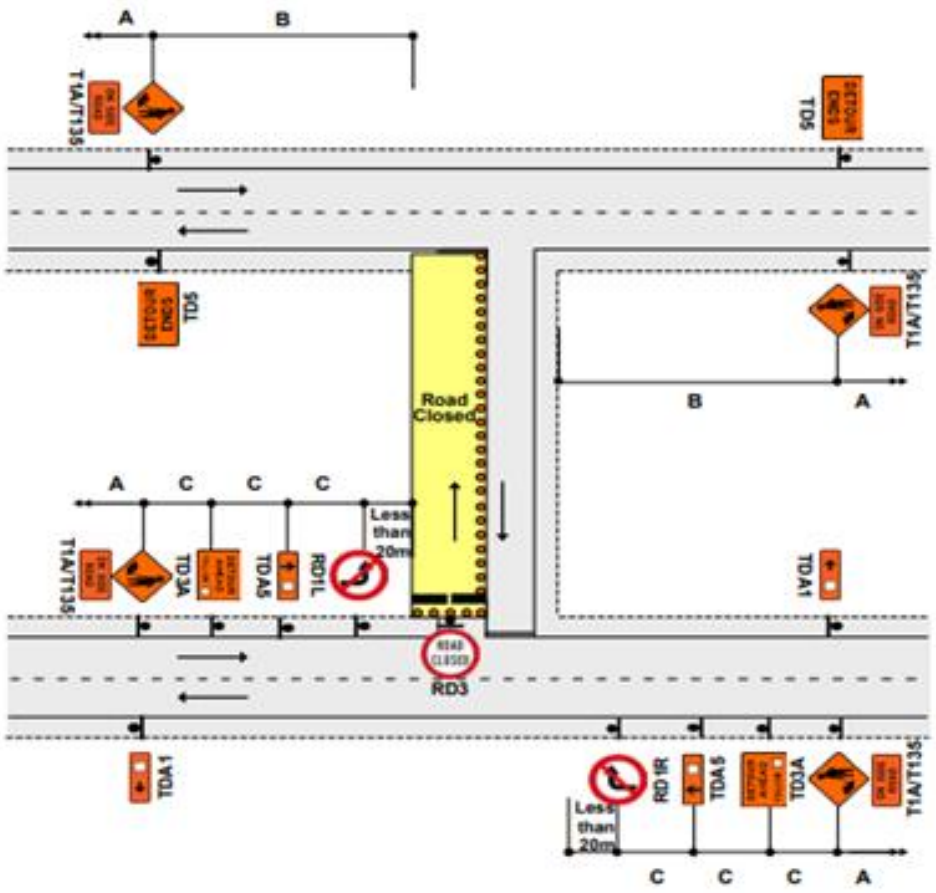
TMC APPROVAL REQUIRED FOR BOTH ATTENED AND UNATTENDED SITES

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

TMC

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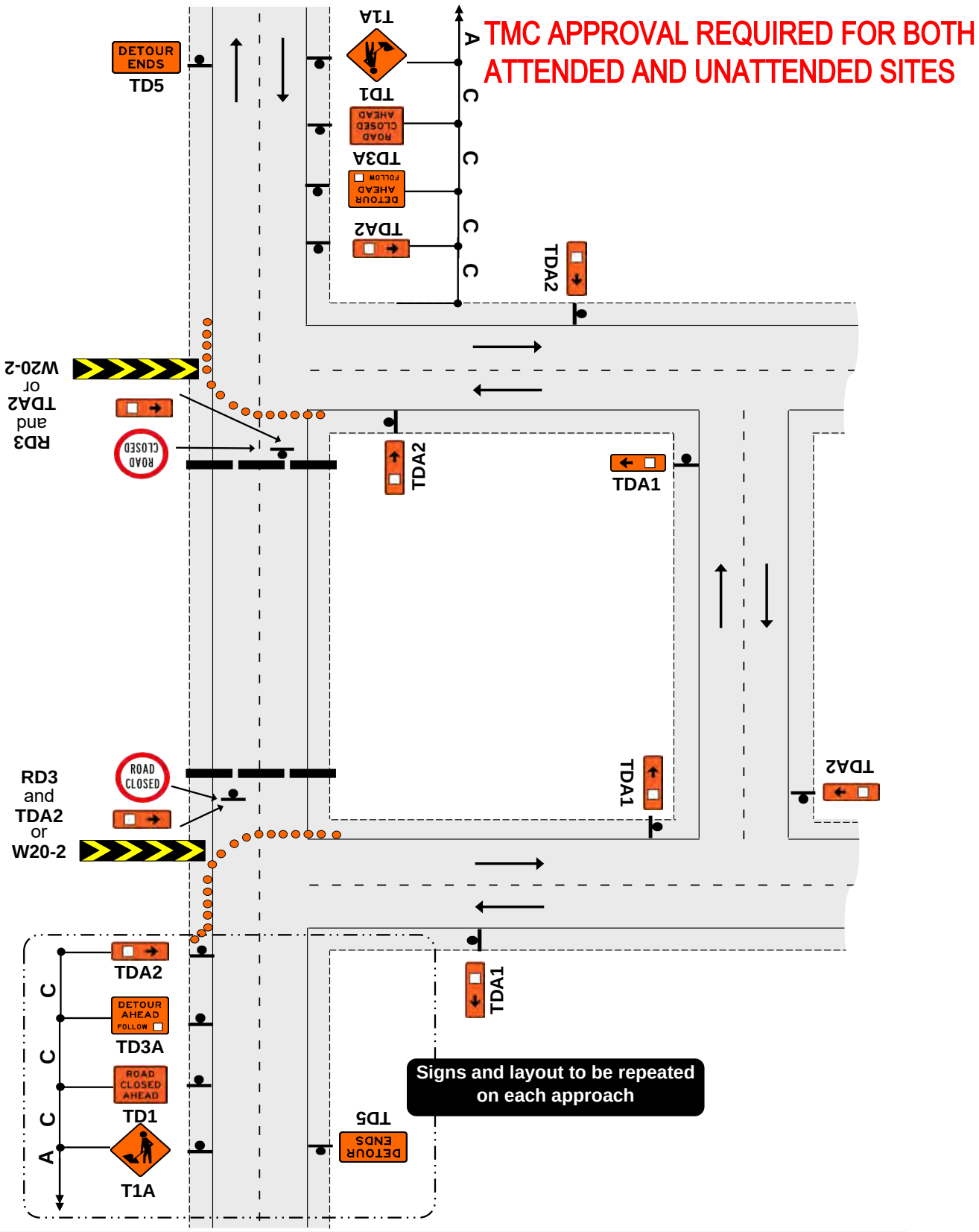
24 March 2023

TWO-WAY TWO-LANE ROAD - Road closures and detours
Typical detour route signing
Example

F2.25
Level 1



Notes

1.Signpost all intersections to return diverted traffic back to normal/intended route:
- Use appropriate sign to indicate detour ahead (eg TD3A)
- Use appropriate route signs before each intersection and on long straights (eg TDA1)
- Use TD5 signs to advise end of detour

2.If detour to operate for more than 48 hours:
- Use chevron sight board to direct traffic
- Add destination signage as appropriate

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

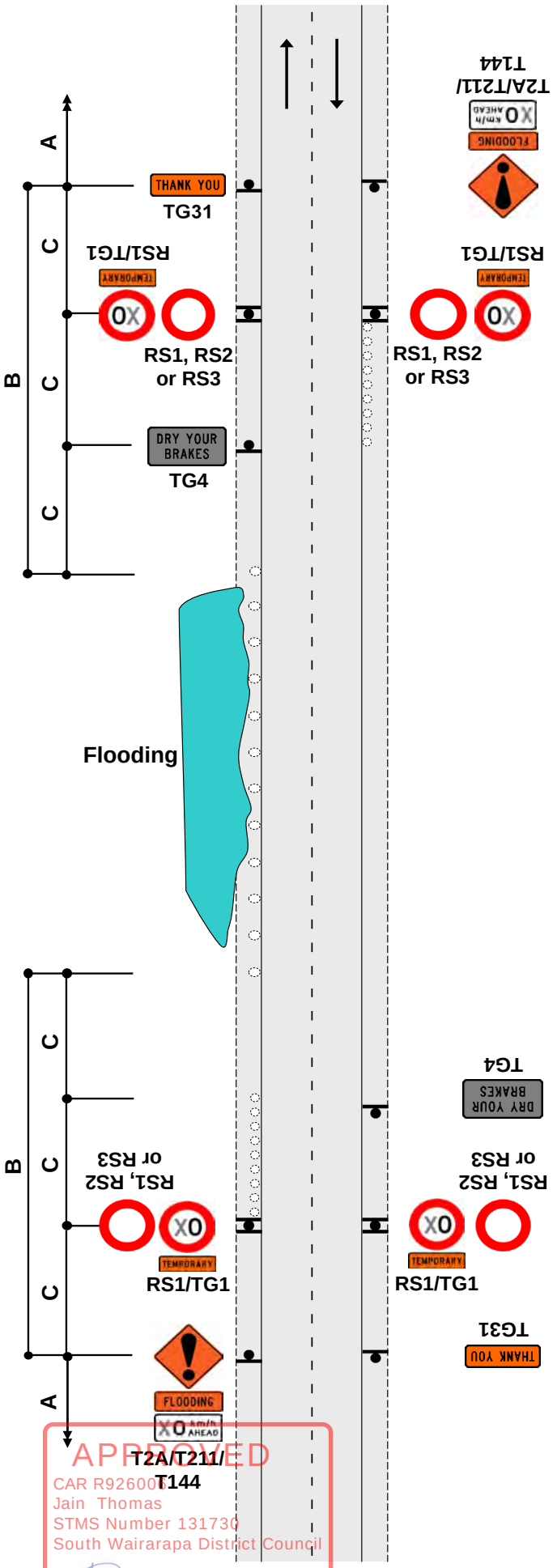
F2.26
Level 1

Notes

1. This diagram is for initial response only. Appropriate long term TTM must be installed as soon as practical
2. Use one of the following signs and/or supplementary plates:

T211	FLOODING	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

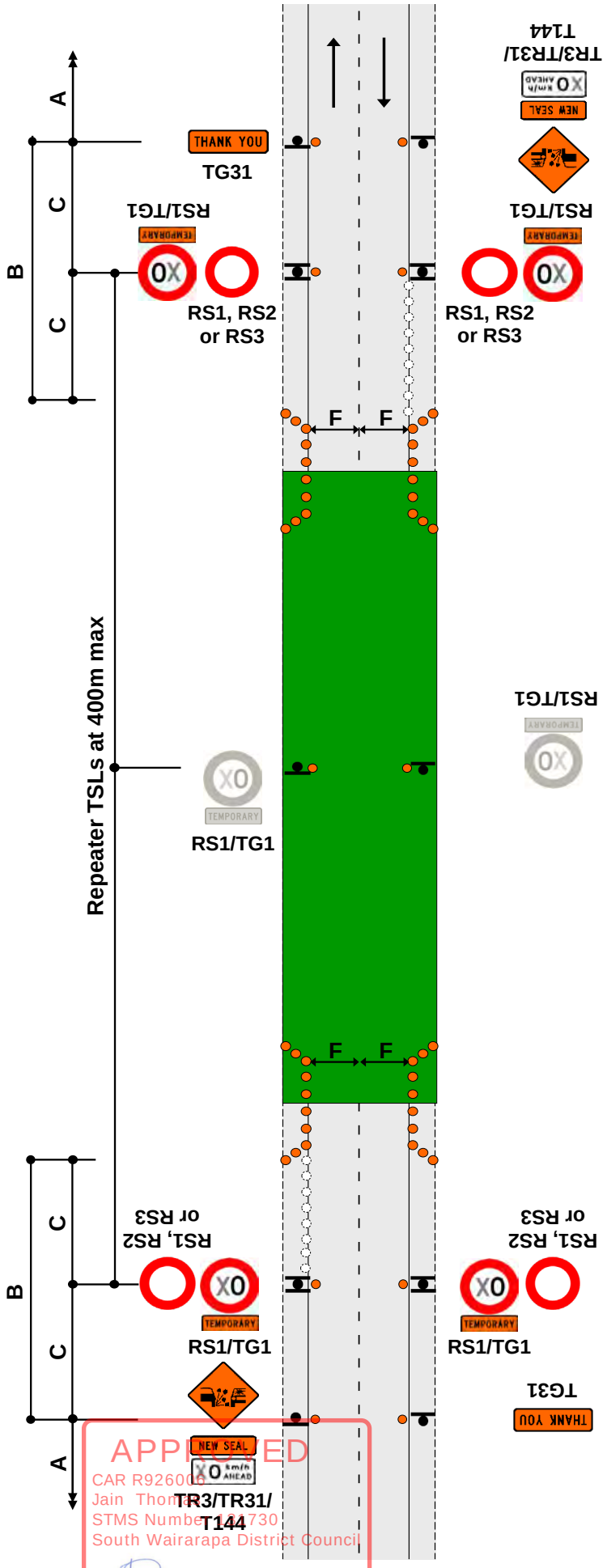


TWO-WAY TWO-LANE ROAD
Unattended worksites
New seal - unattended and/or unswept worksite

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

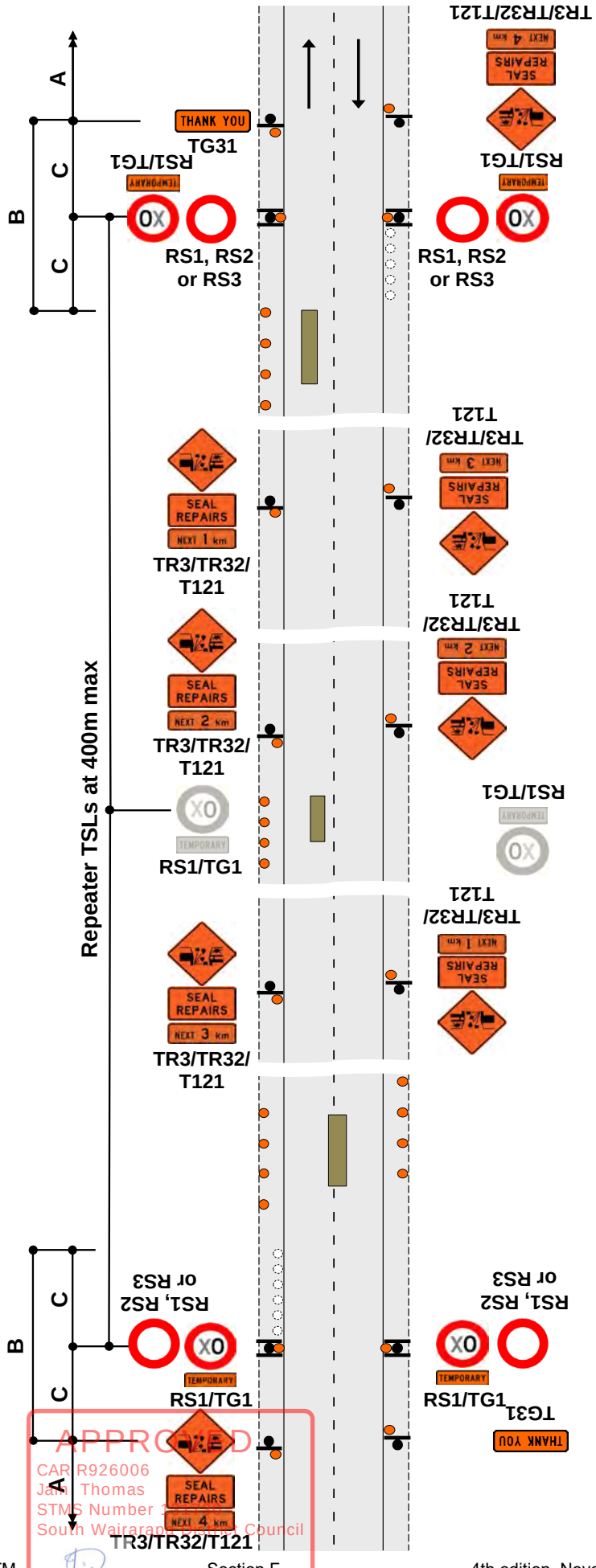
F2.28
Level 1

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

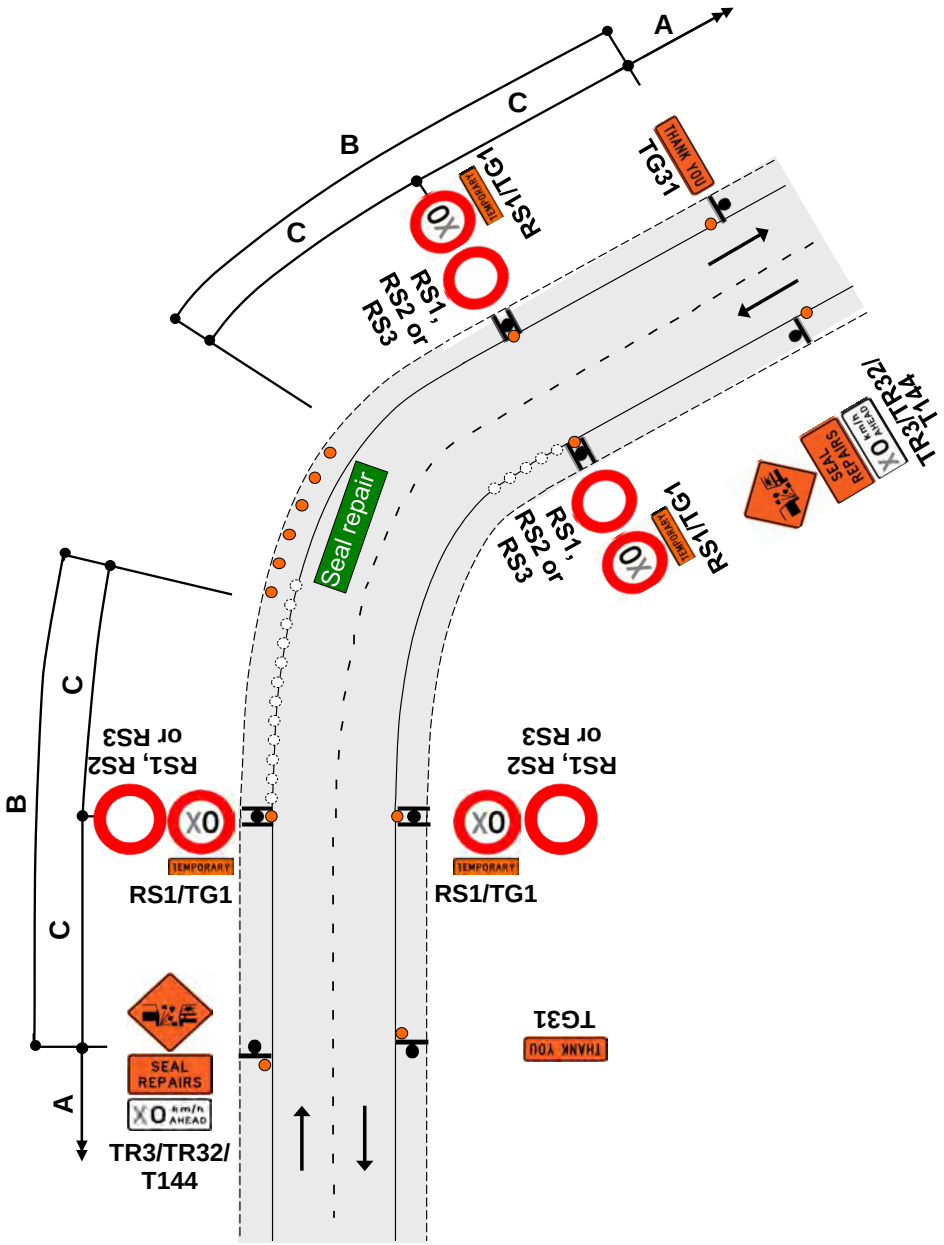


TWO-WAY TWO-LANE ROAD
Unattended worksites
Seal repairs on a curve

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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South Wairarapa District Council
24 March 2023

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

ATMS02
Level 1

Notes

1.Provide details of make and model of portable traffic signals in the TMP

2.Use PN11 no stopping signs, if necessary as per the approved TMP

3.Install temporary RP61/RP62 signs

4.Minimum 5 cones in cone threshold.

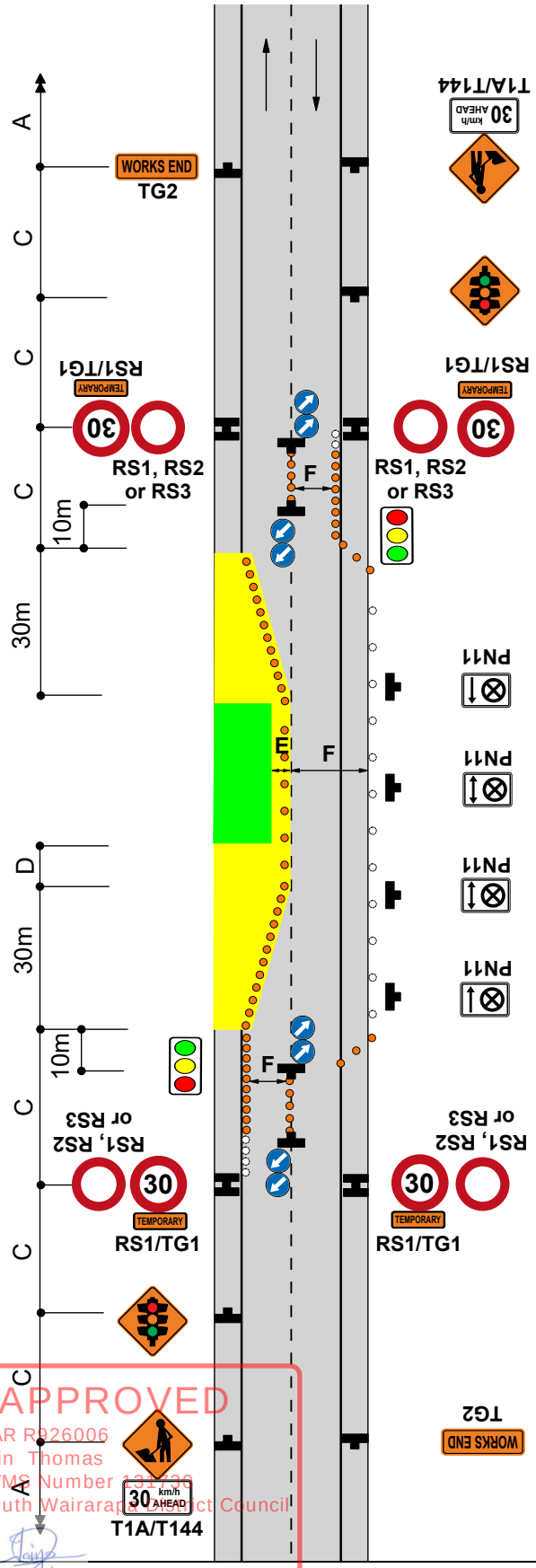
5. Extend or place extra advance warning signs towards on-coming traffic beyond any expected traffic queues

6.CONTINGENCY PLAN:
F2.14 to be implemented should issues arise with e-STOP/ adverse weather conditions or where stop go is unsuitable.
ex; Short term stoppages is defined as “stopping traffic for a short period of time within a static site, at inconsistent intervals to assist with the entry/exit of vehicles or small tasks required to be undertaken in the live lane”.

7. In circumstances where for safety reasons, the use of stop/go operations is deemed more appropriate, a site specific safe work method statement must be prepared.

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

9. e-STOP can only be used on an attended site. e-STOPs must be manned at all times.



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South Wairarapa District Council
24 March 2023

Static operations

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

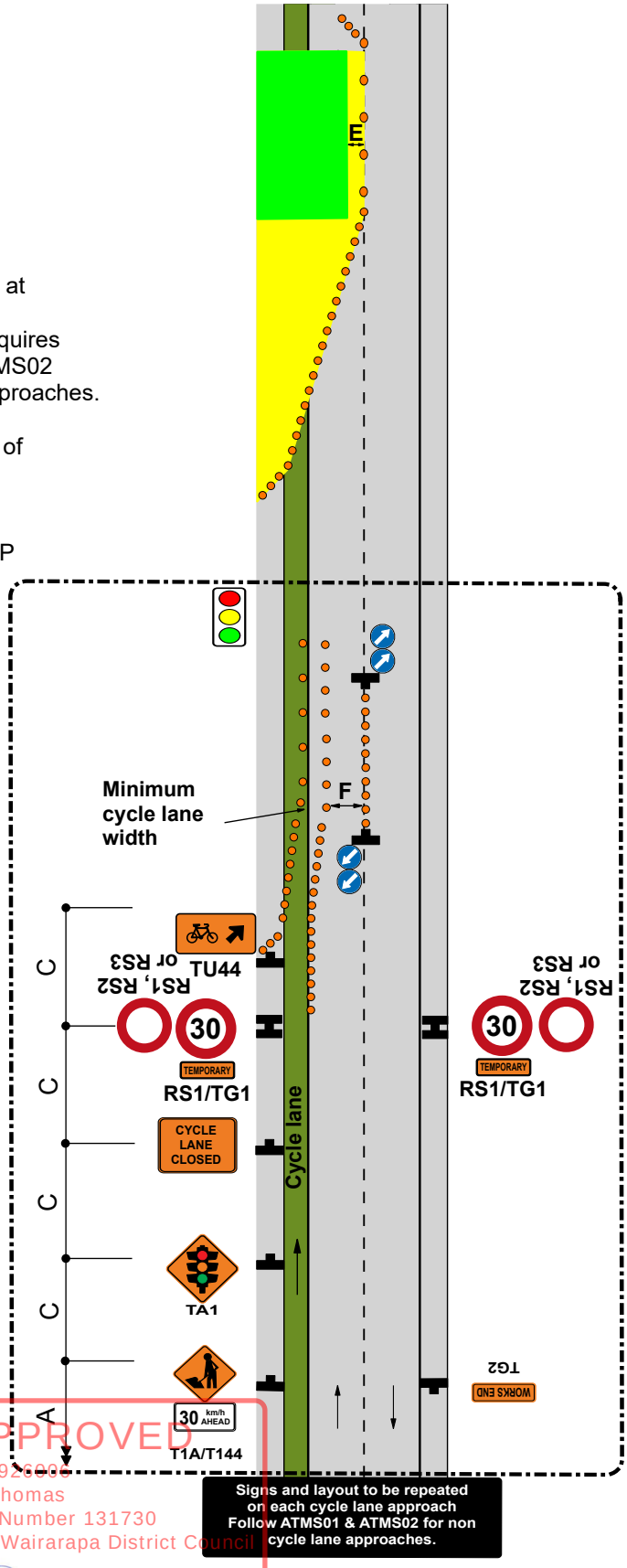
5. Install temporary RP61/RP62 signs.

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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South Wairarapa District Council
24 March 2023

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.

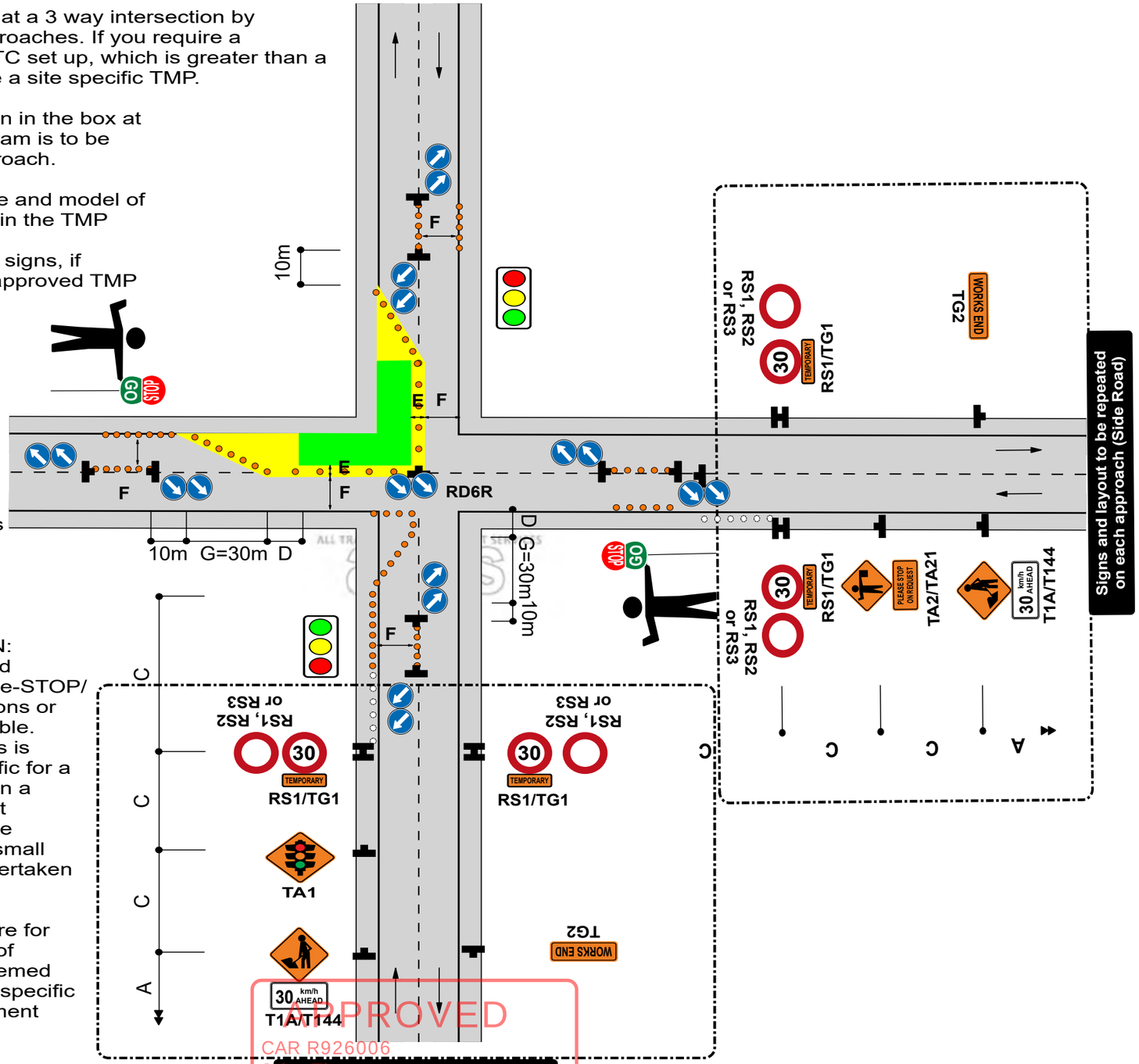
7. Extend or place extra advance warning signs towards on-coming traffic beyond any expected traffic queues

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.



APPROVED
CAR R926006
Jaime Jones
STMS Number 101188
South Wairarapa District Council

24 March 2023

Methodology:
PEDESTRIAN PROVISION

Detail:
FOOTPATH CLOSED - PEDESTRIANS ESCORTED

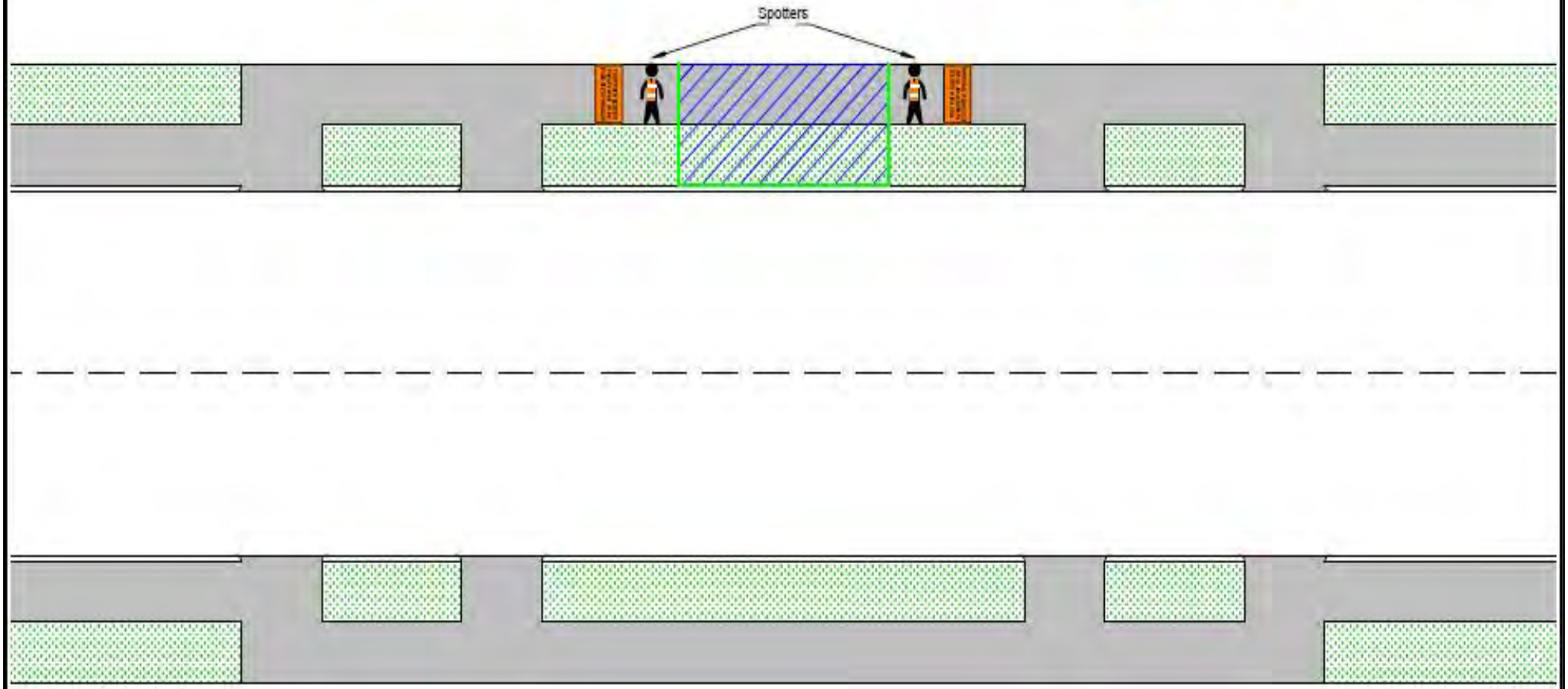
Restrictions:

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.



FOOTPATH CLOSED PLEASE WAIT TO BE ESCORTED THROUGH

Notes:

– One spotter can be used over short distances where they can suitably control pedestrians through the working space i.e. 20m.

– This plan can ONLY be used during attended times.

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STMS Number 131730
South Wairarapa District Council

24 March 2023

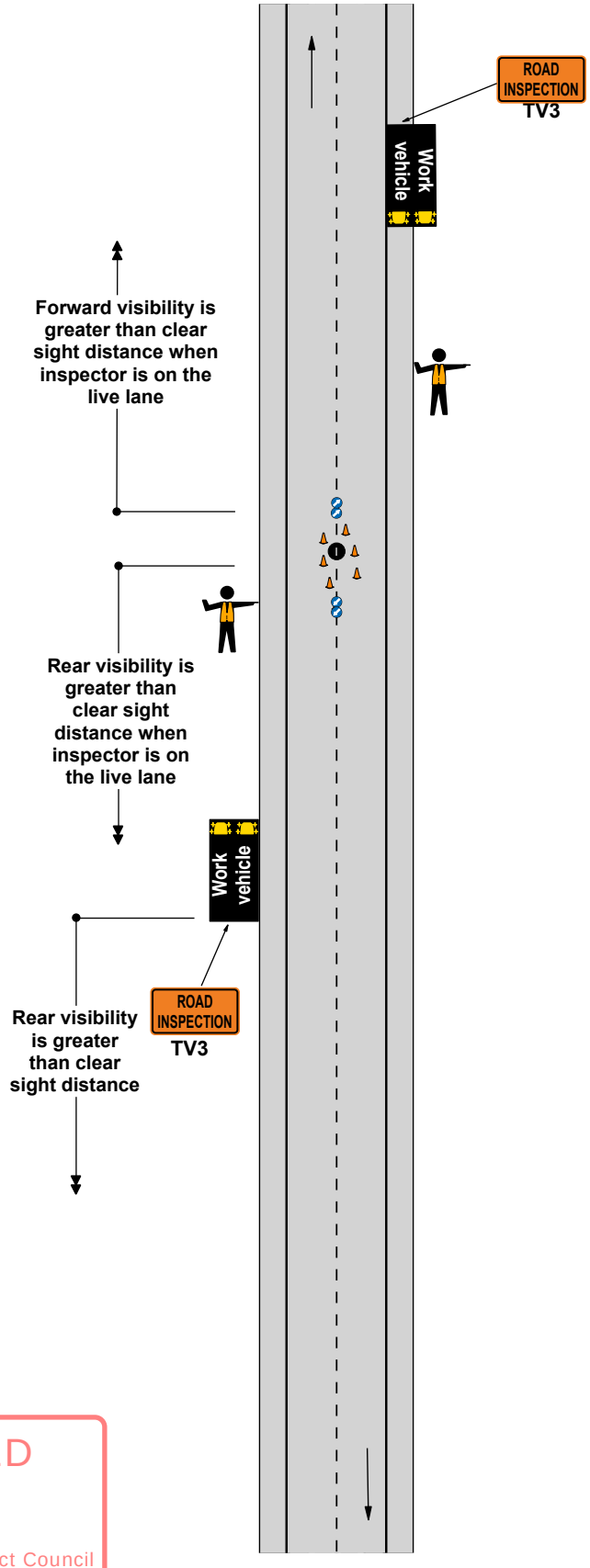
Mobile operations

INSPECTION ACTIVITIES AND NON-INVASIVE WORKS
Inspection Activity - Centre Of Road
This TMD may also be applied on level LV roads

ATMS07
Level 1

Notes

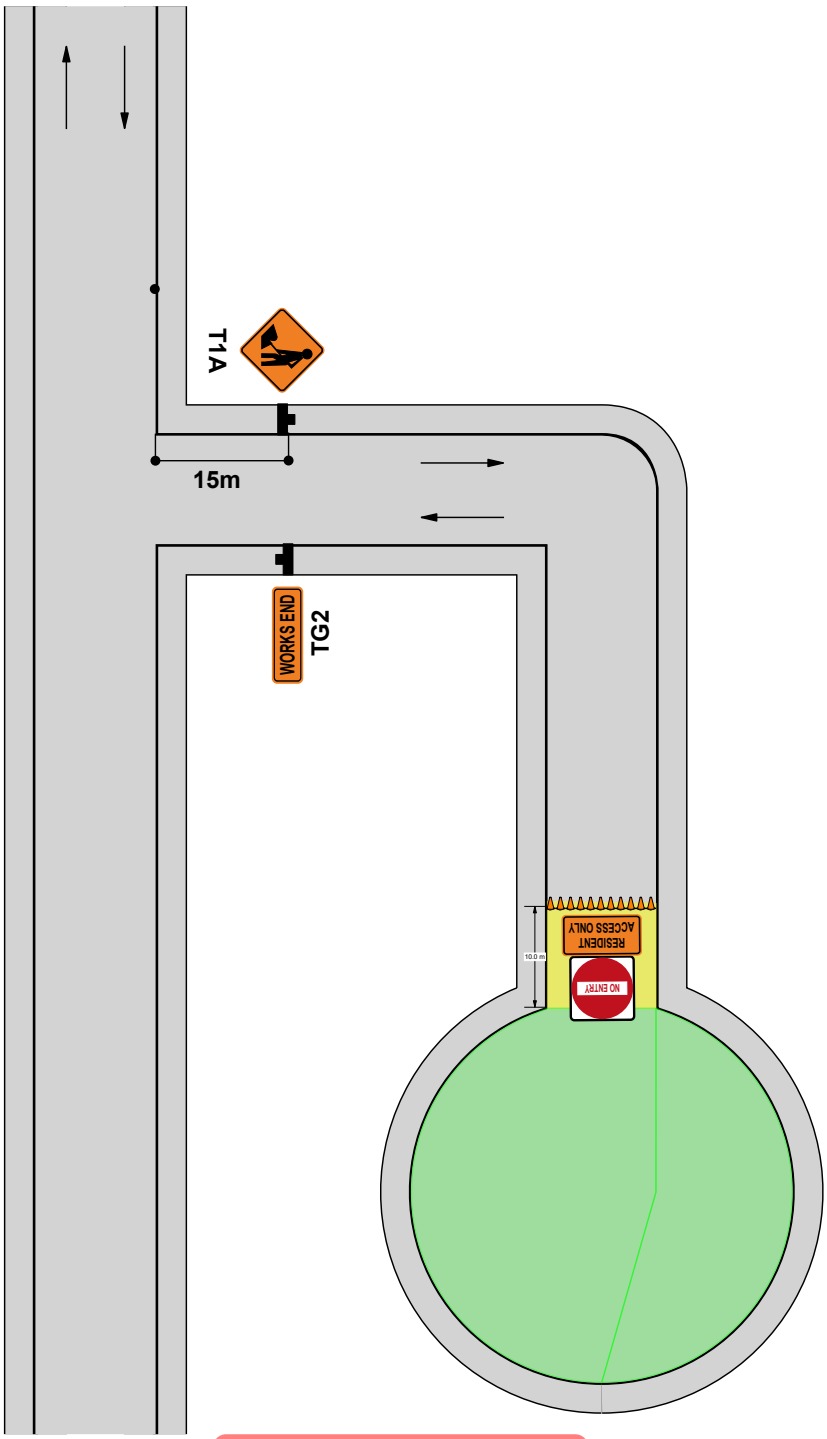
1. Inspectors must move from live lanes to avoid traffic. They must not expect traffic to drive slowly or drive around them
2. On level LV and level 1 roads, a person completing an inspection or non-invasive works cannot be on a live lane for more than 5 minutes
3. Unless otherwise approved by the RCA,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



APPROVED
CAR R926006
Jain Thomas
STMS Number 131730
South Wairarapa District Council
24 March 2023

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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