





Traffic Management Plan Reference	LTCC_2016		RCA consent (eg CARWAP and/or)		
For office use only					
Organisations	Contractor: 		Principal (Client): 		RCA:  GREAT LAKE TAUPŌ Taupo District Council
	TTM Contractor: 				
Location details and road characteristics	Road names and suburb	House no./RPs (from and to)		Road level	Permanent Speed
	Tongariro St, Taupo			1	50
	Ruapehu St				
	Heuheu St				
Refer to TMPs					
Traffic details (main route)	AADT: RCA to advise		Peak flows: RCA to advise		
Description of work activity					
<i>Friday night Criterium Cycle race around the streets of Taupo. Refer to TMP Diagrams</i>					
Planned work programme					
Start date	25/11/2016	Time	1500	End date	24/11/2016
		Time			2200
Consider significant stages, for example: - Road closures - Detours - No activity periods.	Road Closure Operation Friday 24th Nov 2016 Road Closure Times: 4.00pm – 9.00pm Redoubt St: 4.00pm until 8.30pm				
Alternative dates if activity delayed	N/A				
Road aspects affected (delete either Yes or No to show which aspects are affected)					
Pedestrians affected?	Yes	Property access affected?	No	Traffic lanes affected?	Yes
Cyclists affected?	No	Restricted parking affected?	No	Delays or queuing likely?	Yes
Proposed traffic management methods					
Installation	As per CoPTTM compliant Mobile Operation				
Attended	Road Closure as per CoPTTM and diagram attached. STMS Notes: - Weather Conditions that can affect sign visibility - Initial Sign placed is the Advanced Warning Sign - Remaining signage to be installed as per TMP - Taper installation will follow once all signage has been installed. - Personnel onsite to monitor Pedestrians Note: Before Contractor enter the worksite the STMS will conduct final site check to confirm the Work zone is securely safe.				
Detour route	Yes – Refer to Detour TMD Southbound – Via Kaimanawa St Northbound – Via Ruapehu St				

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	Does detour route go into another RCA's roading network? No If Yes, has confirmation of acceptance been requested from that RCA? NO
Unattended	N/A
Night work	Road Closure as per CoPTTM and diagram attached.
Removal	As per CoPTTM compliant Mobile Operation

Proposed TSLs (see TSL decision matrix for guidance)				
	TSL details as required <small>Approval of Temporary Speed Limits (TSL) are in terms of Section 5 of Land Transport Rule: Setting of Speed Limits 2003, Rule 54(1)</small>	Times <small>(From and to)</small>	Dates <small>(Start and finish)</small>	Diagram ref. no.s <small>(Layout drawings or traffic management diagrams)</small>
Attended	N/A	N/A	N/A	N/A
Unattended	N/A	N/A	N/A	N/A

Positive traffic management measures

Advance Warning and Protection will be implemented when required.
 Mobile vehicles will be fitted with Amber Flashing Beacons
 Sites will always be implemented in accordance with the 'Code of Practice'.
 All TTM signage and equipment on used site will be compliant with CoPTTM 4th Ed.
 All TTM signage must be removed on completion site.
 All sites must operate in a safe manner and delays must not exceed 5 minutes to motorists.
 All traffic management staff onsite will have the correct qualifications.

Contingency plans

Generic contingencies for: <ul style="list-style-type: none"> major incidents incidents 	Major Incident A major incident is described as: <ul style="list-style-type: none"> Fatality or notifiable injury - real or potential Significant property damage, or Emergency services (police, fire, etc) require access or control of the site. 	Actions The STMS must immediately conduct the following: <ul style="list-style-type: none"> stop all activity and traffic movement where possible 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.
	Incident An incident is described as: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> stop all activity and redirect 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 the pre-arranged contingency messaging as per the communication protocols.
	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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> pre- approval from 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: <ul style="list-style-type: none"> 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. Comply with any obligation to notify WorkSafe.

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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
- to maintain the access of the general public to an essential service or utility, or
- to prevent serious damage to or serious loss of property
- follow the direction of a constable acting in his or her duties or act with the permission of an inspector

Other Contingencies:

Weather

- All works will cease, the road will be made safe and the closure uplifted in the event of adverse weather and or if visibility falls below 100m

Traffic

- The STMS will monitor the traffic flow. If delays occur exceeding 5mins or 250m in length then the STMS will cease works and remove any visual impacts that may have an adverse effect on traffic flow. If these methods not successful, the STMS will cease all works make the road safe and open up extra lanes one at a time until the traffic levels are at an acceptable delay period.

Emergency Services

- Emergency Services will be given priority at all times and assisted where possible through the closure. The STMS on site will ensure emergency services priority

Spills

- The STMS will suspend all works, Spill to be contained with onboard Spill Kits; Emergency TTM will be installed as required, also STMS to call 0800 USPILL.

Authorisations

Parking restriction(s) alteration authority	Will controlled street parking be affected?	No	Has approval been granted?	N/A
Authorisation to work at permanent traffic signal sites	Will portable traffic signals be used or permanent traffic signals be changed?	No	Has approval been granted?	N/A
Road closure authorisation (s)	Will full carriageway closure continue for more than 5 minutes?	Yes	Has approval been granted?	Pending
	Tongariro St (Spa Rd to Ruapehu St)			
Bus stop relocation(s) – closure(s)	Will bus stop(s) be obstructed by the activity?	Yes	Has approval been granted?	Pending
	All bus stop affected relocated to BP on Heuheu St			
Authorisation to use portable traffic signals	Make, model and description/number	N/A		
	NZTA Compliant?	N/A		

EED

is an EED applicable?	No	EED attached?	No
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Delay calculations/trial plan to determine potential extent of delays
 N/A

Public notification plan
 N/A - Clients Responsibility. RCA will define if required.

Public notification plan attached?
 No

On-site monitoring plan

Attended
 The STMS will be present at the worksite at all times except when carrying out a site check (this will be completed every 2 hours). In this case the STMS may be away from the worksite for up to 30 minutes.

Unattended
 Site will be checked once daily when unattended.

Method for recording daily site TTM activity (eg CoPTTM on-site record)
 As per Evolution Traffic Management Ltd daily Site Condition Rating form's

Site safety measures

- When and where suitable, pedestrian signs will be used to show the safest path for the public to follow. At All times, Traffic Control staff is to be "Wary" for pedestrians, as to help them navigate the work area. Special Attention will be made to the elderly or impaired pedestrians.
- If queuing or unforeseen interruption occurs, additional advanced warning signs may be installed to provide awareness to public of the upcoming disruption outside of the normal site boundary.
- All permanent signage that no longer applies during the work phase must be covered to avoid confusion.

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Other Information

N/A

Site specific layout diagrams

Number	Title
1	Friday Night Criterium Detour Route
2	Friday Night Criterium Overview
3-7	Friday Night Criterium TMDs

Contact details

	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date
Principal	Lake Taupo Cycle Challenge - [REDACTED]	[REDACTED]			
TMC	TDC				
Engineers' representative					
Contractor	Lake Taupo Cycle Challenge - [REDACTED]	[REDACTED]			
STMS <small>(RCA to be advised of Actual onsite STMS prior to commencement of work)</small>	[REDACTED] (Day Shift Senior Supervisor)	[REDACTED]	53299	Lv3 P	04/04/17
	[REDACTED]	[REDACTED]	56103	56103	1/08/17
	[REDACTED] (Night Shift Senior Supervisor)	[REDACTED]	54467	Lv3 P	30/05/17
Onsite STMS <small>(STMS details will be sent to Auckland Transport Notifications Daily.)</small>					
TTM Contact	Jordan Masters	021 490 883	50342	Lv2/3 NP	12/05/17
	[REDACTED]	[REDACTED]	68541	Lv3 P	13/09/16

TMP preparation

Prepared	[REDACTED]	[REDACTED]	05/03/18	Level 2/3 NP	56562
	Name (STMS qualified)	Signature	Date	Qualification	ID no.

Number of diagrams attached 7

TMP returned for correction <small>(if required)</small>					
	Name	Signature	Date	Qualification	ID no.

Notification prior to occupying worksite/Notification completed

Type of notification required	Notification completed	Date	
		Time	

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

Approved by TMC/Engineer					
	Name	Signature	Date	Qualification	ID no.
Acceptance by TMC					
	Name	Signature	Date	Qualification	ID no.

Qualifier for engineer or TMC approval

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This TMP is approved on the following basis:

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

Notification to TMC prior to occupying worksite/Notification completed

Type of notification to TMC required	Notification completed	Date: Time:
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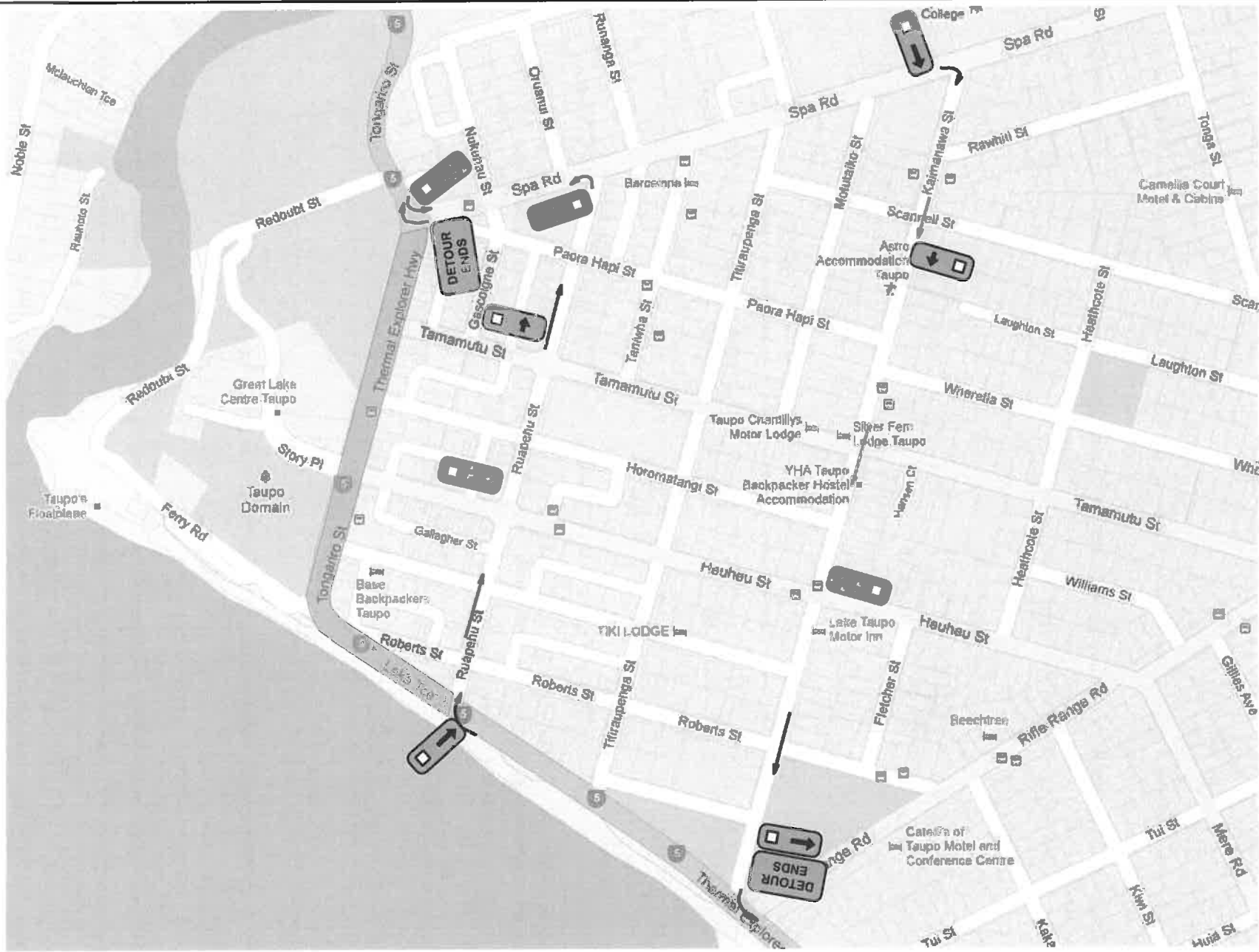
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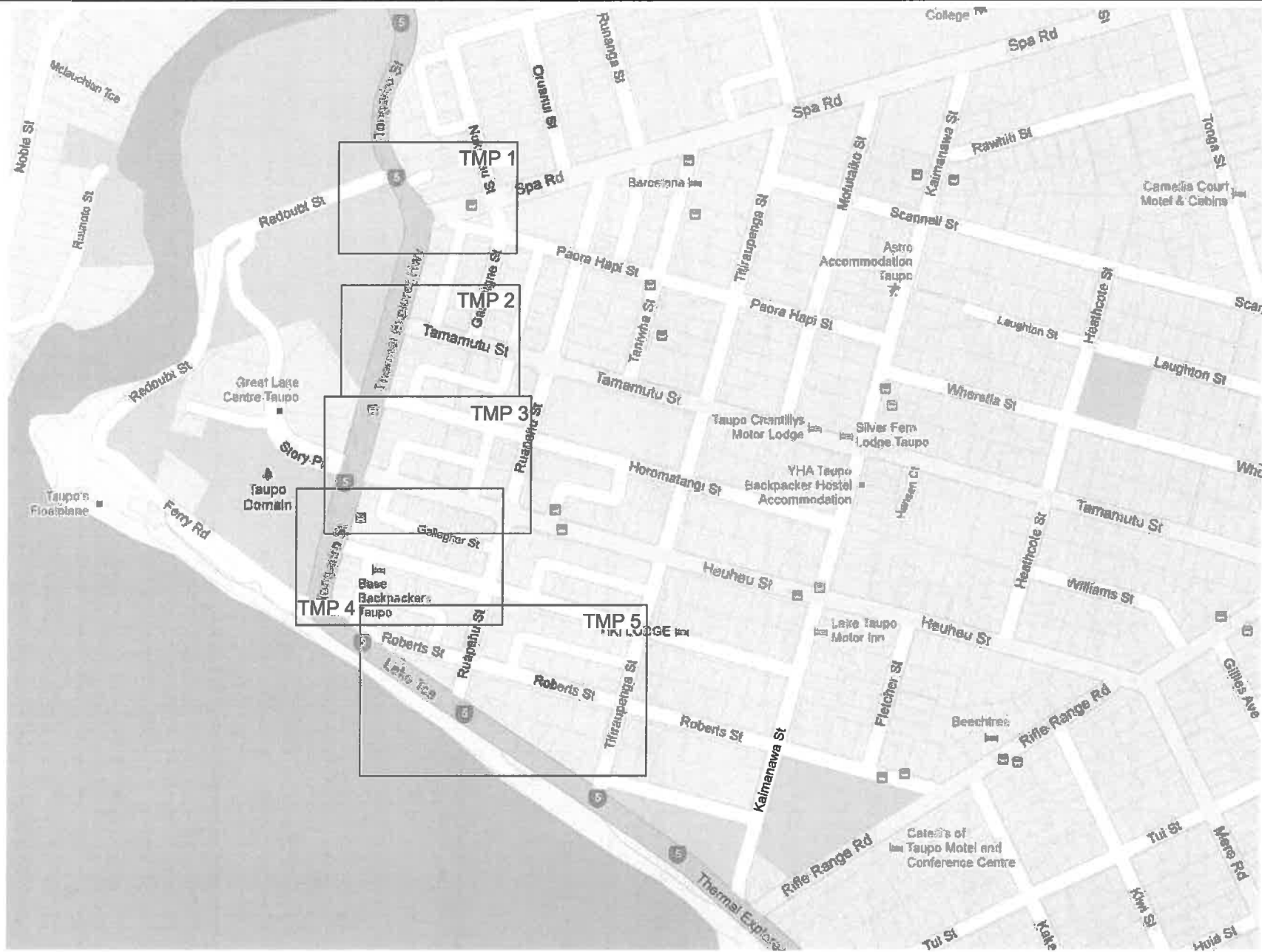
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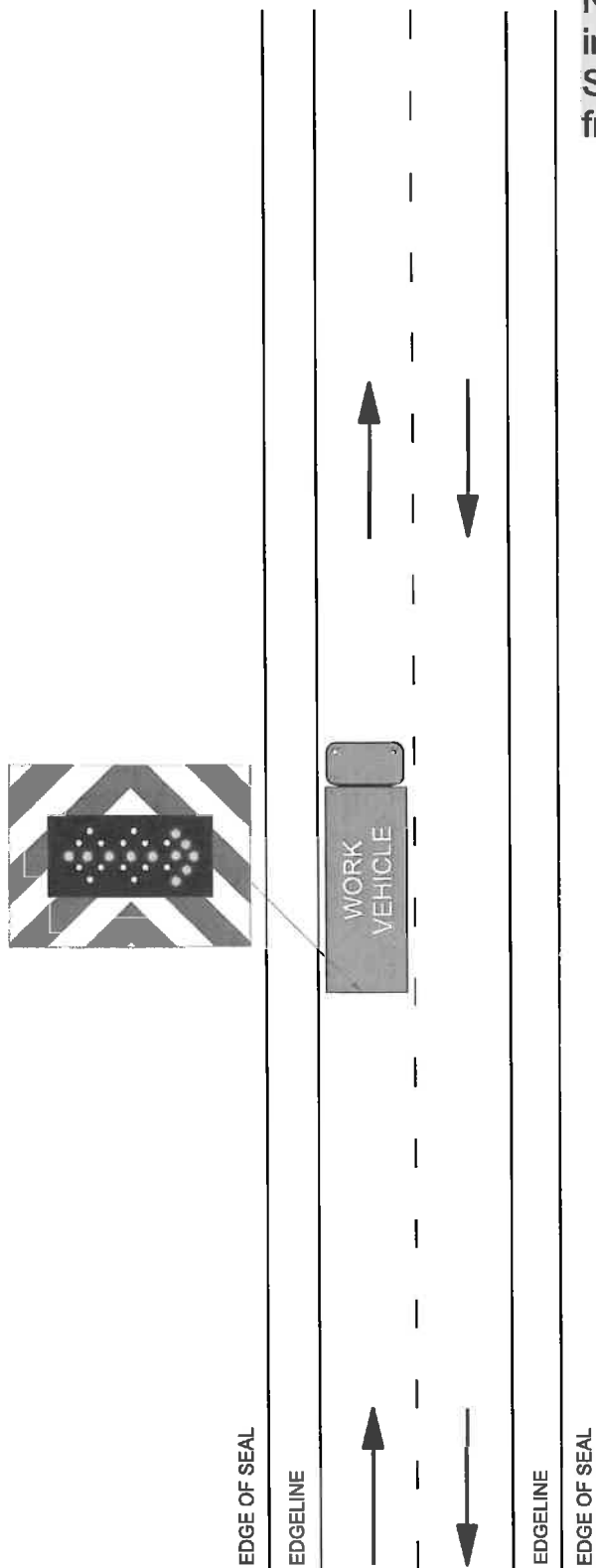
Friday Night Criterium Detour Route



Friday Night Criterium Overview



Note: This mobile is to be used to install & remove static closures. Signs and cones are to be installed from this vehicle.



TWO-LANE DIVIDED or TWO-LANE TWO-WAY LEVEL 1 ROAD

Work vehicle is on the live lane and the permanent
speed limit is Below 65km/h

APPROVED
 CAR E369524
 Roy Menton
 STMS Number 36345
 Tairāwhiti District Council
 31 October 2016

GENERIC MOBILE CLOSURE TO INSTALL STATIC SIGNAGE

Diagram not to scale

Cornelius Talagi
Cert #56562
Exp. 05/03/18
Lv. 2/3 NP

