

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

MFT

TRAFFIC MANAGEMENT PLAN (TMP) – SHORT FORM

Complete **short form** if simple activity and RCA permits. 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.

Organisation/ TMP reference	TMP reference:	Contractor (Working space): Cycling Southland Incorporated	Principal (Client): Cycling Southland Incorporated				
		Contractor (TTM): Cycling Southland Incorporated	RCA: Southland District Council				
Location details and road characteristics	Road names and suburb		House no. / RPs (From and to)	Road level	Permanent speed	AADT/Peak flows	
	Branxholme Makarewa Rd		2.230 - 4.687	L1	100	700	
	Lochiel Branxholme Rd		0.835 - 11.408	L1	100	460	
Description of work activity	Cycle Race – Branxholme Time trial						
Planned work programme							
Start date	27 th March 2021	Time	1000	End date	27 th March 2021	Time	1400
Consider significant stages, for example:	<ul style="list-style-type: none"> road closures detours no activity periods. <p>Starting at the south end of Wynhem ^{Branxholme} cyclists will be released from within the shoulder when safe to do so. Cyclists to follow road rules at all times with the exception of the turnaround, where Manual traffic control (Stop/Go) will be in operation to allow riders to turnaround.</p> <p>No intersecting side roads will have advance warning signs erected other than the side roads shown on the attached diagrams.</p> <p>Installation and removal of Temporary Traffic management Installation and removal of TTM is to be undertaken as a mobile operation as per diagram F4.10</p>						
Alternative dates if activity delayed							
Road aspects affected (delete either Yes or No to show which aspects are affected)							
Pedestrians affected?	No	Property access affected?	No	Traffic lanes affected?	Yes		
Cyclists affected?	No	Restricted parking affected?	No	Delays or queuing likely?	No		
TSL/ Diagram (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 TMDs)		
Attended day/ night	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 210m situated between 0.735 and 0.945 on Lochiel Branxholme Rd		1000 – 1400	27 th March 2021	Diagrams 1 & 2		
	170m situated between 0.775 and 0.945 on Lochiel Bridge Rd		1000 - 1400	27 th March 2021	Diagrams 3 & 4		
Unattended day/ night	No TSL Required		Not Required	Not Required	Not Required		
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		

RCA consent (eg CAR/WAP) and/or RCA contract reference						
Contingency plan						
If long queues form or delays exceed 5mins (or any other period required by RCA), site to be disestablished or additional lanes made available.	Adjust TMD to suit unforeseen circumstances (eg weather or site overlaps with another work site).			Emergency services will be accommodated and access provided through the site as required.		
Add additional contingencies:						
Contact details						
	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date	
Principal	Cycling Southland Incorporated – Waine Harding	027 274 8813				
SDC TMC	Ben Whelan	0800 732 732				
Engineers' representative						
Contractor	Cycling Southland Incorporated – Waine Harding	027 274 8813				
STMS	Lindsay Jones	022 156 1547	50735	L1 STMS	22/01/2024	
TC						
Others as required						
TMP preparation (or approval if STMS delegated authority to approve TMPs) <i>Delete the option that does not apply (either prepared or approved)</i>						
Prepared	Brendan Sheehy	24/03/2021	B.Sheehy	42506	TTMP-NP L1 STMS R	08/10/2020 01/02/2022
	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>
This TMP meets CoPTTM requirements			Number of diagrams attached	7		
TMP returned for correction						
	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>
Engineer/TMC to complete following section when approval or acceptance required						
Approved by TMC or engineer (delete one)	<i>Maia Tinnock</i>	26.3.21	<i>MET</i>	64582	L1 STMS	16.05.22
	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>
Acceptance by TMC (only required if TMP approved by engineer)						
	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>
Qualifier for engineer or TMC approval						
Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams. This TMP is approved on the following basis:						
<ol style="list-style-type: none"> To the best of the approving engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM. 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. The TMP provides so far as is reasonably practicable, a safe and fit for purpose TTM system. The STMS for the activity is reminded that it is the STMS's duty to postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site. 						

ON-SITE RECORD On-site record must be retained with TMP for 12 months.	Today's date
--	--------------

Location details	Road names(s):	House number/RPs:	Suburb:
-------------------------	----------------	-------------------	---------

Working space

Person responsible for working space	Name	Signature
---	------	-----------

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

TTM

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

Delegation

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

Temporary speed limit

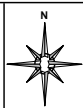
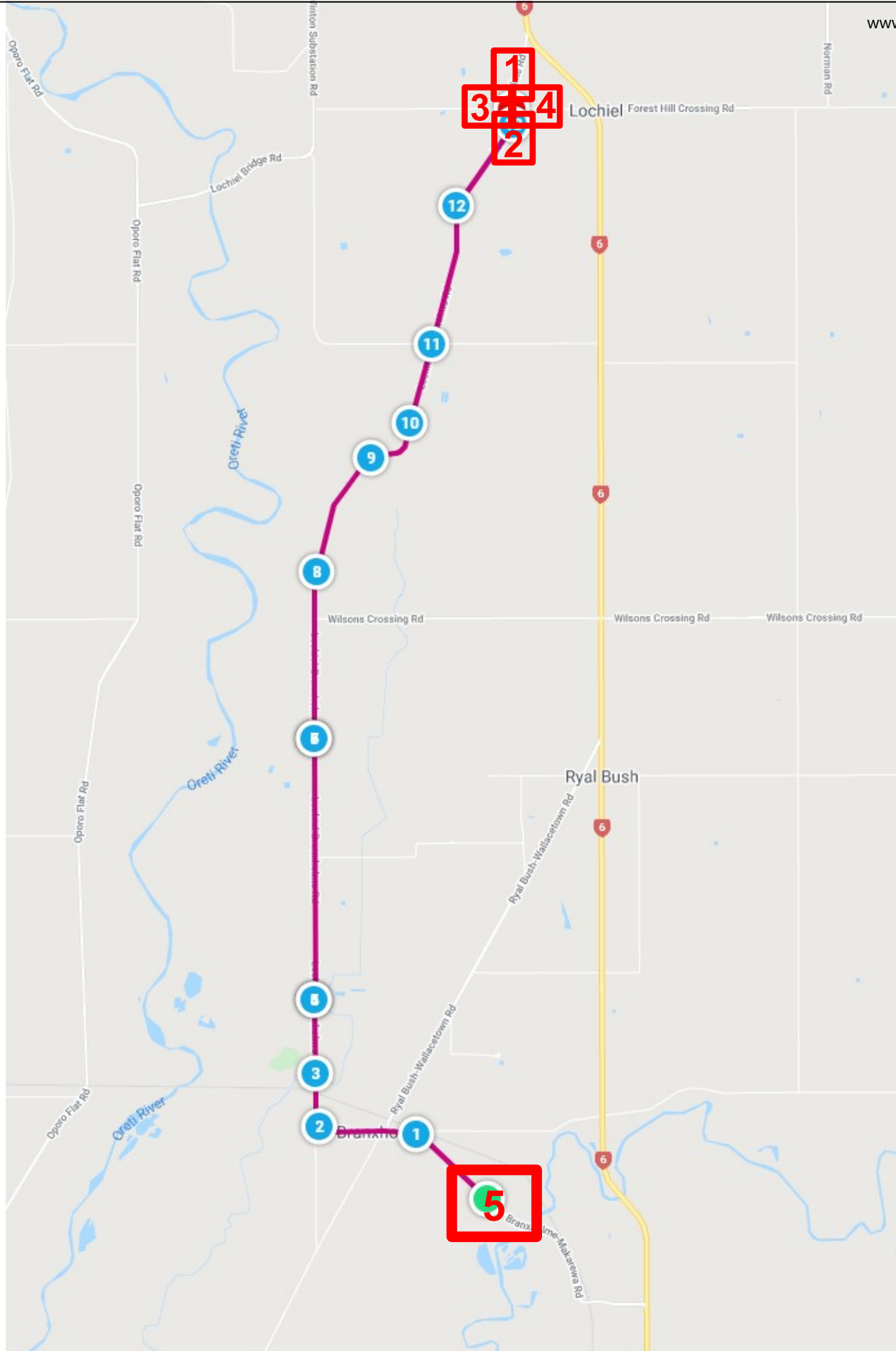
Street/road name (RPs or street numbers):	TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				
From: _____ To: _____	TSL installed				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

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?							
<i>Add others as required</i>							
Time inspection completed:							
Signature:							
Comments:							
Time	Adjustment made and reason for change						

MFT

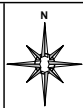


Designer	Brendan Sheehy #42506	Methodology :	Overview
Job Location :	Branxholme time trial	Attended / Unattended :	Attended
Scale :	1cm = 6.85m	Active times:	Day

Diagram #:	0
-------------------	---

Client :

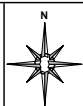
WLF



Designer	Brendan Sheehy #42506	Methodology :	Turnaround	Diagram #: 1
Job Location :	Branxholme time trial	Attended / Unattended :	Attended	
Scale :	1cm = 3.02m	Active times:	Day	



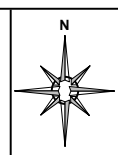
MFT



Designer	Brendan Sheehy #42506	Methodology :	Turnaround	Diagram #: 2
Job Location :	Branxholme time trial	Attended / Unattended :	Attended	
Scale :	1cm = 3.02m	Active times:	Day	

Client :

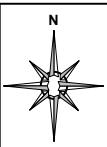
MFT



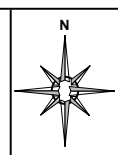
Designer	Brendan Sheehy #42506	Methodology :	Turnaround	Diagram #: 3
Job Location :	Branxholme time trial	Attended / Unattended :	Attended	
Scale :	1cm = 5m	Active times:	Day	

Client :

WLF



Designer	Brendan Sheehy #42506	Methodology :	<i>Turnaround</i>	Diagram #:	Client :
Job Location :	Branxholme time trial	Attended / Unattended :	Attended	4	
Scale :	1cm = 5m	Active times:	Day		



Designer	Brendan Sheehy #42506	Methodology :	Start/Finish	Diagram #:
Job Location :	Braxholme time trial	Attended / Unattended :	Attended	5
Scale :	1cm = 5m	Active times:	Day	

Client :

INSPECTION ACTIVITIES AND NON-INVASIVE WORKS

On shoulder and on the live lane

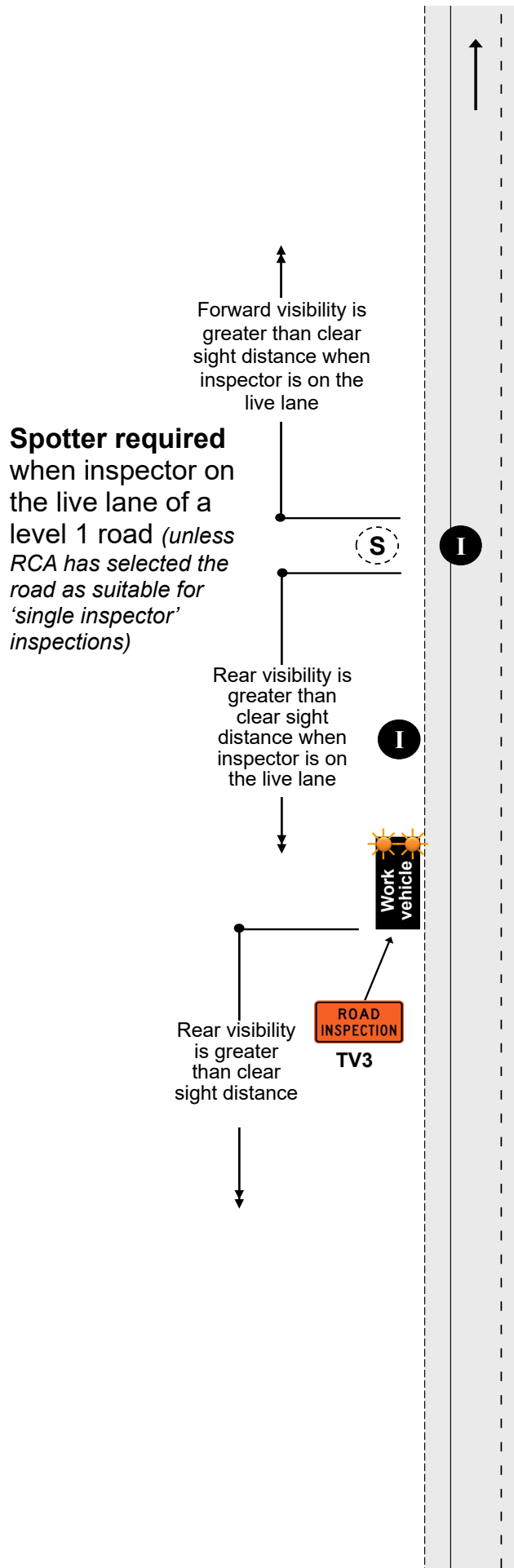
This TMD may also be applied on level LV roads

F4.10

Level 1

Notes

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



LEVEL 1 LAYOUT DISTANCES TABLE

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

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