

More complex higher risk sites and unique tasks, may require additional management – check with the foreman/supervisor or responsible manager

Site Information	
Date: Wednesday 13 th November 2024	Client: ASM
Job Number: 4000.14386.000	Person in Charge: (TTM STMS) Incident Controller: s 9(2)(a)
TMP Number: Refer Operational Plan Draft 13Nov National Hikoi Ops Plan v1.docx	STMS: s 9(2)(a)
Site Location: Spans Auckland Central Motorway Network. "Plan A" St Marys Bay to Onewa Road. "Plan B" full closure of Central Motorway network to northbound lanes.	
Site Location Description: Shate Highway 1, approaches to AHB, State Highway 16 approach to SHB and connections from Port and West to northbound.	
Have all sub-contractors been inducted to site?	

Medical, fires, spills, and emergency	
Emergency Contact: 111	Fire Equipment Location: varies. Individual vehicles have limited fire response via fire extinguishers.
First Aid Kit Location: Each response vehicle will carry a FAK.	Spill Kit Location: N/A spill response will be via BAU Traffic Response procedures.
Hospital/Clinic Location: Auckland City Hospital 2 Park Road, Grafton, Auckland 1023	Assembly Point: N/A
First Aider(s): Traffic Response Units (Agile). Hone Hato St John is also available onsite in the area.	First Aider contact number: s 9(2)(a)
Other Information: Incident Command on RT channel 4 – Incident Response. TTM Operations on RT channel 5 – MLB Team.	

Permit Type	Expiry Date
Hot Works	N/A
Confined Spaces	N/A
Work at Height	By Exception (May eventuate in the event a Banner or other such scenario eventuates on the AHB)
Excavations/ Trench Work	N/A
Isolations	N/A
Cranes & lifting (complex lifting)	N/A
KiwiRail	N/A



Plan for the Day
<p>Background The ASM has been asked to produce a TMP / planning document that would facilitate a Hikoi to move across the Auckland Harbour Bridge (AHB) with the following outcomes.</p> <p>The date and estimated time of the Hikoi movement on SH is Wednesday the 13th of November from approximately 09:30 to 14:00. ASM will also deliver some TTM earlier on the day to assist Police to accommodate the operation. It is understood that the SH portion of the pedestrian movement is from Stafford Road offramp, over AHB on the northbound lanes to Curran Street onramp.</p> <p>Operational intent:</p> <ul style="list-style-type: none"> Protect the safe and efficient operation of the strategic Auckland State Highway network. Work together with NZ Police in their management of the hikoi. <ul style="list-style-type: none"> Working collaboratively with NZ Police (Police are the Lead Agency for the hikoi operation). Utilising a traffic management type approach to keeping traffic and people separate. Identifying and sharing the risks of the AHB environment as a pedestrian route. Ensure the Auckland Harbour Bridge structure is not damaged. Be ready to respond and manage secondary incidents which may occur from within or around the hikoi/closure. Manage impacts of the hikoi on travelling customers to keep them safe and moving. Deliver what is practical to maintain north and southbound traffic on the Auckland Network. <p>Provide information to customers where the hikoi may impact their journey by way of advanced warning.</p> <p>We will be running an incident response team and delivering TTM services in order to keep people travelling over the AHB safe.</p> <p>PLAN A (Closure of the northbound lanes 1 and 2 to accommodate the movement of people, separate from traffic) PLAN B (via escalation of the situation only) Closure of all Northbound lanes from all approaches leading to AHB.</p>

Minimum Site and Task Based PPE					
If our clients require a higher PPE standard it must be followed					
 Mandatory on all sites. High-vis vests, shirts, or overalls. Worn done up.	 Mandatory on all sites. Unless doing so reduces visibility and increases risk.	 Mandatory on all sites. Steel or composite capped lace up boots	 Steel capped gumboots instead of boots (in wet conditions).	 Everyone on operational sites can communicate by radio.	Other PPE Required: Radio Telephone, turned into RT channels for Op see "Other Information above".
 Manual handling tasks. Handling hazardous materials. Do Not wear if risk of entanglement.	 When required by client. Protect against heat and/or chemical burns.	 When required by client. When lifting machinery is on site. Something could fall on you or you could fall.	 When exposed to dust or fumes not controlled by other means.	 Worn when voice needs to be raised to be heard by someone 1m away.	

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Activities – What am I doing?	Risks – What can go wrong?	Hazard	Controls – How can I do it safely?		Risk Profile
			Above the line	Comments	
Delivering road closures (Temporary Traffic Management).	Traffic Can incorrectly enter our road closure	<ul style="list-style-type: none"> - Live Traffic - Members of public 	<ul style="list-style-type: none"> - Follow TMP guidelines - Advance warning to members of public by way of VMS - Comprehensive Comms plan to warn motorists of the likely congestion impact 	Refer Operations plan, heavy emphasis on positive traffic controls to manage the threat of traffic and people. TTM application to ensure delineation of people and traffic	Medium
Use of plants/vehicles on site to carry out the closure	Accidents can happen if plan is incorrectly executed.	<ul style="list-style-type: none"> - Traffic - Pedestrian 	<ul style="list-style-type: none"> - Frequent communication with all teams making sure everyone is aware on the progress and situation 		Medium
Configuration of MLB barriers to accommodate for protest	Equipment failure while moving barriers	<ul style="list-style-type: none"> - Traffic - Plants 	<ul style="list-style-type: none"> - Making sure the equipment/plant are serviced regularly - Prestart inspection to be undertaken 	MLB will be positioned in 4/4 from am and will remain in this config to limit operational complexity	Low
Monitoring of bridge during protest i.e clip-on, structures	Protestors can cause damages to bridge structures during protest	<ul style="list-style-type: none"> - Protestors/ Pedestrians 	<ul style="list-style-type: none"> - Monitoring crowd movements 	The AHB bridge inspector is located 'offline' from the open AHB deck environment.	Medium
Installation of temporary steel barrier	Equipment failures while installation of steel barriers	<ul style="list-style-type: none"> - Moving Plant - Noisy Equipment - Traffic 	<ul style="list-style-type: none"> - Prestart inspections to be undertaken - Aware of surroundings at all times 	Delivered Sunday/Monday 11 Nov 24	Low
Site Monitoring	Crowd escalation can occur during anytime	<ul style="list-style-type: none"> - Protestors 	<ul style="list-style-type: none"> - Stay inside your vehicle at all times - Do not engage with protestors 	CCTV, Ops Tac, NZ P CCTV monitoring	Medium
Manual Handling	Cuts, bruises, Muscle strain	<ul style="list-style-type: none"> - Tools - Equipment's 	<ul style="list-style-type: none"> - Appropriate PPE gears to be worn at all times. Use of correct lifting techniques 		Low
Teams involved in operations	Fatigue, Miscommunication, loss of concentration.	<ul style="list-style-type: none"> - Team Members 	<ul style="list-style-type: none"> - Have proper rest prior to the event day - Keep hydrated - Making sure or communication device are charged and is not faulty 	<ul style="list-style-type: none"> - RT check ins. - Removal of staff from obvious conflict points with Hikoi / protest movement. 	Medium
Establishment / disestablishment of TTM closures	TMV / TMA strikes	<ul style="list-style-type: none"> - Plants - Public 	<ul style="list-style-type: none"> - Correct TTM equipment being appropriately utilised (TL2 / TL3), Following the Mobile TMD / TMP 	Decamp plan and coordination through Controller for any release of traffic.	Medium
Pickup of TTM equipment	TTM equipment being left behind on the carriageway	<ul style="list-style-type: none"> - Plants - Public 	<ul style="list-style-type: none"> - Clear communication with the team confirming roles and responsibilities during the pick-up process 		Low
Staff on the rear of moving TMA	Fall, trip, injury from impact	<ul style="list-style-type: none"> - Personal injury 	<ul style="list-style-type: none"> - Staff training and OJT check, harnesses and low speed operation of plant in this scenario. 	TTM design limited the deployment of TTM equipment.	Low

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